

City of Berkeley Bicycle Plan Update Public Comments			
Comments received during the Bicycle Plan Update Public Review Draft public comment period from August 29, 2016 to October 3, 2016.			
Comment Number	Commenter Name	Comment / Question	City of Berkeley Reponse
1	Paul Sas	I ride almost daily, and regularly we all bike with my kids to school (Rosa Parks). 1 thing that would be valuable is to add accommodations to school buses for bikes, so that in the mid-day they can bring bikes forward to their afterschool program (since an adult isn't available to bike with them). Also, I hope you'll do everything possible to support the expansion of biking	Generally speaking, the plan supports accommodation for bicycles on local transit vehicles, including school buses. Implementation of this would be responsibility of BUSD.
2	Chris-Lee-Egan	While I appreciate all the hard work being put into updating Berkeley's bike plan, I have to say that I am disappointed that in particular major streets like San Pablo Ave are simply set aside for "future studies." While low-stress bike boulevards/lanes nearby are nice, many of the actual destinations that people want to bike to are on these major streets; so leaving these streets out of consideration leaves the bike network fairly deficient. This is especially notable when considering, e.g. El Cerrito approved bike lanes on San Pablo Ave, so it is clearly feasible; moreover I don't know how Berkeley can be a leader in biking if a much smaller city like El Cerrito can prioritize busy corridors but Berkeley cannot. At the very least, a strong or explicit timeline for these corridors would be an improvement. I really hope we don't have to wait some nebulous time and some vague "future study" in some future bike plan update before Berkeley's major transit corridors can see some material biking enhancements.	Complete streets corridor recommendations on major streets, including San Pablo Ave, have been revised to include a recommended bikeway facility type.
3	Ian Moore	Until recently I was a resident of S. Berkeley, now I live in Temescal. I still work in Berkeley so its bike plan is very much of interest.  * I biked along the Russel bike corridor every day for about a year, between Grant and Telegraph. Overall this is a sharrow done right, with its numerous measures to make it unappealing to motorist traffic. But like many of Berkeley's sharrows it suffers when it crosses a major street without a light, in this case Shattuck. As a motorist I would avoid crossing this intersection and it doesn't feel better as a cyclist. The closest lighted intersections are complicated (Adeline x Shattuck x Ward) or bike unfriendly (Ashby x Shattuck) so there isn't much choice. * Berkeley welcomes bicyclists from Oakland on Shattuck by abruptly ending their bike lane. Even as a motorist the lack of bike lane here is annoying, on one occasion going South I had to wait until the Oakland border before I was able to pass by a bicyclist. That said the Oakland side of the border has real old-style "door open lanes" which aren't really what Berkeley should emulate. If you look at a map it is quite clear that Shattuck from the Southern border to Ward has an unavoidable role to play in North/South traffic of all sorts and it must be improved for bicyclists. On the other hand it isn't the only place to park an unused car. I hope we are able to use the precious space on Shattuck more effectively. * Biking downtown on Shattuck should be improved. Milvia will always be what I use for biking through the area, but when my destination is downtown Berkeley itself (which is often) Shattuck is what I use and it is needlessly stressful given how wide the street is.	Bicycle boulevard crossing improvements provide recommendations for Russell / Shattuck. Complete streets corridor recommendations on major streets, including Shattuck Ave, have been revised to include a recommended bikeway facility type.
4	Maureen Phelan	Hi — This morning, one of my coworkers, who rides from Albany to our office in North Oakland, was doored - someone suddenly opened a car door into him - on his daily bike commute. He has a broken pelvis, broken ribs, and a broken shoulder. As a daily bike commuter in Berkeley, I implore the city to implement as many PROTECTED bike lanes as possible in the city bike plan. Anything less is pointless. Thank you.	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways.
5	Jason Gardner	Bike East Bay has it exactly right. Protected bike lanes and intersections are what Berkeley should be focusing on to augment its bicycle boulevards. The importance of protected lanes and intersections has been proven again and again, both in Europe and other American cities that have leapfrogged Berkeley's efforts. I was dismayed to see that the current draft of the plan backs off the more aggressive last version that had more protected lanes and intersections. Include more! It is where cities are headed and it would be a shame for us to be so far behind other cities after we have put so much time and effort into this plan.	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways.
6	Paul Vojta	I object to the proposal to take a traffic lane away from Bancroft Way to accommodate a two-way bike lane. Channing Way has perfectly good bike lanes on it, and is only two blocks away. And, it doesn't stop at Milvia. One other thing: Your map on page 5-15 seems to leave out Schlessinger Way on the UC Berkeley campus. That is also a viable and very nice bike route close to Bancroft (west of Dana). Paradoxically, taking a traffic lane away from Bancroft would risk putting more traffic onto Channing.	Design details, including traffic lane modifications, will be considered during the design phase and associated public outreach for each recommended project.  This plan covers City of Berkeley rights-of-way and does not make recommendations within the UC Berkeley campus.
7	Jame-Ane Ervin	I didn't get to go to these meetings, but I hate biking in Berkeley. My main issues (as someone who is usually headed North from Oakland).  1. Just about every bike route city line crossing from Oakland/Berkeley is terrible. The signage makes it really unclear what is happening and where you should go. Particularly if you are headed to West Berkeley or downtown Berkeley.  This week I attempted to come from the MLK-ish St to enter into Berkeley. Crossing Alcatraz was ridiculous! You have to get off your bike, go through a random plaza, use a crosswalk with speeding cars, just to get back on King and the bike route. The signage just has random arrows that you hope you don't miss any!  4. And still other routes have bike lanes to nowhere. You are traveling along, and suddenly the bike lane disappears all together. No signs warning you to route to an alternate street with infrastructure.  I find it really confusing on the whole. And not very pleasant for newer riders too.	The plan Design Guidelines include guidance on wayfinding signage for paths and bikeways.
8	Jame-Ane Ervin	2. Every bicycle boulevard drops you off at busy intersections with crosswalks and no traffic lights. Crossing Ashby, Alcatraz, University, San Pablo, Sacramento, Adeline and all of the major corridors is horrible. It goes from low stress to ultimate stress within a couple of blocks. You have to get off your bike and hope for the best in an unsignalized crosswalk.	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
9	Jame-Ane Ervin	3. Of course plenty of routes have terrible road quality and narrow lanes (ahem Telegraph). That is no fun.	The plan includes Policy OM-1 "Maintain designated bikeways to be comfortable and free of hazards to bicycling" which includes several actions related to appropriate minimum pavement standards and repaving schedules for the bikeway network.
10	Elizabeth Zuckerman	I have been cycling regularly in Berkeley for almost 18 years, and have lived in the city for 16 of those years. My biggest comment on the bicycle plan is that it attempts to divert cyclists off of primary roads. While this may be more comfortable for many cyclists, it is not comfortable for a woman riding alone. I would rather take my chances with motorists, most of whom are relatively benign, than ride on minor streets where I might be attacked. I do not ride alone on any bicycle boulevard south of Dwight or west of San Pablo, nor would I consider riding alone on the Ohlone Greenway north of North Berkeley BART. We need to make cycling safer for cyclists on every street, not just on a few minor streets that are not safe for women riding alone, anyway. My other major concern is the use of RRFB's. These are absolutely terrible for anyone with migraine condition. Please do not install any more of them anywhere. There is no reason that any warning light needs to flash any faster than my car's hazard lights. If flashing lights must be used, please make sure they flash at a reasonable speed.	Complete streets corridor recommendations have been revised to include a recommended bikeway facility type on major streets.  RRFB installation adheres to a crossing treatment progression intended to achieve a low-stress crossing. If installed the effectiveness of this treatment would be studied, and additional treatments considered as needed
11	Melanie Curry	ICYM; these are from reader Charles Siegel:  The bike plan is dealing with #2. One of its main features is improving crossings of bike boulevards.  At crossings of the busiest streets, they are adding HAWK beacons, which work as well as stop lights.  Unfortunately, at the crossings of the less busy major streets (such as Dwight Way), they are proposing adding flashers. In most cases, it would be much better to add four-way stop signs.  Flashers are safe for pedestrians, who step tentatively into the street and make sure cars are stopping. They seem much less safe for bicycles, who are more likely to proceed without hesitating and waiting for cars to stop.  Flashers send an unclear message. Drivers generally think they mean to proceed with caution and look for pedestrians in the crosswalk. But this doesn't work for bicyclists, who are not in the crosswalk and are traveling faster than pedestrians.  Drivers are much more likely to comply with four-way stop signs, making them safer for bikes. When drivers see four-way stop signs, they look for traffic on the cross street – including bike traffic. Of course, stop signs are also cheaper than flashers.  I doubt if there is any data about safety of flashers for bikes, so they are definitely a leap in the dark, and common sense tells me they would be dangerous. The plan should include four-way stops as an alternative at all the locations where it now includes flashers, to be decided on a case-by-case basis.	Complete streets corridor recommendations have been revised to include a recommended bikeway facility type on major streets. RRFB installation adheres to crossing treatment progression. If installed the effectiveness of this treatment would be studied, and additional treatments considered as needed
12	Iris Lalpalme	(in response to comments in line above) My husband and I wrote this together. As a new mother I was finding it hard to find time to write up my own comments. The thoughts in this email are the conclusion of our discussion on the topic. Additionally this intersection has always frightened me. I have been riding in Berkeley since 1995 including into my 9th month of pregnancy. Things have come a long way since then but they still can get much better. I was happy to hear that you were planning on fixing it the King Alcatraz intersection. Sadly I feel that your proposed fix will not make me or my family any safer.	RRFB installation adheres to crossing treatment progression. If installed the effectiveness of this treatment would be studied, and additional treatments considered as needed
13	Jeffrey Wescott	I live at Fairview and King, and often (on my commute to work) ride South down King St in order to eventually cross Adeline and head into Oakland. However, my experience crossing this intersection is that it's downright terrifying. Because of the ways cars are parked, it's impossible for drivers on Alcatraz to see cyclists who are trying to cross. The RRFB that is there is pretty much inaccessible to cyclists. And from what I can tell, the current proposed solution is to add a median. It is my firm opinion that this will not help the situation for cyclists at all; the issue is not that it takes too long to cross the street, it's that (with medium / heavy traffic), the cars on Alcatraz simply move too fast to even begin crossing. Honestly, I believe the only viable solution would be a traffic signal at this intersection. While this may be an minor inconvenience for both cyclists (who will have long waits) and drivers (who will sometimes have to stop while cyclists cross the street), at least it will be safe.	RRFB installation adheres to a crossing treatment progression intended to achieve a low-stress crossing. If installed the effectiveness of this treatment would be studied, and additional treatments considered as needed

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14	Ellen Lewis	I find the King bike boulevard needs a traffic light at King and Alcatraz. It is the only major intersection on that route that doesn't have one. This makes it hard, especially for younger riders who may, for instance, be attending school across Alcatraz. The intersection does have a pedestrian blinker. This encourages bike riders to behave like pedestrians and ride in the crosswalk, which is a problem all over town and makes bicycles difficult for drivers to see. When I, as a driver, check the crosswalk I expect to gauge for people moving at a walking pace. When bicyclists use the crosswalk they present a hazard as they appear suddenly after I have scanned for pedestrians. When the blinker is not blinking the cars tend to continue into the intersection and treat it as just part of the street, stopping in it if traffic is slow and making it difficult for a bicyclist to navigate through. Thank you for considering this problem and I hope we can get a light there!	RRFB installation adheres to a crossing treatment progression intended to achieve a low-stress crossing. If installed the effectiveness of this treatment would be studied, and additional treatments considered as needed
15	Sulei	Please add a signal light or improve bicycle access to the pedestrian flashing lights at King and Alcatraz. Thank you!	RRFB installation adheres to a crossing treatment progression intended to achieve a low-stress crossing. If installed the effectiveness of this treatment would be studied, and additional treatments considered as needed
16	Graham McDermott	I regularly walk from North Berkeley Bart along the Ohlone Greenway and have nearly been hit by cars in pedestrian crosswalks too many times to count - generally at least once a week. I'm not sure what it is about driving patterns in Berkeley but cars often either don't see me in the crosswalk (often with my kids in tow) or do see me and just don't slow down. It happens at all times of day. I've lived all over the bay area and have never had this problem before but after 4 years in Berkeley I'm convinced that it's a safety issue that needs to be addressed. I'd love for the revised bike plan to include safer crosswalks along the Ohlone Greenway, and near North Berkeley Bart. Lights that blink, stop signs, speed bumps, etc. Especially near Cedar Rose Park and crossing Gilman. Please help us to improve the safety of the neighborhood! I'm particularly concerned about children in the neighborhood who may not have the awareness to cross streets defensively.	Improved crossings of the Ohlone Greenway, including a standard for a raised crossings with RRFBs at uncontrolled locations, are included as part of the Ohlone Greenway Improvement Project.
17	Konstantin Sudakov	I would love to make valuable input but I can't, and here's my suggestion. The documents are not very readable. For someone who may have more time on their hands it may be sensible to read all the minutiae in all of the separate PDFs. For someone who is 24/7 busy with school (whose degree is on the line), or someone with work and young kids perhaps, it is not very easy to make sense of all the data. I think it would increase the public's involvement with the comments and suggestions if some effort was spent summarizing and putting crucial data points front and central, with the ability to drill down into more detail, without having to list through PDFs. The posters shouldn't be in a PDF at the end of the Documents section - they should be bullet pointed onto the front page of the Information section.	Map sizes have been expanded in revised plan document.
18	Nico Tripoevich	Thank you for putting together the current version of the Berkeley bike plan. While I see some improvements particularly on dangerous intersections and a few new bike tracks it's largely a disappointment. It's especially bad in that it fails to integrate bicycles into everyday activities in Berkeley like shopping or reaching BART. Do bicyclists not shop?! Many studies show precisely the opposite: people drive cars to go out to the big boxes and use bikes to reach urban shops ... except with your plan they still can't reach these business safely. Bicycle Boulevards are almost all residential, non-commercial streets. I commend your attempt to correct the dangerous Milvia and University situation with a cycle track. Have you gauged the motor traffic on Milvia between Hearst and Cedar? The speed bumps and road-diet features just cause cars and SUVs to serve around erratically. I hate to say it but a diagonal diverter across Milvia around Virginia is probably the only way to return Milvia to being a street for bikes given the high congestion on Shattuck and MLK during rush hour in recent years. The major streets and business like Shattuck and University continue to be given over to automobiles despite being extremely wide streets. University and MLK by Trader Joe's will still a nightmare for bikes with your plan and we'll have to stick with sidewalk riding. Will Shattuck continue to have diagonal parking and zero provision for bicycles in our supposedly "world-class bicycling city"? Diagonal parking along with their islands are dangerous (cars back out into bikes) and wastes space that could be used to make a decent protected lane. Sacramento St. has massive green grassy medians and people routinely drive over 40 mph - both wasting water on grass and creating a highway in the city; it's an absurd use of a this wide thoroughfare that formerly had ample space for streetscars. College Avenue is one of the best approaches to UC Berkeley from the south in terms of grading and it doesn't run into stairs like Bowditch or the "no Bikes" zone on Sproul Plaza like Telegraph - but College Ave is dangerously narrow. Relegating streets like these to Future Studies Complete Streets studies decades into the future is a major capitulation. In truth this Bike Plan is so incremental that it's scarcely better than what we have with the 30 yr old Bike Boulevard system. It's embarrassing but most recent suburban developments are doing a much a better job than Berkeley at keeping bicyclists safe and encouraging the next generation of riders. Failure to fix wide streets like Shattuck and Sacramento St demonstrate that it's not for lack of space but rather for a lack of vision and will.	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways. Design details, including traffic lane modifications, will be considered during the design phase and associated public outreach for each recommended project.
19	Dan Leaverton	The draft plan had a lot of impressive details suggesting Berkeley will some day be a safer place to bike and thus encourage more residents to bike while leaving their vehicles at home. I very much look forward to all of the numerous improvements displayed on the multitude of posters and maps including short and limited protected bikeways, a couple protected intersections, on demand street crossing signals and improved bike boulevards. I wish there had been a short presentation wherein the City identified the immediate improvements. I found it difficult to decipher what would happen and when. Please understand I would be much more excited if the City of Berkeley actually embraced the idea of safe bike travel and made real and immediate progress by removing parking, installing protected bikeways all the way across town and added a light delay to the busiest intersections allowing pedestrians and cyclists to cross while vehicles wait. Please keep up the good work but please expedite the improvements.	Noted
20	Benjamin Lerman	I write in support of a more robust bike plan, as described by Dave Campbell of the Bike East Bay in his recent opinion piece published on Berkeleyside. As an emergency physician working in Berkeley and Oakland, I see a steady stream of cyclists with injuries, both minor and severe, that were completely preventable if only we had the needed infrastructure. I was thrilled the first time I rode through the new protected bike lane on Fulton street--and shocked by how brief my period of protection was. I found myself wondering if we will have to wait for a near-fatal accident on each key block of Berkeley to see cyclists finally get the protection that they deserve. Everyone who rides a bike is doing a huge public service by reducing congestion, air pollution, global warming, and the social costs of ill-health that result from a sedentary life-style. Berkeley should be a leader in aggressively supporting and promoting the use of bicycles. So-called "bicycle lanes" in which a white stripe on the pavement is supposed to magically protect vulnerable cyclists from motorized vehicles are worthless (I personally got hit by a car just a few months ago, while riding in such a "bike lane"), and may even put us at greater risk by herding us toward parked vehicles whose opening doors pose a huge hazard. While I applaud the many positive portions of the currently proposed plan, I agree with Mr. Campbell that it needs to go considerably further, and commit to creating the safe bicycle experience that so many Berkeley residents have been asking for.	Noted
21	Gavin Lee	I saw an article regarding your Bike Lane program and wanted to introduce myself and our TrafficScapes products from Ennis Flint, based in Fairfield, CA. The city of Berkeley is already a large user of our Regulatory traffic markings. Our TrafficScapes division focuses on Specialized pavement markings for crosswalks, medians, bike/bus lanes, horizontal signage etc., utilized throughout North America and around the world. (I have included a few pictures) For more information please visit: <a href="http://www.ennisflintamericas.com/by-use/bike-and-bus-lanes">http://www.ennisflintamericas.com/by-use/bike-and-bus-lanes</a> . If you would like to find out more about our products and services, I would also be more than willing to do a lunch n learn PPT presentation to your office at a time suitable to you. I will also gladly mail you a product profile package if you would prefer. We could also discuss a free demonstration of one of the products.	Noted
22	Joe DiStefano	I applaud the City's effort in producing a new draft Bike Plan. The plan, however, does not reach close to far enough to meet the needs of cyclists (and potential cyclists) in our community. It has a very limited implementation of protected infrastructure, and beyond that only modest improvements to the network across the City. This is not a plan that makes it safe for my kids to bike to school or the park. It is not a plan that will encourage a lot more people to ride their bikes. It makes improvements, but far below the expectation set by Mayor Bates when he proclaimed that the plan would make Berkeley the best in the country. Cities across California and the USA are doing a lot more than this. Please push harder to meet the needs and desires of Berkeley residents, workers, and visitors. The growing cycling community deserve better and safer streets than this plan provides.	Noted
23	Debbie Woods	I am writing to express my strong concern about the safety, or lack thereof, of the crossing at Ohlone Path onto Cedar. This is an extremely dangerous crossing. Pedestrians and cyclists emerging from the path are very hard to see, especially at night. I would like to request something be done to increase safety of cyclists, pedestrians and drivers at this particular location. Can flashing lights be installed on the crossing to increase visibility? Please advise as to how this can be addressed by city officials.	Improved crossings of the Ohlone Greenway, including a standard for a raised crossings with RRFBs at uncontrolled locations, are included as part of the Ohlone Greenway Improvement Project.
24	Miryam Sas	I very much appreciate the creation of the Berkeley Bicycle plan. I love that we can go around Berkeley safely by bike, and any improvements are appreciated. The thing I would like to see added is a regular plan for the city to review the state of the pavements on all bicycle boulevards so that they can all be maintained in good repair, and where they are not, that they can be brought up to standard, so that they will be in as good shape throughout as currently some of the segments of California street are today. I know this would be deeply appreciated by all bikers.	The plan includes Policy OM-1 "Maintain designated bikeways to be comfortable and free of hazards to bicycling" which includes several actions related to appropriate minimum pavement standards and repaving schedules for the bikeway network.
25	Jason Anderson	It's wonderful that Berkeley is making this effort - I cycle every day and there are a lot of improvements possible. I moved here a year ago from Ghent in Belgium, which has roughly the same population as Berkeley. Attached is a picture of the 10,000 space capacity bike racks under one of the two train stations I took over the summer. There are another 5,000 bike racks above ground too. This is just to say...we are no where near our potential in Berkeley. The main reason is a lack of proper infrastructure and actual preference to cyclists and pedestrians, not just accommodation. Physically separating bikes from moving and parked cars through different heights and colors of pavement is important. Places currently listed as already taken care of include lanes that are in terrible shape - e.g. a spot I pass every day, Monterey near Hopkins, where the paving is poor. Furthermore, it's a wide street with plenty of room to add separation between cyclists and parked cars - basically cyclists tend to bike in the roadway because it's not safe to whip past parked cars that might open their doors, or over crumbling pavement that is hazardous.	The plan includes Policy OM-1 "Maintain designated bikeways to be comfortable and free of hazards to bicycling" which includes several actions related to appropriate minimum pavement standards and repaving schedules for the bikeway network.
26	Jason Anderson	The hills are pretty much ignored, but there are a lot of cyclists up there (including me) and because of the inclination, speeds are high. Given the abysmal state of much pavement, there's a lot of potential for misery. There are newly repaved stretches of Spruce that are very bumpy and even with potholes designed to kill you (e.g. a huge hole to a service cover at the corner of Rose and Spruce right at the spots bikes ride when going uphill).	Recommended routes along The Arlington, Spruce, Grizzly Peak and Wildcat Canyon serve the Berkeley hills
27	Jason Anderson	Electric bikes now outsell normal bikes in several parts of the world - the potential for e-bikes to be fully functional transportation all through the city including the hills seems to be ignored.	The needs of electric bicycle users including charging has been identified in the Bicycle Parking section of Chapter 5
28	Jason Anderson	Bike Link cages are a godsend. They should feature everywhere in the city, not just at a couple of stations.	The needs for additional secure long term bicycle parking including bike lockers is identified in the Bicycle Parking section of Chapter 5
29	Jason Anderson	Because so few people use bikes for regular transportation, drivers appear befuddled when confronted by a cyclist. They never check before turning right (and signaling appears the exception to the rule). There should be both strong enforcement	Appendix D includes programmatic recommendations including Enforcement initiatives

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30	David Klein	I recently read over the draft of the new Berkeley Bike Plan. I'm excited for all the improvements that are planned for Berkeley's bike infrastructure, but I do have a request: In looking over the list of planned projects, I don't see anything related to repaving existing bike boulevards. In general, I've greatly appreciated the repaving that's occurred in the past 5-6 years, but there are still many stretches of bike boulevards where the pavement is unpleasant to ride on and potentially even unsafe. (I'm thinking particularly of Milvia between Blake and Russell, an area about which I gather you've already received many complaints.) For me personally, making the existing bike boulevard network more pleasant / safer to use is actually a significantly higher priority than extending the network, though I'm happy for the network to be extended as well. (My apologies if I missed something about this.) One other thing: There are some bike boulevards (I'm thinking particularly of California between, say, Addison and Dwight or Virginia east of California) where the trees block the light from the streetlights, which makes it dangerously dark. (It's especially dangerous in places where the paving is poor.) I'm not sure if there's anything that can be done about this short of cutting down trees, which probably isn't going to happen, but this is another safety concern that I have, and it did not appear to be addressed anywhere in the Bike Plan.	The plan includes Policy OM-1 "Maintain designated bikeways to be comfortable and free of hazards to bicycling" which includes several actions related to appropriate minimum pavement standards and repaving schedules for the bikeway network. Overall on-street bikeway maintenance would include tree timing and maintenance of appropriate street lighting levels.
31	Katharine Van Dusen	One of my main concerns is the road quality on Milvia south of Dwight. I didn't see this mentioned in the report, but it's an issue that should be addressed ASAP. I ride that route frequently with my toddler in a bike seat, in order to get to the Berkeley YMCA, but it is a nightmare. I worry frequently about getting caught in a pavement crack that will send us both to the ground. A new coat of asphalt would help tremendously. Similarly, many other bike boulevards, like Russel Street, have giant cracks in the pavement that run down the center of the lane, exactly where it's otherwise safest for a cyclist to ride. These cracks pose a serious danger (my tire could get stuck) and make me ride either too close to parked cars (the door zone) or too far towards the center of the road. Please prioritize the surface quality of the roads so they don't pose an unnecessary danger to cyclists. Finally, I like that many of the crosswalk signals have pictures of both pedestrians and cyclists. If possible, please include cyclists pictures on any crosswalk signs you intend cyclists to use to cross the road. It provides a signal to cars that they should yield to cyclists--otherwise, cars won't yield and I'll have to dismount to cross the street (that's not great, especially with a toddler on my bike who can make for a wobbly dismount.)	The plan includes Policy OM-1 "Maintain designated bikeways to be comfortable and free of hazards to bicycling" which includes several actions related to appropriate minimum pavement standards and repaving schedules for the bikeway network.
32	Eric McCaughrin	I. Summary The plan is vague and incomplete. It leaves gaps in the bike network, and there are several neighborhoods not covered. Furthermore, the schedule for getting City Council approval by the end of the year is aggressive. The public needs more time to give feedback on the plan, especially if the plan goes through further iterations to resolve issues. By now I'm sure you have received feedback on Shattuck and Telegraph Avenues. The cycling community is disappointed to find these corridors would only be evaluated as part of some future study. Both corridors have already been evaluated extensively going back to the 1990's, so it is unclear what else requires study. Oakland has already striped bike lanes on Shattuck up to the Berkeley border, and is constructing cycle-track and bike lanes on Telegraph. Moreover, the downtown Streets and Open Spaces Improvement Plan (SOSIP) calls for bike facilities on Shattuck. With the City already proceeding on the new downtown parking garage and the Shattuck couplet reconfiguration, it would be a mistake to delay implementing the bike elements of SOSIP any further.	Noted
33	Eric McCaughrin	II. Detailed Comments 1. Figure 3-1 (Existing Conditions) suggests a continuous bike lane on Telegraph. It is actually more of a door-zone bike lane in some blocks. The chapter might also clarify the differences between the Caltrans and Berkeley standard for Class II bike lanes. 2. Figures 5-3, 5-4 (bike boulevard crossings) show cyclists stopping in a green bike box. The position of the box is too far back from the intersection. Unless all the parking were removed, cyclists will not see oncoming traffic (and vice versa). Note by comparison the bulb-outs have pedestrians in a more visible location – the bike box should be positioned further out in a similar fashion. 3. Figure 5-4, 5-5, and 5-7 (bike boulevard crossings) have a green box in the middle of the intersection. Is it the intention that cyclists can take refuge in the middle of a busy intersection? That seems dangerous and not what is desired for "low-stress" bike boulevards. 5. Milvia 2-way cycle-track (p. 5-15): what was the reason for selecting the 2-way cycle-track? The use of 1-way cycle-tracks (on both sides of the street) is the preferred standard for busy downtown areas with intersections. A 2-way track should only be used in places where a street runs along a park or other such feature. For reference, see "Explaining the bidirectional cycle track folly" – <a href="http://www.copenhagenize.com/2014/06/explaining-bidirectional-cycle-track.html">http://www.copenhagenize.com/2014/06/explaining-bidirectional-cycle-track.html</a> . 6. If the plan retains the Milvia 2-way cycle-track, then the directional "switcheroo" should occur behind diverters; thus, the switcheroo at Hearst/Milvia should be moved further north to Cedar. Alternatively, a new diverter could be installed at Hearst/Milvia. 9. A cycle-track is proposed for Claremont Ave, but the plan does not provide details about the design. There should also be design details for the other cycle-tracks in the south campus area. 10. In the Berkeley Bicycle Design Toolbox, there are several sections on bike lanes / right-turn lane intersections (beginning on page 80). They depict a bike lane and right-turn lane crossing over through a mixing zone. While it is true that NACTO does have these designs, they are in fact stressful and dangerous because they increase bike/auto conflicts. Note that the Dutch CROW manual does not allow them (for reference, see <a href="https://bicycledutch.wordpress.com/2011/04/07/state-of-the-art-bikeway-design-or-is-it/">https://bicycledutch.wordpress.com/2011/04/07/state-of-the-art-bikeway-design-or-is-it/</a> ). Please remove these sections from the Design Toolbox, or even better, prohibit this intersection configuration. III. Omissions in the Plan 1. The plan should incorporate recommendations in the Adeline corridor study. Preferably, the Adeline corridor would receive a cycle-track. Also, the Ashby/Adeline intersection is very dangerous for cyclists. Please consider a Protected Intersection at this location.	Specific project design details, including signal phasing, geometrics, signage and pavement markings, will be considered during the design phase and associated public outreach for each recommended project. Adeline is a Complete Streets Corridor with a recommended Class IV separated bikeway.
34	Eric McCaughrin	11. Section 5.5.1 New Upgraded Bike Lanes (p. 5-26) states: "bike lanes cannot not be implemented on most streets without removing parking...for this reason, very few new bicycle lanes are being proposed." I am not aware of any City Council policy requiring this. It is contrary to the stated goals of the Plan, as well as the Climate Action Plan.	Statement removed from revised draft
35	Eric McCaughrin	2. Piedmont Ave between Dwight and Russell St. could be reclassified as a Bike Boulevard. It already has extensive diverters, so all that is left is to paint Bike Boulevard stencils. This is an easy improvement in cycling conditions for students at Emerson Elementary. 3. The Piedmont Ave corridor between Dwight and Bancroft has heavy car traffic, but only recommends sharrows. This solution is not adequate given the enormous student population, and connection to the Clark Kerr campus. Consider extending the existing bike lane or building cycle-track from Bancroft to Dwight. Provide a better connection across Dwight to the traffic-calmed section Piedmont Ave. Note that the new stadium parking garage which opened last year added 450 new public parking spaces. This more than compensates for the removal of 3-4 blocks of on-street parking	Piedmont/Derby/Waring is designated as a Complete Streets Corridor with an interim Class III Sharrow recommendation
36	Eric McCaughrin	8. Under the Recommended Bike Boulevard Crossing Improvements (figure 5-9): The Woolsey Bike Boulevard is shown as terminating at Hillegass. It should continue across College, connecting to the Claremont cycle-track. The plan should have crossing improvements at both Woolsey/College and possibly Woolsey/Claremont (depending on the design of the Claremont cycle-track). As an alternative to Woolsey, Webster (from Hillegass to Claremont) is a possible substitute. Webster has the advantage that there already exists a diverter at both Webster/Claremont and Webster/Telegraph.	The Woolsey Bicycle Boulevard connects to the Hillegass Ave Bike Boulevard. Woolsey continues as a Class III route east to Claremont, which is proposed as a Complete Street and Class IV corridor
37	Eric McCaughrin	4. The section on Bike Boulevard traffic diverters (page 5-12) states: "diverters are recommended to direct vehicles off the Bicycle Boulevards and onto larger roadways." That is a good design standard -- however the map does not appear to follow this rule. For example, the Russell St bike boulevard does not divert any westbound traffic between Hillegass and Adeline. This allows the bike boulevard to be used as a cut-through for Ashby traffic. Similarly, the Virginia St. bike boulevard has no diverters east of McGee. As a result, Virginia gets cut-through traffic in the Gourmet Ghetto and North Campus areas. There needs to be more work on applying the diverter rule to all the current and planned bike boulevard corridors.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
38	Eric McCaughrin	7. The map showing the proposed bicycle network improvements (figure 5-1) should indicate a bike bridge crossing I80 at Gilman. The map shows a "squiggle" there, and it is not clear what that means	The recommended network map includes a proposed bicycle overcrossing of I-80 near Gilman Street.
39	Eric McCaughrin	4. As part of the 4th-bore Caltrans settlement, some additional shoulder space is to be provided for cyclists in the uphill direction on Tunnel Rd. This is the so-called Phase 2 that would use a retaining wall to move some parking spaces over. Has this been included in the Plan? 5. Bay St. (at the south entrance to Aquatic Park) has bike lanes in the southward direction but only sharrows for northbound traffic. There is room to install bike lanes in the northbound direction by converting the angle parking to parallel parking. The minor loss of parking is not significant as the location has minimal parking demand.	The Bicycle Plan Update identifies unfunded needs for cycling in Berkeley and does not include funded projects such as those listed in the 4th Bore Settlement agreement.
40	Matt Small and Rana Cho	As 18- and 12-year Elmwood residents, and a recent parents, we were very interested in reviewing the documentation for the new Berkeley recommendations. In particular, we have a concern about the intersection at Hillegass and Russell. These are two high-traffic streets which also both happen to be bicycle boulevards. For some reason, all of the surrounding intersections have 4 way stop signs, but the intersection at Hillegass has stop signs in the Hillegass direction only -- it does NOT have stop signs in the Russell direction. This is very confusing to drivers and bicyclists, who often assume that cars on Russell will stop (as they do at every other intersection), and are unpleasantly surprised when they don't. We personally have witnessed many near-misses at this intersection, and we were interested to see that our suspicions seem to be borne out by the Bicycle Collision Density map on page 4-15 of the plan, which indicates a high number of collisions in the area. Are there any plans to add stop signs on Russell street at this intersection? We looked through the recommendations but did not see this listed. If not, we would be grateful if you could guide us in lending whatever voice we can to advocate for this improvement.	Specific details about traffic calming improvements along the bike boulevard network, including stop sign modifications, would be considered during the design phase and associated public outreach for each recommended project.
41	Eric Biber	I was curious what (if any) traffic lanes would be dropped near the UC campus under the recommendations of the draft bicycle plan (specifically on Hearst, Fulton/Oxford and Bancroft). The draft doesn't give any details on this. Thank you.	Design details, including traffic lane modifications, will be considered during the design phase and associated public outreach for each recommended project.

**City of Berkeley Bicycle Plan Update Public Comments**

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Comment Number	Commenter Name	Comment / Question	City of Berkeley Reponse
42	Charles Siegel	<p>Milvia St. Bike Track</p> <p>I strongly support the Milvia St. bike track, but I think the plan should study an alternative that extends the bike track only as far north as University Ave. Milvia St. is already safe for bicycling north of University, since it has been redesigned as a Slow Street. Having a bike track between University and Hearst would require removing an existing chicane, speeding up traffic and making the street less safe for pedestrians. If the bike track extends only as far north as University Ave, the best transition between the bike track and the street north of University would be to add a bike-only phase to the stop light at University and Milvia, allowing northbound bicyclists to shift from the west side of Milvia to the east side as they cross University Ave. without any conflict with cars. I suggest that the bike plan should study whether there is enough capacity at this intersection for a bike-only phase. If there is, it should make this an alternative to the current design. A bike-only phase that comes before the green light for cars on Milvia will also help bicyclists to avoid conflicts with cars that are turning onto University Ave.</p> <p>Two-Way Cycle Track Connectors</p> <p>Green bike lanes with bicycle markings and arrows should be included at all intersections of two-way cycle tracks with cross streets. Drivers tend to look only in the direction that they expect traffic to come from. Drivers who are new to the area will not expect two-way bicycle traffic and will only look to their left before entering the street, in the direction where they expect traffic, causing danger to bicyclists traveling in the other direction.</p> <p>If there are green bike lanes with arrows as connectors at all intersections of two-way cycle tracks, they will alert drivers to look for bike traffic coming from both directions.</p> <p>Where the draft plan does recommend cycle-track connectors, it illustrates them as white markings on the asphalt (as in Figure 5-6). It would be much more visible, and so much more effective, to stripe these connectors as green bike lanes with white markings.</p> <p>Flashing Beacons at Bike Boulevard Crossings</p> <p>The plan proposes Rectangular Rapid Flashing Beacons (RRFBs) at many intersections. I do not think these are safe or effective for bicyclists.</p>	<p>Specific project design details, including signal phasing, signage and pavement markings, will be considered during the design phase and associated public outreach for each recommended project.</p> <p>RRFB installation adheres to a crossing treatment progression intended to achieve a low-stress crossing. If installed the effectiveness of this treatment would be studied, and additional treatments considered as needed</p>
43	Hiller House	<p>In Councilmember Droste's recent newsletter "Welcome to School, Bicycle Plan Update" was a link to the bike plan. Buried deep and obscured in the "draft" plan is a proposal that will create greater and speeding traffic on Russell Street by removing the stop signs at Russell and Pine. I am opposed to this plan as in unnecessarily endangers pedestrians, children who play in the street and those of us who walk in it, residents and even bicyclists who have found Russell Street to be much safer since the stop signs were installed. Indeed, they've helped achieve the low-speed criterion for the boulevard. Only a small red X indicates a plan to remove the stop signs at Russell and Pine. No other notice has been given to the residents. The only opportunity to comment on this significant and unannounced change to the quality of our residential street is in writing or in person by September 29th. Details below. Attached are three images from the report showing the map and vague text. For the past several years those stop signs have calmed the use of Russell. The "draft" coyly misstates the stop sign removal as an "enhancement". Many of us recall asking the Berkeley Police to come out to cite speeders. This has not been necessary since the stop signs were installed. The stop signs are an actual enhancement to street quality. There are no alternative means of ACTUALLY calming traffic proposed, e.g. speed tables, speed bumps, or a traffic circle at the Russell - Pine intersection, in the event this ill-founded proposal is approved. This plan, if approved, will lead only to cars once again speeding up the street, and degradation for all users. Bicyclists already often speed through. It is the cars that are the additional problem.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
44	Janice and Lanny Weingrod	<p>(comment refers to the previous comment #43 by Hiller House) We oppose removal of the post sign. It has improved safety on Russell street.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
45	John Brennan	<p>(comment refers to the previous comment #43 by Hiller House) Sedge - Wow - good catch.</p> <p>Thanks for this. And here I thought that the likely agenda was to add stop signs! (I believe we need to add stop signs - particularly on the corner of Piedmond &amp; Russell where we have seen several near accidents and near misses as cars swing around the corner fast and then speed up.)</p> <p>But getting rid of stop signs...absurd really. Seriously, WTF?!</p> <p>I have added a few interested parties and will do my best to represent at the event on the 29th. Short of that, we could consider some sort of litigation given the real risks to the small children and other pedestrians on the street..</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
46	Chrissy Hoffman	<p>(comment refers to the previous comment #43 by Hiller House) Thanks for this info! It makes me livid! I want to email Lori Droste right now!</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
47	Denise Powell	<p>(comment refers to the previous comment #43 by Hiller House) definitely have to keep the stop sign. it's the only thing that slows the Waze traffic down every evening... remove it and they'll all be going 40mph up the street...</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
48	Dennis Montali	<p>I am a 30+ year resident of Russell Street (2920) and although I have not met you I recall from your campaign materials that you live on Pine Street and know from your website that you have two small children in your family.</p> <p>My purpose in writing to you is to echo the sentiments of Mr. Thomson, Ms. Doane, Mr. Willes and others and to express my strenuous opposition to the proposal to eliminate the Russell/Pine Stops and my disappointment in your September 6 "Hi all" response. To include what the city staff said about Russell/Hillegass and Benvenue (even underscored and bolded for emphasis), without any mention of Russell/Pine at all, makes me wonder if you have really considered our problem. This is your immediate neighborhood too! Russell two or three blocks below Colledge has very little automobile traffic; Russell above Piedmont now and then resembles the Indianapolis Speedway when Ashby (Eastbound) is backed up. That is where we live and where the Stop signs at Pine help a bit.</p> <p>Those signs were added a few years ago for a reason - the safety of children, adults, pets, automobiles, and even bicycles. Taking them away for the purpose of making it easier for bicyclists inverts priorities, makes no real sense, and insults the intelligence and thoughtfulness of those who overcame opposition and put those signs there when we needed them to slow and then stop the cars going way too fast.</p> <p>The staff got one thing right:</p> <p>...there are many locations along bike boulevards with stop signs every block or two, which are largely ignored by the majority of cyclists. This creates an unpredictable situation for everyone using the bike boulevards whether on foot, on bike, or in a car.</p> <p>The cyclists ignore them. The remedy is to enforce the signs, not to remove them.. But the drivers who might otherwise be racing up or down the street don't ignore them. That's predictable. We need to keep it that way. I'll take my chances on the bicyclist who doesn't slow down, but not the pick-up truck.</p> <p>Finally, I think someone should get the "Are you kidding me?" award by calling this "traffic calming". Calm the traffic by guaranteeing that it will go faster on our residential street. I really must be missing something.</p> <p>I urge you to kill this proposal at once and if that can't happen, to participate in a neighborhood meeting as Mr. Thomson suggested. If there is ANYONE in the city who can justify this unwise proposal have that person attend with you and explain.</p> <p>Thank you.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>

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49	Mark Humbert	<p>(comment refers to the previous comment #43 by Hiller House) I would invite all to the Transportation Committee's bike subcommittee meeting at 7 PM Sept. 29 at the N. Berkeley Senior Center. Nothing about stop sign removal on Russell has been decided. It may well be that an alternative traffic calming measure, such as a traffic circle, at the Pine/Russell intersection, would function better than a stop sign. No one is in favor of speeding traffic along Russell.</p> <p>It should be some comfort that the Russell Street map in the draft bike plan contains a note that the neighbors will be consulted about traffic calming/removal of stop signs along bike boulevards.</p> <p>We are really just at the beginning of this process, and the TC, its bike subcommittee, and the Transportation Division, are all very interested in public input on issues of pedestrian and cyclist safety.</p> <p>Best, Mark Humbert (District 8 appointee to TC)</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
50	Todd Miller	<p>I am writing about the proposal to "update" the Citywide Bicycle Plan. I am a serious &amp; avid cyclist, I bicycle to work EVERYDAY, rain or shine. In addition to commuting I have a road-bike that I enjoy riding as often as I can, &amp; have probably seen many of you climbing Tunnel Rd &amp; cycling along Skyline many times.</p> <p>While I appreciate much of what Bike Berkeley has done to make our city more bike friendly I CANNOT support parts of this proposal.</p> <p>I simply do NOT see how removing stop signs at the intersections adjacent to an elementary school will "calm traffic". This seems like a complete no-brainer. I bike up &amp; down Russell St. almost everyday, stopping at the 2 corners next to a school is NOT a hardship. Especially compared to the increased danger to the 5 - 10 year olds crossing those streets &amp; playing on the playgrounds.</p> <p>And let's not forget that the LeConte playgrounds are used both after school and on weekends. Without those stop signs traffic will NOT be calmed, cars will likely increase their speed as they drive on Russell unimpeded by stop signs.</p> <p>While my children no longer attend LeConte the school yards still seems full of active children &amp; I remain more concerned about their safety than I do about a very slight inconvenience to me when I'm on my bike.</p> <p>I am VERY OPPOSED to the proposal to remove the stop signs on Russell St.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
51	John Polito	<p>Hello. I live at Russell and Regent. My child goes to school at LeConte on Russell, and I walk down Russell to BART every work day. I am strongly opposed to the removal of any stop signs on Russell between Benvenue and Shattuck school. Even after stopping (or rolling cars to a stop), cars barrel through at high speed en route to dropping off kids at Willard or LeConte. And taking away stop signs will mean that bikes will be going even faster. Taking stop signs away will put our children's lives at risk.</p> <p>Also, living and walking on Russell almost every day for the last four years, I believe that there are far more pedestrians than bicycles at most hours of the day. Has there been a study on how many more injury accidents involving pedestrians are likely to take place if this plan is implemented?</p> <p>I did not learn of this plan until a block party yesterday. Every neighbor with whom I spoke opposes this plan. Please don't make my neighborhood less safe just to benefit a handful of people who don't live in it and just want to zip through it that much faster.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
52	Jessica Anthony	<p>I am a resident on Russell Street (@ Regent) and it has just come to my attention that the City plans to remove stop signs on Russell at various locations between Benvenue and Shattuck Ave. While we are bike advocates and bike riders, the removal of stop signs on this street will very likely invite cars going east/west to use Russell vs. the always congested Ashby Ave as well as to permit cars to speed. This is a very family friendly street, with kids, dogs, bikes, etc. and the removal of these signs will make the street less safe for all.</p> <p>I'm always very impressed with how well Berkeley maintains safe streets for its residents and I hope that upon careful review of this plan, you come to see that this decision is not in line with that record.</p> <p>Thank you for your time and attention.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
53	Sandra Sharpe	<p>Please, please keep our stop signs as they are. This plea is for the safety of bike riders and car drivers.</p> <p>I live on Russell between Hillegass and Regent. There are so many almost fatalities at the corner of Russell and Hillegass because there is simply no stop sign for the Russell Street bike riders and cars. Everyone needs to stop, not rush through on Russell, hoping a car driver might see you on a bike and stop. I hear many stories about cars almost hitting bike riders because they, the bike riders, want to whizz along with the thought that somehow car drivers know that they, the car drivers, want to slow down for bike riders.</p> <p>Again, I am thinking of saving lives for bike riders as well as car drivers.</p> <p>I hear too many near fatalities on my corner because there is no stop sign on Russell.</p> <p>Please, for the sake of saving lives, do not remove our stop signs. We so need them for our saf</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
54	John Polito	<p>Hello. I live at Russell and Regent. My child goes to school at LeConte on Russell, and I walk down Russell to BART every work day. I am strongly opposed to the removal of any stop signs on Russell between Benvenue and Shattuck school. Even after stopping (or rolling cars to a stop), cars barrel through at high speed en route to dropping off kids at Willard or LeConte. And taking away stop signs will mean that bikes will be going even faster. Taking stop signs away will put our children's lives at risk.</p> <p>Also, living and walking on Russell almost every day for the last four years, I believe that there are far more pedestrians than bicycles at most hours of the day. Has there been a study on how many more injury accidents involving pedestrians are likely to take place if this plan is implemented?</p> <p>I did not learn of this plan until a block party yesterday. Every neighbor with whom I spoke opposes this plan. Please don't make my neighborhood less safe just to benefit a handful of people who don't live in it and just want to zip through it that much faster.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
55	Amanda West	<p>I am a mother, Berkeley resident of 8+ years, a bicyclist, and a former Berkeley business owner. I live on Russell Street between Telegraph and Ellsworth.</p> <p>I am begging you not to remove the stop signs on Russell between Benvenue and Shattuck Avenue, as proposed in the Draft Bicycle Boulevard Plan (page 5-12). These stop signs are essential to community safety.</p> <p>Our family walks around our neighborhood in Berkeley every day and we rely upon these stop signs. Despite stop signs in our neighborhood and even at Zachary's Corner, I constantly notice the careless driving of people in Berkeley, not noticing that there is a mother with two children in a stroller about to cross the street. At least with a stop sign, they are expected to stop and look around them. I can't imagine how much worse this will become if we remove even more stop signs! This just gives a license to careless drivers to take over the road even more.</p> <p>I commuted by bicycle to Downtown Berkeley for several years and I don't believe the tradeoff of safety is worth removing these stop signs.</p> <p>Please do not remove these stop signs. I fear that, if you do, there will be another Zachary's Corner.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
56	joanne sultar	<p>I live near LeConte school on Deakin Street just south of Russell.</p> <p>Many people will speed down Russell Street if the stop signs are removed.</p> <p>I can't understand putting pedestrians and drivers at risk so that bicyclists have a smoother ride.</p> <p>Please do NOT implement this dangerous plan.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
57	Nasira Abdul-Aleem	<p>Removing the stop signs means that not only bicycles but other vehicles—cars and trucks—won't have to stop. Stop signs are extremely proficient at controlling traffic-speed. They are very expensive and a bureaucratic nightmare to get approved; to remove them would be a waste of both time and money and be very unsafe.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.

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58	Michael Grove	<p>To Whomever this may concern,</p> <p>I've been made aware, by my neighborhood earthquake group, that there are plans afoot to remove some of the stop signs along Russell and adjacent streets. One of my concerns are the bicycles. I love that my street is a bicycle blvd, but as a pedestrian I find that bicyclists, often, have little regard for pedestrians in the crosswalk. My fear is that without stop signs, which most bicyclists have minimal regard for, there would be little to slow down bikes traveling to the west where they could pick up a good deal of momentum. The stop signs even though they are not strictly observed, at least, slows the bikes at those intersections down somewhat.</p> <p>Also cars slow down, if not coming to a full stop at the signs as well. I grew up on the corner of Russell and Hillegass streets and we used to have accidents at those corners several times a year. The corners are curved and offset so that cars had trouble seeing each other. When I cross the corner at Russell and Hillegass, often there is a car rushing from Ashby heading north and even with the stop sign there they come to a moving stop, however when they see a pedestrian at the crosswalk, which they wouldn't if there were no stop sign there, they come to a complete stop.</p> <p>So, in short, I think the streets would become less friendly to the people who actually live on them, and a greater danger of accident occurrences if the stop signs were removed, and I hope you will reconsider the removal of stop signs along Russell St.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
59	Gabriel Many	<p>I live at 2131 Russell Street between Shattuck Ave and Fulton St. My older son is in second grade at LeConte School, on Russell between Fulton and Ellsworth. I am writing to leave a public comment about the Berkeley Bike Plan and am carbon-copying my city councilman, as well as the councilman in the immediately neighboring district.</p> <p>Today, I got a flyer about the Bicycle Plan (bikeberkeley.com), which on page 6-5 proposes spending \$60,000 to remove the stop signs at Russell and Fulton and at Russell and Ellsworth. This is a terrible idea.</p> <p>I am both astounded and frightened that this has been proposed. These two stop signs are where hundreds of children cross the street each day as they arrive at and leave school. Furthermore, this is a high traffic street, in part due to the school and in part due to the high population density of the neighborhood and the popular businesses in the surroundings. The idea that getting rid of the stop signs will make this safer is mind-boggling.</p> <p>I read the full Bicycle Berkeley draft report: on page 4-17, the top public comments about spot issues are listed: "need safe crossing," "need traffic signal," "need four-way stop," "need safe bike access to Bay Trail," and "need stop sign." Note the bold: the public comments specifically request more stop signs, traffic signals, and safer intersections.</p> <p>People are not clamoring to remove stop signs. So how can it possibly be that on page 5-3, the most common recommendation is to remove stop signs? It makes no sense. The bicycle plan is ignoring the public comments and proposing to make it less safe for bicyclists and pedestrians.</p> <p>Let me add some personal experience to this:  Less than a year ago, my wife was hit by a car just blocks from my home, at Oregon and Adeline, while she was pushing my two-year-old son in his stroller.  Less than a year ago, a neighbor, also a mother of young children, was hit by a car while crossing the street at Stuart and Ellsworth, just two blocks from where you propose to remove stop signs. Sadly, the intersections with traffic circles are actually less safe: drivers are less careful because they are distracted by the circle and often unable to see past the plants.  Last year, when LeConte School had a presentation about school safety, they talked at great length about what to do in an earthquake or if there were a strange person near the school. I stated that vehicles were the number one safety issue for our children and the numbers back me up: far more children have been hurt or killed in Berkeley by cars than by earthquakes or abductions. The principal said that traffic control was the city's responsibility.  This is your responsibility: the plan to remove our stop signs and put our families in danger must not continue.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
60	Joan Garbarino	<p>I would like to make a comment on the draft bike plan that includes removal of some stop signs. Bravo! I'm a Berkeley native who both drives a car and rides a bike. When we moved to Curtis St. 30 years ago there was a craze for putting in 4-way stops. Looking at it now, this makes for a lot of stop and go driving and the stop signs are mostly treated as yields by bicycles.</p> <p>I would also like to strongly suggest that the stop sign on Virginia St between San Pablo Ave and Curtis St be taken out. I believe this was put in when Franklin School was briefly being used as an elementary school again, while Cragmont was being rebuilt. Franklin is now the Adult School and besides there is no entrance on Virginia St. This stop sign is useless and very annoying.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
61	Chris Gilbert	<p>Remove stop signs. I'm for it.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
62	Glen Kohler	<p>please bear in mind that motorized vehicles use the streets in the City ... constantly. Not consulting the drivers of these vehicles while formulating a 'bicycle plan' is not a wise assessment of real-world conditions that can lead to serious injury accidents.</p> <p>As it is, the lack of police oversight is making intersections throughout the city less and less safe. Part of the problem is the increasingly antagonistic and hostile attitudes demonstrated by bicycle riders who feel they can do anything they want on the road. Right now people on bicycles are obstructing traffic and pulling in front of motor vehicles.</p> <p>Removing stop signs is foolishness.</p> <p>Don't do it.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
63	Karen Cilman	<p>Please don't remove stop signs in order to accommodate bicycles, especially near Le Conte School and other places where children use crosswalks.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
64	Galia Silva	<p>I just found out about the plan to remove stop signs along some corridors of Berkeley. Some are near Le Conte school, but there are numerous ones throughout Berkeley. I vehemently oppose that. Especially the ones in Russell. I live in this neighborhood, and the cars treat these roads like highways, with the stop signs. I hate to see what will happen when they get removed. Furthermore, it makes it very dangerous for pedestrians. This neighborhood in particular, feels so unsafe, that I drive my mother and my son, 1.5 miles to the park, so they don't have to cross the sidewalks, that by the way, have pedestrian signs that cars ignore UNLESS you raise your hand to stop them, so that you can cross. Removing the stop signs would make it that much more dangerous to pedestrians, especially the elderly and children. I would not feel safe crossing some of those streets that you plan to remove STOP signs for.</p> <p>Please count my vote, my husbands, my mother's, and my child as a definite NO, on this.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
65	Sally Nelson	<p>This proposed plan to remove stop signs, whether warranted or unwarranted, sounds like an invitation for increasing the number of collisions in Berkeley. Drivers and bicyclists and pedestrians look to stop signs as indicators as to who has the right of way to proceed through intersections. That is definitely my experience whether I drive, or bicycle or walk.</p> <p>I often pass through the intersection of California Street and Allston Way, the site of a traffic calming circle. This particular circle has been discussed many times in neighborhood meetings and with our Council member. Because of the difficult visibility due to the layout of the streets, extra caution is required for crossing this intersection. The stop signs clarify who has the right of way. Only a few short years ago, there was a terrible car accident here, in which two young lives were lost.</p> <p>What is the thinking behind this proposed plan? Many bicyclists don't realize that they aren't easily seen, especially when they are speeding along the streets. Removing stop signs and encouraging free-for-all traffic behavior will generate more collisions, more injuries, more police reports, more calls for ambulances, more work for auto body shops, more work for auto insurance companies, and more lawsuits against the city for negligent traffic signage.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>

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66	Marc Shulman	<p>Have you considered what will happen if you remove stop signs from intersections? How many pedestrians will be struck by automobiles killing, crippling and otherwise injuring them? What will their medical costs be if they survive? What will be the impact on them, their families and loved ones?</p> <p>The stop signs at the intersection where I live were put in place years ago when two people were killed there. One of the stop signs you want to remove is at a busy intersection nearby where I often go for a walk.</p> <p>Have you considered how many more traffic accidents will occur at these intersections if they no longer have stop signs? How much will the extra police and ambulance activity cost? And, in addition to pedestrians, how many people inside cars will be killed, crippled and otherwise injured?</p> <p>How much additional property damage will occur? What will be the impact on car insurance rates in Berkeley? THINK!!</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
67	Robert Fraser Djuna Odegard	<p>I understand the city of Berkeley is planning to remove stop signs along the area of Russell St between Benvenue and Shattuck and along some areas of Fulton St. We live at Russell and Fulton and already see how fast the cars come careening down Russell. If you take out the stop signs the cars will move even faster and there will be more of them as they try to avoid the congestion on Ashby. I seems it will be a matter of time before some child is struck, especially in the area of LeConte School. So we oppose this proposal for stop sign removal.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
68	Sheila Stern	<p>I was shocked and dismayed to read that you are planning to remove stop signs at the intersection of Russell and Fulton and the intersection of Russell and Ellsworth.</p> <p>As you probably know, these are intersections near LeConte Elementary School. Small children cross these intersections each day. It will be very dangerous for them if there are no stop signs. My grandson is one of those children; the thought of him crossing unprotected streets, with cars able to zip on through the intersection, is terrifying.</p> <p>I have lived in Berkeley for over 50 years and many years ago I was involved in the campaign to get a traffic light at the intersection of Sacramento and Ward streets. At that time Longfellow School was a 4-6 school and the light was installed because the city recognized that children going to and from school need protection from cars when they cross the street. The need for this protection against sometimes speeding and sometimes distracted drivers still exists and is even greater near a K-5 school like LeConte.</p> <p>Please protect Berkeley's children and do not remove the stop signs on Russel Street near LeConte Elementary School.</p> <p>Thank you for your attention.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
69	Sabina McMurty	<p>Hello I live at 2214 Stuart St. It is proposed to remove many stop signs in my neighborhood, specifically along Fulton and Ellsworth Streets. I strongly oppose this. We already have far more car traffic than in previous years and the stop signs are our only way of getting the cars to slow and stop. For pedestrian safety and school children safety (LeConte and Willard), these stop signs are needed. Inconveniencing bicyclists is not more important than safety and slowing traffic in residential neighborhoods. We have traffic circles at most of the intersections with Fulton and Ellsworth. Many of them have plants that obscure the pedestrian sight lines and keep traffic from seeing if oncoming traffic is signaling a turn, so pedestrians already have a hard time crossing safely. Cars and bikes slow minimally at these intersections and often miss the small signs that say whether cross traffic stops.</p> <p>Basically we need MORE stop signs, not fewer. Stopping is very different from slowing in terms of safety for pedestrians, bicyclists and cars. Please rethink this very flawed idea. Try filling potholes and repaving on the bicycle blvds., if you want cyclists to ride more safely.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
70	Pamela Frantz	<p>We have lived on Russell Street for 30 years. We were involved in the planning stages of the Bicycle Boulevards – trying to keep the interests of the neighborhoods at least on a par with those of cyclists. I am appalled that here again we have a major change in the works – taking out stop signs – and not bothering to consult the people who live in the neighborhoods! The original plan DID NOT call for taking out all the stop signs but only ones where they are unwarranted. Believe me, the stop signs on Russell are needed. Car drivers seem to think it is often okay to drive well over the speed limit in their rush to get somewhere. We get a lot of traffic from Ashby – vehicles trying to avoid being stuck on Ashby when it is totally clogged, and I believe the stop signs are one way to keep vehicles from just using Russell as a "freeway". I am opposed to taking out the stop signs, as it will make traffic worse for pedestrians and cyclists. Please use some common sense in this. And leave the stop signs in place!</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
71	Carol Denney	<p>Please don't take our stop signs! Our neighborhood is seriously dangerous as it is for pedestrians and children at play. We have asked for more, not less stop signs, and have been ignored. It is terrifying to try to cross the street anywhere near the round barriers, which in many cases completely obscure oncoming traffic.</p> <p>I am a bike commuter as well, and realize that many bike commuters prefer not to stop, especially not to stop completely whether they are supposed to or not. But it is important that bike riders and commuters learn to stop, and respect traffic laws, instead of bending them in their own favor. Please respect our West Berkeley neighborhood, which suffers from extraordinary inattention from City Hall.</p> <p>This proposal should have been taken carefully to the affected neighborhoods and neighbors, but is apparently moving quickly for no reason unless, in my opinion, that the more people hear about this nonsensical plan the more people would suggest that it is nonsense, especially those of us who live in the affect areas. Please have some respect for those who live and work here.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
72	Dolores Taller	<p>I am writing as an older pedestrian and grandmother who used to walk her grandchild to school (Washington School). I am very concerned about the apparent decision to remove many Stop Signs from bicycle boulevards. I live near California and Channing. That stop sign and others on California are essential to keep the car traffic from speeding. As it is, some drivers rev up dangerously in the one block between Channing and Dwight, Imagine if there were no Stop Signs along California. Same with Channing.</p> <p>Please reconsider the decision to remove these signs. Consultation with the neighbors, pedestrians, not just bikers, should occur before a decision/removal of a sign is made. Please protect our children and other pedestrians.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
73	Hillier House	<p>UPDATE: One more day to send a note about Berkeley's plan to allow traffic to resume speeding on Russell Street. Addresses in the To: section .</p> <p>Dear Neighbors -</p> <p>SUMMARY</p> <p>The City of Berkeley, in response to our letters, confirms it wants to remove the stop signs at Russell and Pine despite the great efforts of the neighborhood to put them in a few years ago and their continuing effectiveness in keeping the street safe and calm for all users, including bicyclists.</p> <p>I append the reply from the Berkeley bike planner to this note. Far down, near the bottom, (quoted here, highlighted also in his reply) is the admission that, yes,</p> <p>"The current recommendation for future study and public process for Russell/Pine is to remove the existing stop signs facing Russell. Under this recommendation, the stop sign facing Pine would remain.</p> <p>After trying to speak with Councilmember Droste, her aide, Adrianna, said the Councilmember "has no opinion on this matter for now."</p> <p>If YOU have an opinion, as many of you have written in opposition to this plan, a reminder that the LAST DAY FOR PUBLIC COMMENT via email is tomorrow - Thursday the 29th, and there is a Transportation Hearing that night. Even a brief note will suffice to convey your views. You can be assured there will be a lobby for removing the stop signs which will benefit only the speeding cars and commute traffic. This clearly is not what the bike plan envisions. The City's erroneous assumptions about Russell Street and bicyclists I enumerate below.</p> <p>I for one call for this proposed plan for stop sign removal on Russell/Pine to be dropped forthwith, and all neighbors notified via Councilmember Droste's newsletter that this is accomplished. The City of Berkeley must then come to the residents FIRST to ask what we want, if anything at all, to be changed on our street to improve safety, and to hear what we have to say first.</p> <p>The City planner alludes to possible further study and plans, yet what and when is unclear. For now street safety remains endangered.</p> <p>Thank you..</p> <p>S. Thomson/Russell Street</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.

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74	Hillier House	<p>(continued from above comment)</p> <p>My Own Further Thoughts: In both earlier replies from the Councilmember and the Bike Planner, there are several inaccurate assumptions about the preferential treatment for bicycles as pertains to Russell Street and the Russel/Pine intersection in particular.</p> <ol style="list-style-type: none"> <li>1) Unlike other streets in Berkeley, Russell's lengthy stretches between stop signs are 2-4 times the distance of other streets. The sections are long and not broken up with frequent stop signs as is say, Channing, another "bicycle boulevard." The Bicycle policy of "optimizing" does not apply to Russell Street. It is faulty in its premise and its application.</li> <li>2) The single stop sign in either direction is not a hardship for bicyclists "trying to get to their destination in a reasonable fashion," except for those who wish to speed in a long and fast coast down the hill. Many already run the stop sign regularly, as do some cars. Is that a reason to remove stop signs which are there for safety and calming when it will only encourage resumption of car traffic and commuters avoiding Ashby? Hardly "unwarranted."</li> <li>3) Councilmember Droste and Bike planner state that the intent is to make bike riding more predictable, when it will do the opposite. Good defensive driving, and even walking, or running, requires knowing that bicycle riders are unpredictable. Will they run the stop sign or the red light? Some do, some don't. Russell Street is not unusual. Will a bicyclist hop off his or her bike and walk across an intersection as a pedestrian, or veer into traffic, or be in a driver's blind spot entering a street? Removing the stop signs guarantees no predictability whosoever on Russell Street. Will the bicyclists yield or slow, or move?</li> <li>4) Removing stop signs simply because bicyclists choose ignore them is bizarre logic, when the primary purpose to slow down speeding cars and trucks traffic.</li> <li>5) There is a new resident this month with children at the corner of Russell and Pine now placing a warning sign on the street to alert cars for the presence of children there. We do not want another corner tragedy there, as when 5 year old Zachary Cruz was killed nearby.</li> <li>6) The real issue is that bicyclists and skateboarders want to glide the whole length of Russell, freed of the legal responsibility as vehicles to actually stop where required. Many do so already at high-speeds, endangering pedestrians, residents. Removing stop signs dilutes their culpability in the event of injury. Anyone who lives on the street sees people with strollers, runners, basketball players enjoying the calm of the street.</li> <li>7) Why the City of Berkeley deliberately encourage WORSENING the street conditions for all remains to be answered by planners and the Councilmember.</li> <li>8) In a report by the Berkeley Bike plan, enforcement of what is a multiple-user problem that Berkeley is to exacerbate is from the Berkeley Police: "Berkeley is top city (per capita) in CA for auto-ped and auto-bike collisions. Recently received a \$200,000 grant for education and enforcement for bike pedestrian safety. They normally do some targeted activity per week for motorists. Targeting bicyclists is done maybe once a year. Try to pick areas with high collisions and high crime rates."</li> </ol> <p>As a bicyclist, a driver, pedestrian, parent, and resident, this specific removal plan makes no sense at all in the context of traffic, bike, or bike-ped, or safety, or law-enforcement planning and subverts actual good intent..</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
75	Hillier House	<p>(continued from above comment)</p> <p>For Reference:</p> <p>In a reply to many of us as a result of letters to Councilmember Droste and to Berkeley Bicycle planner, Eric Anderson sent this response to some of you.</p> <p>Dear Russell Street Neighbors,</p> <p>Thank you for reaching out with comments about the Bike Plan Update, specifically the Bicycle Boulevard intersection of Russell and Pine. Before moving forward with any stop sign removal on the Bicycle Boulevard network, the City will further study these recommendations and hold a neighborhood-level public meeting to present the resulting proposals for public input. We understand that residents worked hard to get stop signs installed in order to slow down and discourage non-local traffic on the street. Similarly, the primary design goal of the Bike Boulevard network is to create a low-traffic, low-speed, low-stress environment that is optimized for bicycling and also meets the needs of local residents. The goal of the Bike Boulevard intersection recommendations is to improve on the current conditions, while avoiding negative impacts to the street. More details and background are provided below.</p> <p>The email that initiated this thread contained an excerpt of Bike Plan Figure 5-10 Recommended Bike Boulevard Traffic Calming Improvements map. The full map is attached to this email and can be viewed in Chapter 5, Page 5-13 of the Bike Plan Update: <a href="http://www.bikeberkeley.com/wp-content/uploads/2015/02/5-10_Recommendations_BikeBoulevards_TrafficCalming_20160825_reduced-1.pdf">http://www.bikeberkeley.com/wp-content/uploads/2015/02/5-10_Recommendations_BikeBoulevards_TrafficCalming_20160825_reduced-1.pdf</a> The full map has this important note about changes to stop signs on Bike Boulevards:</p> <p>"Traffic calming recommendations are subject to project-level traffic analysis and public process. Any stop sign removal locations will be evaluated for additional traffic calming measures as needed."</p> <p>Figure 5-10 contains the Plan's citywide planning-level recommendations for traffic calming and stop sign changes on the Bike Boulevard network. These recommendations are part of a larger strategy to remove stop signs along Bike Boulevards in order to optimize these routes for bike travel, and to install traffic calming and traffic diverters to compensate for the removal of the stop signs so that these corridors do not become inviting "cut through" routes for drivers. There are many locations along Bike Boulevards with stop signs that legally require cyclists to come to a full stop every block or two. These signs are largely ignored by the majority of cyclists who are trying to get to their destinations in a reasonable amount of time - a number of Russell Street residents have indicated that cyclists routinely ignore the stop signs on Russell at Pine. This creates an unpredictable and potentially dangerous situation for everyone using the Bike Boulevards whether on foot, on bike, or in a car. Accordingly, the Berkeley Police Department conducts targeted enforcement, specifically to ticket cyclists rolling through stop signs on Bike Boulevards.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
76	Hillier House	<p>(continued from above comment)</p> <ol style="list-style-type: none"> <li>1. Install signs and pavement legends along all Bicycle Boulevards,</li> <li>2. Install devices to facilitate bicycle crossing of major streets, and</li> <li>3. Remove unwarranted stop signs and replace as needed with traffic calming devices.</li> </ol> <p><a href="http://www.ci.berkeley.ca.us/Public_Works/Transportation/Bicycle_Boulevard_History.aspx">http://www.ci.berkeley.ca.us/Public_Works/Transportation/Bicycle_Boulevard_History.aspx</a></p> <p>The current recommendation for future study and public process for Russell/Pine is to remove the existing stop signs facing Russell. Under this recommendation, the stop sign facing Pine would remain. As a result of the input we've received, City staff are now evaluating changes to the current recommendations for Russell/Pine, including the potential addition of a traffic circle and the possible conversion of the existing stop signs on Russell to yield signs. We've also received a suggestion to add stop signs on Piedmont at Russell on either side of the diverter, which can be looked at when the City begins the future study and public process for Bike Boulevard improvements in this area. Finally, if the traffic analysis and neighborhood-level public process determines that these changes would have negative effects on the street, then the current conditions could be left as-is.</p> <p>Thank you for your involvement with the Bike Plan update process. We appreciate your time!</p> <p>Best regards, Eric Anderson Associate Transportation Planner Pedestrian and Bicycle Programs Coordinator City of Berkeley Dept. of Public Works 1947 Center St. 4th Floor Berkeley, CA 94704 510-981-7062 Fax: (510) 981-7060 eanderson@ci.berkeley.ca.us</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
77	John Brennan,	<p>Hi there -</p> <p>I am not supportive of any of the changes proposed to this intersection.</p> <ol style="list-style-type: none"> <li>1) Bicyclists definitively don't need it on this area of Russell St.,</li> </ol> <p>AND</p> <ol style="list-style-type: none"> <li>2) it will significantly increase the danger and potential for serious injury to pedestrians (from cars and bikes) to remove it.</li> </ol> <p>Knowing these things - that's neighbors don't support it AND that it will increase the likelihood of serious injury - the city is taking on a material liability by proceeding with these plans.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>

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78	Faye Donnelley	My family lives on the corner of Benvenue and Russell in Berkeley, and we're concerned about the removal of stop signs in our neighborhood.  I'm definitely in favor of bicycles yielding in places where there are currently stop signs, but I think this should be a concession to bicycles only! The car traffic should have to continue to stop as they do now, as cars are more dangerous to the many pedestrians (including young children) in the neighborhood. We're happy to have more bikes in the neighborhood, but the removal of stop signs could also lead to increased car traffic avoiding the busy streets, which would be detrimental to the many charming pedestrian friendly neighborhoods in Berkeley.  I suggest adding a smaller sign that pertains to bicycles only, perhaps underneath the stop sign, or some other alternative signage.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
79	Mary Montali	I live at 2920 Russell street, just above Pine. It would be a bad mistake to remove the stop signs at Pine and Russell. The cars and trucks rush up the street, especially from about 3 to 6 pm. I see many cars just ignore the stop sign and barrel right through. I don't think putting up yield signs would be adequate.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
80	Christopher Adams	A point that no one else seems to be making is that a stop sign, even if ignored by bicyclists, at least gives a car driver some immunity from being sued by the bicyclist who runs the stop sign and hits a car. Anyone who drives in Berkeley has experienced bicyclists who zoom through an intersection narrowly missing a collision. If bicyclists want to run stop signs and the police want to ignore them, OK. I just don't want my insurance to pay for the injuries. Leave the stop signs.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
81	Laura West	I live on a bikeway at Russell and Deakin, which is also across from a main entrance to LeConte Elementary School. Removing the stop signs from the surrounding streets seems very dangerous, as we have distracted drivers picking up and dropping off kids, many many pedestrians walking across these intersections, and many bike riders, (including family groups riding with their kids).  I speak as: a life time bike rider, non car driver retired school teacher  Yes removing some stop signs makes sense, but not all.  Please please reconsider this proposal. It may be more work and time to look at each neighborhood when removing stop signs, but well worth it in the end.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
82	Dennis Montali	As I wrote on September 8, I have resided at 2920 Russell (Five houses east of Pine) for over 30 years. For the reasons stated then, and for more reasons that follow, I oppose any changes to the Stop signs at that corner.  I now understand that years ago the City authorized the removal of "unwarranted" stop signs. At that time there were no stop signs at this intersection. More recently, the installation of three signs there was clearly "warranted" by the busy automobile traffic there and the city installed them.  Now the proposal is to remove the two Stops on Russell, ostensibly to facilitate east-west bicycle traffic. But nothing "warrants" doing that because the reason they were put there is no better. We all know that traffic gets worse and worse everywhere, every day. Russell Street is no exception. It couldn't be more obvious that removing those signs will result in faster, non-stop automobile traffic. There are no feasible compromises. A traffic circle won't work at a T-intersection. And Yield signs on Russell would leave drivers wondering to whom to Yield, since the northbound traffic on Pine will apparently still have a Stop  Removing the Stop signs on Russell virtually guarantees an accident at that intersection involving an automobile headed up or down Russell. The only uncertainty is the victim - a child playing or chasing a ball, a pedestrian crossing Russell, an animal, a skateboarder or even a bicyclist or driver in an automobile turning left or right from Pine. Maybe the people who dreamed up this "calming" idea should confer with the City's liability carrier or defense counsel and see what they think of the idea.  Please use common sense on this and do the right thing - leave the signs the way they are at our nearest and now somewhat calm corner.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
83	Rosemary Northcraft	The majority of Berkeley bicyclists are scofflaws--riding through stop signs and red lights; riding on the sidewalks; and not giving others their right-of-way.  Today, I, a 64 year old woman, was confronted on a narrow Fulton Ave. sidewalk by a bicyclist, on the sidewalk, riding rapidly, who did not slowdown, or ride onto the street. Instead, he narrowly missed me by swerving onto the median strip, while listening to and holding onto his cell phone. I objected, and he shouted he could go wherever he wanted.  This is not an aberration. Most riders are not so openly aggressive, but they still willingly create illegal and potentially hazardous situations by not following the rules of the road.  Deferring to this entitled attitude, by distorting common sense, and LOGICAL traffic laws, increases this attitude of privilege and of being special, above everyone else.  A resident of Berkeley since 1974, long-time pedestrian and non car owner.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
84	Don Goldsmith	I write in opposition to the plan to remove many of the stop signs in the flatlands of Berkeley in order to facilitate bicycle traffic.  The problem is not bicycles but cars. My house is on Russell Street between Fulton and Shattuck. Every day cars drive at high speed downhill past my house, endangering themselves and my neighbors and pedestrians. They are "hindered" in their desires to speed by the stop sign at Russell and Fulton, but as they accelerate, they drive at 30 or 35 mph by the time that they reach the intersection of Russell and Wheeler. The problem will be made even worse if the other stop signs along Russell Street are removed, as this will encourage drivers to speed all the way from the stop light at Telegraph Ave. down to Shattuck Ave.  I therefore urge you to keep the stop signs in place. Bicyclists have learned to live with them, and are doing fine, thanks to the comparative slowness of traffic in south Berkeley. You will make things worse for both if you take away the stop signs.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
85	Mr. and Mrs. Gary Carlone	We are against the proposed policy of the Citywide Bicycle Plan to remove stop signs at existing traffic circles along Bicycle Boulevards. The traffic circles, after a long extensive study, were implemented as an addition to stop signs in order to slow traffic down as a safety measure. Traffic circles alone do not decrease auto and bicycle speed. Removing stop signs would increase the speed of bicycles and autos traveling in the directions of the removed signs. How can this proposed action be in the best interest of public safety?  Such action as removing stop signs would be extremely dangerous in areas around schools where the safety of the children should always take priority over all other considerations. As Berkeley residents living close to Le Conte Elementary School, removing any of the stop signs on the Bicycle Boulevard would greatly increase the danger for all pedestrians crossing Russell Street along with the children and parents to and from school.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
86	Adriana Craciun	Hello, I live at Regent and Russell in Berkeley and am writing to register my strong opposition to the proposal to remove stop signs from Russell street and Hillegass street. Russell St. in particular would be severely affected by such a plan because it would quickly become a second Ashby, endangering the pedestrians and many children who live nearby. We already have daily trouble with cars and bikes going too fast down Russell, and not properly stopping at the stop signs. Removing them altogether would be the worst possible way forward. There is also the factor of Willard school, because many of the kids walking to/from school will be crossing what will now be another street of fast moving car traffic. My neighbors and I are very concerned and very opposed to such a move and feel certain that it will lead to accidents.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
87	John A. Logan	I live at the corner of Russell and Regent and walk that street twice a day with my son. cars and bikes already go too quickly down Russell Street. I totally oppose the proposal to remove Stop signs on Russell Street.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.

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88	Julia Roberts	<p>It has come to our attention that you plan to remove the stop sign at Pine and Russell Streets on Russell Street. As a resident with children on this block of Russell Street, I am VERY concerned about this matter.</p> <p>The stop sign was put in place after 2004 because of very real safety issues that exist on our street:</p> <ul style="list-style-type: none"> <li>-Cars speeding at upwards of 40 mph on this block</li> <li>-Bikes speeding and completely disregarding road safety rules</li> <li>-Skateboarders racing down the hill onto oncoming traffic</li> <li>-Small children who live in the neighborhood playing in the street</li> </ul> <p>It is absolutely ludicrous to us that you would even remotely consider a plan to remove the stop sign at Russell and Pine Streets.</p> <p>The stop sign is in no way, shape or form a "hardship" for cyclists. It actually is a VERY useful safety measure for all. Particularly when you consider that very small children reside on that VERY intersection. I'm not sure why the city all of a sudden thinks the rights of cyclists are more important than the safety of the small children, pedestrians and cars that travel on Russell Street.</p> <p>Isn't Berkeley already a top city for auto &amp; bike and car &amp; pedestrian accidents? Why would you willingly choose to increase the likely hood of accidents on our street?</p> <p>Prior to the stop sign being put in place, both bikes and cars would travel at unsafe speeds (upwards of 40 mph) endangering the lives of everyone who travels or resides on the street.</p> <p>You speak of "possible further study and plans". Did you not already complete those very studies that determined that a stop sign was needed there in the first place? Why would you complete more studies and waste valuable tax payer dollars when studies were already completed? We do not understand why would you even consider a plan that would worsen our street conditions and endangers the lives of your citizens.</p> <p>We DO NOT need another Zachary Cruz tragedy!</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
89	Lara Gilman and Jim Kleinmann	<p>Mr. Anderson and Ms. Droste, My name is Lara Gilman and I live at 2904 Pine Avenue, Berkeley. We are one house from the corner of Russell and Pine, the location of the stop sign that is being proposed to be removed. My husband, Jim Kleinmann, and I strongly oppose the removal of the stop sign.</p> <p>We have lived in this house for almost 15 years. When we first moved in with our small child (we now have two children, ages 11 and 14), there was no stop sign on that corner. We regularly observed cars traveling up Russell Street at high rates of speed. We also observed cars coming up Russell and turning without stopping onto Pine Avenue. This was very dangerous and created a safety hazard. We were strongly supportive of the new stop sign and we have been overall pleased with its effect since it was put in.</p> <p>Our children regularly cross Russell Street at the stop sign and they also play on Pine Avenue where cars used to whip around the corner but are now starting from a stop and can't go that fast. They play football, baseball and basketball in the street. We love this neighborhood but one of the things we gave up to live here was a yard large enough for our children to play sports. Therefore, they play in the street. This has also contributed to a neighborhood feel since many times the neighborhood kids have played together.</p> <p>If this stop sign is removed, it is going to exponentially increase the danger for all of the kids in the neighborhood at no benefit to the bicyclists. Let's be honest - in all of the years we have lived here, we have NEVER seen a bicyclist stop at that stop sign. We tell our kids to be equally careful of bicyclists as cars since the bicyclists are going very fast - we estimate 30-40 mph when they are going downhill.</p> <p>However, the many cars that use Russell Street between Piedmont and Claremont will see the removal of the stop sign as an opportunity to turn Russell Street back into a speedway which will endanger the residents of the neighborhood. The family that lives on the corner of Russell and Pine have 3 small children and the large home across from them is also for sale and will very likely also house a family with children.</p> <p>We respectfully ask that you consider the safety of the residents of this neighborhood over the desires of a small group of cyclists who are not negatively effected by the existing stop sign in any meaningful way.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
90	Erica Wandner	<p>I'm writing as a resident and home owner who has lived on the 2100 block of Russell Street (between Fulton and Wheeler) since 2000. During this time I have been very concerned about the lack of stop signs between Fulton and Shattuck. This results in cars speeding very fast in the evenings and at night to get down to Shattuck-- especially as Russell directly parallels Ashby and can therefore be and alternate route. Since I now have two young kids this especially concerns me. (I once requested a stop sign be placed at the corner of Russell and Wheeler or at least a children crossing sign to no avail).</p> <p>I understand there is a plan to take more stop signs away on Russell and other neighboring streets. While I am highly supportive of the bicycle boulevards and most encouragement and support of cycling in Berkeley, I am very concerned about how some proposed changes could inadvertently encourage automobile speeding. Many of the cars that travel fast through the neighborhoods are non-residents and therefore often less understanding of non standard bicycle/traffic planning. Above all else I am concerned about the safety of vulnerable pedestrians and cyclists who are easily ignored by speeding car drivers.</p> <p>I hope your committee can find a way to prioritize both pedestrian and cyclist safety and avoid any increase in automobile traffic and speeding.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
91	Leslie Ross	<p>I am strongly opposed to the sweeping policy mandating removal of stop signs. I live in the Elmwood neighborhood and this plan would result in much less safety for all who travel in the neighborhood- walkers, children walking to school, cyclists, and automobile traffic. The Russell St corridor between Hillegass to Shattuck would become a speedway, not just for current traffic, but additional traffic trying to get across town. This is a poorly thought out proposal that does not appreciate the dangerous impact the stop sign removal would have in the community.</p> <p>Do not approve this proposal!</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
92	Jim Best	<p>I'm an avid biker that lives on Russell St. at Ellsworth, the block next to Le Conte Elementary. I use the Bike Blvd nearly every day to either get down towards the Bay or up into the hills. I am proud that the street I live on provides a channel for bikers thru the city and am a huge fan of the great work that advocates and the city have done in creating this biker-friendly grid. Nevertheless, as a resident in the neighborhood of Le Conte elementary, I strongly oppose the current traffic calming proposal.</p> <p>I believe removing stop signs (and replacing them with yield signs) at Ellsworth and also Fulton on Russell (either side of Le Conte) would represent a safety issue for children and parents dropping off and picking up kids there every day that school is in. Momentum is fine for bikers but cars will no doubt exploit the opportunity to race along this stretch, especially as a parallel path to avoid Ashby during rush hours, pretty much the time of greatest congestion around the school. Speed bumps and traffic circles can mitigate speed to some extent but real stops tend to give drivers a chance to take notice of their surrounds and keep traffic slower in the school zone. You can observe the effects if you sit and watch for a bit.</p> <p>If the intent of the calming is to persuade more would-be bikers to bike that feel they would, if only there weren't so many stop signs, I would re-visit that logic and the data. That's hard to imagine. If it's safety over convenience, no contest.</p> <p>Please re-think objectives, consider the concerns that all stakeholders bring forward thoroughly, and embrace a whole system design.</p> <p>Thanks much for your work!</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>

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Comment Number	Commenter Name	Comment / Question	City of Berkeley Reponse
93	Patricia Keats,	I am writing to request that you DO NOT remove any stop signs at all on Berkeley streets. Most of the time I am a pedestrian in Berkeley, and I work at various locations throughout the city. I also live on California Street at the Harmon Street intersection, and I have lived there for the past four years. I've lived in Berkeley for 25 years and my past addresses were Hearst at Shattuck, Grant at Channing and Dwight Way, also near Grant Street. Most of my addresses have been near bicycle boulevards, and because I am walking from place to place every day, I have unfortunately witnessed an amazing amount of bad behavior from bicyclists, drivers and pedestrians on bicycle boulevards and standard streets. The removal of stop signs will make everyone less accountable for their actions. The removal of stop signs on King Street will trap my law abiding neighbors on Harmon when they leave for work in the morning and try to reach Alcatraz or Ashby Avenues. Since I've seen so many cars and bicycles fail to even slow down on King now, when their ARE stop signs, I highly doubt they will suddenly start yielding to my neighbors when the signs are changed then removed. I know the neighborhood well and most will take it as a free pass not to slow down at all. It's going to be horrible for kids getting to and from Malcolm X Elementary, where even the crosswalks with signal lights have had accidents. The only neighbors who will be able to drive from the 1600 block of Harmon are the ones who decide to illegally exit through the diverter at California Street. The higher volume of folks who will do that will be a problem for the kids at the bus stop at California and Harmon who are going to other schools. The parents won't expect the higher volume because THAT usually only happens during bike month, and it's not always May. I admit that I have not had too much time to look at the map showing which stop signs you plan to remove, but I am very concerned that in trying to keep the bicyclists from losing their hard earned momentum, you have not given enough thought to the locations of schools and bus stops. Please keep in mind that if the bicyclists don't have to stop, the drivers of cars and trucks don't either. That's not what I want near any schools. I am sure that people who bike all the time know that they are going to have to pedal, so PLEASE KEEP ALL OF THE STOP SIGNS CURRENTLY IN BERKELEY. As I write this I realize that enforcing the existing signs and signals for EVERYONE, cars, bikes, pedestrians, skateboards, etc., is a more effective traffic calming process than removing stop signs. If everyone faced the real possibility of getting a ticket, a lot of people would follow the traffic rules more closely. The only way to share the streets is to have everyone do what they are supposed to do. That way others can predict where they will be, and where and when they are likely to move. That's the only way to keep traffic moving safely. Please ENFORCE stopping at existing signs. PLEASE DON'T REMOVE ANY STOP SIGNS. Please hold drivers and riders and pedestrians accountable for their behavior at intersections. Don't reinforce the idea that it's someone else's responsibility to slow down and pay attention. Will the city be liable for injuries and damages that occur where stop signs are removed? Did any traffic engineers cross reference the locations of Berkeley's schools and the locations where those big yellow buses pick up the elementary school kids with the locations of stop signs on the list for removal? I am very concerned that the current plan has too narrow a set of conditions to approve removing a sign and I don't want to hear that another child was injured in a Berkeley crosswalk. Thank you for considering my comments. I did not include my address in this email because I do not want it published anywhere, but please reply if you need any additional information from me to show that I live and work in Berkeley. Please confirm that my concern is noted in the comments process.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
94	Charles Carlson	Recent research in Europe indicates that counter to intuition street signs may increase traffic accidents. <a href="http://www.dw.com/en/european-towns-remove-traffic-signs-to-make-streets-safer/a-2143663">http://www.dw.com/en/european-towns-remove-traffic-signs-to-make-streets-safer/a-2143663</a> I know as a bicyclist that stopping at intersections destroys a bike ride. It's simple physics. When I'm on a perfectly safe residential street the prospect of stopping for no reason or breaking the law and using my common sense, I choose the latter and blithely ride through the signs. There is no reason for them except to slow cars down, and that exactly what traffic circles do. There's no reason the vast number of stops signs that dot Berkeley. They're distracting and dangerous.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
95	Thomas Mathew	My family lives at the intersection of two bicycle boulevards: the corner of Russell and Hillegass. We love that we're part of a city that has an active biking population, which we see outside our windows every day and participate in ourselves. I've reviewed the Bike Berkeley Aug 29 2016 draft plan and have a few comments about how it could impact our neighborhood and bicycle traffic. First, there is an apparent conflict within the report between the map describing planned changes and a chart describing the planned changes. The map at figure 5-10 shows removal of the two stop signs at Russell and Hillegass (currently, we have stop signs only on the Hillegass sides of the intersection; Russell already has no stop signs at this intersection). The map also shows removal of a diverter at Benvenue and Russell – which could only be interpreted to refer to the traffic diverter located between College and Benvenue on Russell. If this is in fact the plan, it would have an extremely negative impact on our neighborhood, because cut-through traffic would use Russell instead of Ashby to travel between College and Shattuck. This would dramatically increase the traffic in the neighborhood and the resulting car traffic would mean that the current calm that is described as critical for increased use of the "interested but concerned" bicyclists would be replaced by a much higher traffic street. However, there is a chart that appears in Appendix E at Table E-2 (on page E-3) that does not refer to the removal of the traffic diverter: it instead refers to elimination of the stop signs at Benvenue and Russell (rather than removal of a diverter) and the replacement of the stop signs at Hillegass and Russell with a calming circle in the intersection. If this is what is actually intended, then this is just a good reminder that you can cause undue anxiety in the community with an inaccurate map in the report. If removing the mid-block diverter on Russell between Benvenue and College is actually intended – please do not! It will be terrible for the bicyclists you are trying to encourage, along with the rest of the neighborhood, and will be contrary to your intentions of increasing a feeling of safety for bicyclists. Second, the current report does not appear to have analyzed the effect of removing the stop signs on Hillegass at Russell, or provide any analysis that a circle with yield signs will provide greater safety for bicyclists (or cars) than the stop signs. As can be seen from the accident map, there is a high number of car-bicyclist accidents at the Russell-Hillegass intersection: It was coded in the 15-22 incident category (see Figure 4-7 at the intersection of the Russell and Hillegass bicycle boulevards). (For what it's worth, there are also a very high number of two-car accidents at the corner as well; the cars stopping at the signs on Hillegass often do not understand that the traffic on Russell does not have a stop sign at this intersection. Instead, many drivers seem to assume that the intersection is a four-way stop, perhaps because all of the other intersections in the neighborhood – on Benvenue, Hillegass, Russell, Stuart, Derby, and Parker – have four-way stops. Meanwhile, southbound bicyclists on Hillegass (coming from the campus area) usually don't stop at all, and often surprise the car traffic crossing the intersection without a stop sign on Russell. Sometimes we even have bicyclists traveling down Russell who end up colliding with bicyclists who have run the stop on Hillegass. Removing the stop signs without a circle (as indicated on the map) would make matters much worse – people are often not yielding to cross-traffic even now, and if no one has a stop sign, accidents will only increase. The experience of having stop signs only on Hillegass and not on Russell should also cause hesitation to anyone who thinks that the intersection is a model that should be replicated at Benvenue, Regent, Ellsworth, or Fulton: accidents involving bicycles will increase, not decrease, if you remove the Russell Street set of stop signs from these four-way stops. The data is telling you that stop signs on the cross-street but not on Russell is creating a dangerous condition for bicyclists.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
96	Thomas Mathew	Third, we have anecdotal experience with potential problems of the traffic circle as a substitute for a four way stop. My wife was traveling down Russell in a car, stopped at the stop sign at Ellsworth (which has a circle and a four-way stop), looked left and right (the view across the intersection is more difficult because of landscaping in the circles, which is prevalent and softens their aesthetic impact; it's probably not possible to have high visibility across these intersections). She started proceeding around the circle and was then hit by a bicyclist going the other direction: the bicyclist going up Russell had decided to go clockwise to make a 90 degree left onto Ellsworth, rather than going 270 degrees around the circle in the proper counterclockwise direction. The cyclist went up on the car, rolled across the hood, hit the ground. She was OK, luckily. She apologized because she was clearly in the wrong, and then with a cheery note said she had no insurance – too bad about the person-shaped dent in the hood of the car – and rode away. Maybe there's no helping this kind of situation – the cyclist had run the uphill stop sign, then gone the wrong direction around the circle. But bicyclists frequently do not want to lose momentum, and I wonder whether anyone has figured out how often they do a 90 degree left instead of going all the way around. (As a bicyclist, I'm often tempted to do it, but am sobered by my wife's experience). The issue here is whether it makes bikes any safer to substitute circles for the signs that they frequently disregard; nothing in the report provides any indication that anyone has assessed whether a four-way yield with a circle is as safe as a four-way stop with a circle. I support bicycling in Berkeley, and appreciate the goal of raising the level of bicycling by making it easier for "concerned but interested" cyclists like my family. But the proposal as currently drafted seems to have assumed that bicycle use will be best increased by making it easier for bicycles to go faster and not stop for stop signs. There are tradeoffs here with safety for cyclists, pedestrians, and cars, and it doesn't seem like the report has taken those into account. Assuming that all stop signs were placed willy-nilly in the past solely to appease residents as ad hoc traffic calming is not a substitute for analysis, and removing all the stop signs, waiting to do a traffic study, and then replacing the stop signs doesn't seem like a good approach either. If you have data on what happens when you have a particular kind of intersection, and how it either promotes or harms bicyclist and motorist safety, that information should be considered now before proposing removal of a large number of stop signs. The particular experience with the Hillegass-Russell intersection strongly suggests that both bicyclists and motorists will be less safe if you remove the stop signs on Russell from the current four-way stops at Benvenue and Regent. The lack of data about how a four-way yield and a circle influences bicyclist-motorist interactions, as compared with a four-way stop and a circle, makes the proposal seem half-baked. And the disconnect between the charts and the map creates confusion. I hope you will take people's comments into account and continue to work on the proposal further before asking the council to adopt it. As written, it doesn't seem like it's ready yet.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
97	carenquay	Please, please note and address those who speed (either on bikes or in cars), use phones, or slide through stop signs especially on Monterey Avenue (from the Marin Circle) to Monterey and Hopkins and, of course, down Marin and Sonoma Avenues. It is a pity we cannot have our laws enforced.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
98	Ernest Machen	You people have a rich sense of irony if you're really proposing to eliminate stop signs to make biking or walking safer or otherwise a more attractive option to driving. I live in the LeConte neighborhood and have very nearly been hit by a car twice in the last few weeks while walking my dog, once at Ellsworth and Ward, once at Ellsworth and Russell. I strongly urge you not to remove any stop signs. Indeed I urge you to add more stop signs and to take every other measure to slow, calm, and stop the out-of-control drivers who race through our neighborhood all day and night while checking their text messages or whatever it is I see them doing with gadgets while propelling their ton of steel machinery in my direction. But the most useful thing you could do is provide a little enforcement so drivers have some reason to stop at the precious few stop signs we do have.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.

**City of Berkeley Bicycle Plan Update Public Comments**

Comments received during the Bicycle Plan Update Public Review Draft public comment period from August 29, 2016 to October 3, 2016.

Comment Number	Commenter Name	Comment / Question	City of Berkeley Reponse
99	Bill Tennant	My residence is 2916 Russell St. Lori, please do not let the city remove the stop sign at Pine. Just come over and watch the WAZE people short cut up Russell at 5 pm and accelerate up the street. I have been passed many times as I hold to 25 mph on my street. This will become a very dangerous situation if the whole 2 blocks is opened up to speeding drivers. Bill Tennant	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
100	Nicky Yuen	I understand the city is considering the removal of stop signs on a number of Bicycle Blvds. Sounds like a good plan in general... EXCEPT, not on Russell Street at Ellsworth and Fulton where the children at LeConte come and go. Could you please tell me you will not support the removal of these particular stop signs.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
101	Jill Fujisaki	As a long-time resident of Berkeley and an avid bicyclist around town I would like to submit these comments on the key question:  Will removing stop signs on numerous residential streets and replacing them with "yield" signs make things better or worse for your street or others in your neighborhood?  My vote: "It would make things MUCH WORSE to REMOVE STOP SIGNS on numerous residential streets and replace them with yield signs."  While I can wholeheartedly identify with the annoyance of stopping along every block on certain parts of Channing Way, a major bike thoroughfare parallel to busy Dwight Way in west Berkeley, I believe that car traffic would be MUCH LESS SAFE without these key stop signs along every block to slow cars down. I bike almost daily along this route and live near the corner of West & Channing, and can attest to the importance of both traffic circles and stop signs to effectively slow car traffic down and make things MORE SAFE for bicycles and pedestrians alike.  Please DO NOT remove stop signs along these key residential streets (Russell as well) as the same thing will happen all over town. That is, car traffic will speed up significantly and create a LESS SAFE environment in residential neighborhoods.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
102	Chuck McParland	My wife and I live on Russell Street and have only recently found out - through the Daily Planet article - that major changes are being planned to reduce traffic calming measures on our street. I'm taking this opportunity to inform you of our strong opposition to the proposed Berkeley Bike Plan and our complete exasperation that, during the two year's of its development, NO city outreach has been extended to one of its major stakeholders - citizens of the neighborhoods directly affected by the proposed changes. I want to emphasize two aspects of our opposition.  First, the principal focus of our opposition to this plan is its treatment of AUTO traffic. Bicycle traffic rarely honors STOP signs in our neighborhood. We expect this is true in other Berkeley neighborhoods as well. At this point, we mostly accept this as "just the way things are". Swapping STOP signs for YIELD signs will change NOTHING viz. bicycle traffic flow. It will continue to flow at the same rate it has been since bicycle routes were first created.  However, what it does accomplish is to give auto traffic on Ashby Ave. a strong motivation to zip through our neighborhood unencumbered by anything more than few YIELD signs. This is simply a bad idea. BTW, has anyone talked with BFD about the potential for additional traffic delays on Russell? They roll down Russell to Telegraph two or three times a day. They have objected to speed bumps on Russell because they would delay their arrival at a fire by 5 to 10 sec. per bump. What delays would they expect if they found Russell clogged with Ashby Ave. overflow during rush hour (roughly 4-7 PM)?  Second, how could this plan be advanced and refined over two years without any outreach to neighborhood stakeholders? I know there have been multiple outreach efforts in the past - but, these have been targeted at the biking community and none have attempted to reach non-biking members of the affected neighborhoods. Most of us on Russell - above Telegraph - only found out about this last Sunday because Steve Finacom was good enough to visit our block party and share his knowledge of the plan and its short approval schedule. Keeping neighborhood communities in the dark - even if by inaction - and reducing their roll to that of discussing implementation details after its adoption by the council does not instill confidence and will not encourage cooperation by the larger non-biking community. Neighborhoods need to be PART of the plan - not simply cc'd on an announcement by the city council.  The development (not just approval) of this plan needs to be rescheduled. Meaningful input from all the neighborhoods impacted by this plan cannot be provided and analyzed in the short time remaining on its current schedule for council vote. City staff knows how to handle neighborhood outreach - its been done countless times before. I have heard no explanation for its absence with regard to the Bike Plan. Its time to give it a try - well publicized meetings in EVERY neighborhood impacted. Given the level of consternation and "eye rolling" I have observed in discussing this plan over the past two days, pursuing this plan on the present schedule is, in my opinion, ill advised.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
103	Lara Gilman	I live with my family at 2904 Pine Avenue, Berkeley. Yesterday I sent an email with my objections to the possible removal of the stop sign at Russell and Pine. I want to also voice objection to any proposal to change that stop sign to a yield sign. A yield sign will not be an effective traffic calming measure at that intersection. The cars will speed up Russell (as they currently do) and the yield sign will not provide protection to the pedestrians in the neighborhood. Evidence of that is the corner of Russell and Piedmont where there is an existing yield sign and we have almost been hit by cars turning at that intersection many times over the years we have lived in the neighborhood. That is not an acceptable alternative to a stop sign at Russell and Pine. I currently have no opinion about a traffic roundabout as an alternative but would be open to hearing more as the plans develop.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
104	jean rowe lieber	No to stop sign removal. If we have come to this kind of magical thinking?, this town is in worse trouble than I knew. all things movable Have to be regulated if pedestrians of all ages are to survive.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
105	Michael Grove	Thank you for supporting our neighborhood concerns. Of course your concern is Pine St, but mine is Regent and Hillgass. I want to point out that currently many drivers and majority of bicyclists treat the stop signs as yield signs, yield signs, I fear, would be treated as though there were no signs at all. Also, of course, you can't have a four way yield sign. Traffic circles, along with the stop signs, would be a lovely addition and actually would have a slowing effect on the east west traffic on Russell. I would love to see them on Russell at Regent and Russell at Hillgass.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
106	Christine U'Ren	I am both a bicyclist and a pedestrian in Berkeley. I read about the plan to remove stop signs in this article: <a href="http://berkeleydailyplanet.com/issue/2016-09-23/article/44914?headline=The-city-of-Berkeley-plans-to-remove-a-hundred-or-more-stop-signs-as-a-traffic-calming-measure">http://berkeleydailyplanet.com/issue/2016-09-23/article/44914?headline=The-city-of-Berkeley-plans-to-remove-a-hundred-or-more-stop-signs-as-a-traffic-calming-measure</a>  I live near the Addison/Grant intersection, and I do not think you should remove any stop signs there. Cars come in from University and MLK, and there is enough traffic and confusion about the intersection that I think stop signs are warranted. Some bicyclists routinely run the stop signs, even if pedestrians are present, it's dark, and there is oncoming traffic—I saw one do it just a couple of days ago. I don't see how encouraging riders to enter the intersection in even speedier and more unsafe manners is going to help anything. Removing the signs is inviting accidents, in my opinion. I think you would do better to crack down on unsafe cycling. Just a few months ago, I saw two bicyclists zoom through the intersection at Addison and McKinley, startling and endangering a disabled person who was already in the crosswalk. When I mentioned the incident on NextDoor, someone commented that they didn't see an issue with it, as slowing for a pedestrian would have caused the cyclists to lose "precious momentum." This is enraging. The momentum of cars and bicycles should not be prioritized over pedestrian safety.  Thank you for considering my comments.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.

City of Berkeley Bicycle Plan Update Public Comments			
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Comment Number	Commenter Name	Comment / Question	City of Berkeley Response
107	Shelly Mendel	<p>PLEASE do not remove all of the stop signs you've selected for removal.</p> <p>I am a pedestrian and a bike rider - using the streets of Berkeley - to commute to work, shop and recreate.</p> <p>It has become increasingly dangerous for both pedestrians and bike riders to safely navigate the streets of Berkeley. Removing stop signs will only cause additional hazard to Berkeleysans and may even open the City of Berkeley to lawsuits regarding this unsafe and unwise move.</p> <p>I live in South Berkeley, work at UC campus and downtown, and shop all over the City. Many of the planned stop sign removal intersections will affect me directly and adversely.</p> <p>Cars already have and feel the upper hand on the streets - stop sign removal will only exacerbate this dangerous habit.</p> <p>PLEASE, help protect pedestrians and bicyclists - do not expose us to additional harm.</p> <p>Thank you.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
108	Linda Burden	<p>Russell Street, a bicycle blvd runs next to LeConte Elementary School. Traffic is congested in this area. Bicyclists routinely run the current stop signs and motorists come to California stops. Without stop signs Russell will become a speedway endangering pedestrians and children on bikes.</p> <p>Elimination of stop signs should be on a case-by-case basis with input from the neighborhoods involved.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
109	Larry Hendel	<p>I write in opposition to the elimination of stop signs on Fulton Street as part of the bicycle boulevard designation. I live at the corner of Fulton and Stuart and have first hand knowledge of the traffic patterns in the area.</p> <ol style="list-style-type: none"> <li>1. Removing any north-south stop signs along Fulton will speed up vehicular traffic, even where there are traffic circles. Vehicles moving along Fulton street barely slow down at traffic circles, and eliminating any stop signs will just increase their momentum and road speed. Already we hear screeching brakes on a regular basis.</li> <li>2. Once it becomes known that there are fewer stop signs on the designated section of Fulton Street, we might see an increase in vehicular traffic as drivers learn that they can make good time along Fulton. This is at cross purposes to the Bicycle Boulevard designation.</li> <li>3. Frequently I see trucks of all sizes on Fulton. Removing stop signs will make it more convenient for them, and more dangerous for pedestrians and cyclists.</li> <li>4. Removing the stop signs on Russel Street, both at Ellsworth and Fulton, makes absolutely no sense considering their proximity to Le Conte elementary school. Children's safety is far important than cyclists' convenience</li> </ol>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
110	Steven F	<p>As an introduction, I have been a Berkeley resident for nearly forty years. Walking is my preferred means of travel within Berkeley, although I also drive as needed. During my entire full-time work career—three decades—I commuted daily by walking to and from a number of different workplaces in Berkeley, all of them more than a mile from my home. I live on a bicycle boulevard, near one of the intersections where stop sign removal is proposed. I have daily experience—again, some 30 years—observing the way motor vehicle drivers, human-powered vehicle drivers (including cyclists), and pedestrians behave at that intersection and others in my neighborhood. This is direct observational experience—before and after the installation of traffic circles, signals, and bicycle boulevard controls—not a theoretical model of how people should behave.</p> <p>The Draft Bike Plan appears to follow this flawed train of logic.</p> <ol style="list-style-type: none"> <li>1. Cyclists should not be impeded moving through Berkeley.</li> <li>2. Stop signs impede cyclists.</li> <li>3. Stop signs should be removed on bicycle boulevards to allow faster travel for cyclists.</li> <li>4. The City Council should pre-authorize a blanket removal of stop signs on bicycle boulevards.</li> <li>5. Only after this authorization is in place will neighbors and those near affected intersections will be consulted. Stop signs will still be removed, but other "traffic calming" measures such as circles or diverters may be considered on an intersection by intersection basis.</li> </ol> <p>As an alternative approach, I would like to propose the following, which is more sensible given Berkeley's actual conditions.</p> <ol style="list-style-type: none"> <li>1. Stop signs exist at many Berkeley residential intersections. Most were put in place in response to concerns about speeding traffic and pedestrian safety.</li> <li>2. Stop signs along bicycle boulevards are perceived by many cyclists as dis-incentives to travel, but they still travel on them and ignore the stop signs.</li> <li>3. Most cyclists in Berkeley actually ride through stop signs without stopping. Thus, stop signs do not effectively function as a deterrent or disincentive to cyclists using bicycle boulevards.</li> <li>4. Stop signs in residential neighborhoods do, however, force most motor-powered vehicles (cars and trucks) to stop, although some ignore the stop signs.</li> <li>5. The value of most residential stop signs is two fold: first, motor vehicles generally stop, and thus travel at an overall slower and safer rate of speed; second, stop signs effectively give pedestrians a safer environment since they can walk in front of actually stopped vehicles, not walk in front of moving vehicles that they hope will obey "yield" signs and stop when a pedestrian is present.</li> <li>6. Stop signs on bicycle boulevards also provide a direct disincentive to motor vehicles to use those routes, since they can be slower than other streets. Thus, bicycle boulevard stop signs actually make the boulevard less traveled by motor vehicles and safer for use by both cyclists and pedestrians.</li> <li>7. The City Council should not grant a blanket mandate to remove stop signs on bicycle boulevards.</li> </ol>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
111	Steven F	<p>(continued from above comment)</p> <p>8. Instead, neighborhood and block by block consultation should take place before a 8. Instead, neighborhood and block by block consultation should take place before a removal plan is approved. I would add these points to the discussion.</p> <p>A. The Bike Plan acknowledges that more than twice as many people in Berkeley walk to work as commute to work by bicycle. But the Bike Plan then prioritizes cycling over walking by eliminating stop signs. As a pedestrian and pedestrian commuter, I can tell you with absolute certainty that crossing at intersections with stop signs or signals is vastly preferable to trusting "yield" signs and the good will of those driving wheeled vehicles, including bicycles.</p> <p>B. Four way stop sign intersections should be preserved adjacent to schools. In the Bike Plan There is no rational justification that can be presented that controls that require all vehicles to stop at intersections should be removed immediately adjacent to school play yards and entrances, as at Russell and Ellsworth.</p> <p>C. The Bike Plan should, at a minimum, spell out exactly what intersections are proposed for changes and what those proposed changes are. The Plan does not do this. It provides a map that is ambiguous in several respects. When I consulted the map I could not identify the exact location of more than half a dozen intersections where stop sign removal is proposed. When I asked City staff for a list of intersections, I was told no list has been prepared, and referred back to the map.</p> <p>D. The Plan should include, as an appendix, a complete review of all the actual "stakeholder" consultations undertaken during draft Plan preparation, as well as all the targeted outreach to "stakeholders". In particular, a "random zip code" survey of residents has been mentioned, as well as outreach to businesses. However, the draft Plan provides no information on these activities. What exactly was done, and what were the responses?</p> <p>E. The Plan should provide an objective analysis of the impacts of stop signs, not just on cyclists but in terms of reducing speeding by all wheeled vehicles. In my correspondence with City staff, they appear to have dismissed, or are unaware of, the very real history that led to both stop signs and traffic circles at many intersections—persistent crashes, injuries to pedestrians and cyclists, speeding on adjacent streets, and "cut through" traffic by vehicles trying to avoid more congested collector and arterial streets. Many of these problems will return if stop signs are removed.</p> <p>F. The idea that Berkeley neighborhoods will quietly accept the removal of more than 50 Intersections worth of stop signs in Berkeley is absurd. Those same neighborhoods are full of people who worked to get stop signs in response to specific, urgent, problems. One of my neighbors, in her 60s, remembers the successful fight to get a stop sign at an intersection in my neighborhood when she was a child, and her brother was hit by a car at that intersection.</p> <p>Instead, the proposed draft Bike Plan, if adopted as currently written, will set off up to 50 specific fights between City staff and neighbors / residents over controls at specific intersections. This may derail the Bike Plan overall, and will also not endear City Council Councilmembers to the Transportation Commission and City staff, since ultimately most of those disputes will end up at the doorstep of the Council.</p> <p>G. No Councilmember—and I would also hope, no City staff member—would also want to remove stop signs primarily to make things more convenient for cyclists, and then have to cope with the inevitable consequences of accidents at those same intersections.</p> <p>H. The Bike Plan proposes almost no changes to intersection controls or bike paths in the wealthier, more hilly, neighborhoods of northeast and southeast Berkeley. However, cyclists, both commuters, and recreational riders, are frequent in these neighborhoods. Why are these neighborhoods not addressed in the Plan, when Flatlands neighborhoods will see almost all of the proposed changes?</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.

**City of Berkeley Bicycle Plan Update Public Comments**

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Comment Number	Commenter Name	Comment / Question	City of Berkeley Reponse
112	Steven F	(continued from above comment) Finally, I would like to suggest that the draft Bike Plan have a section on the responsibilities and obligations of safely riding a human-powered wheeled vehicle, and acknowledgement that no means of transport or movement in a dense urban area can occur without at least occasional pauses or stops in movement. As a pedestrian, if I go hiking in the hills I may expect to walk for miles without being forced to stop—but if I go walking on Berkeley streets, I never expect that I should be able to walk long distances without having to periodically stop to accommodate the many other people moving in different directions and modes through the City. Thank you for the opportunity to comment.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
113	David Leifer	My name is David Leifer. I'm a homeowner at 2436 Russell Street in Elmwood, between Telegraph and Regent St. I also am a regular bike rider on Russell Street. I have two young daughters and I park on my driveway. I and am very opposed to the proposed removal of stop signs for pedestrian and neighborhood safety reasons. Cars already drive way above the speed limit on Russell Street, making it a hazard for my daughters, for pedestrians and for bikers. Cars drive so quickly that I've had many near misses just backing out of my driveway in the morning. Moreover, we already have one cross where the stop sign was removed years ago (at Hillegass) and it creates a terrible mess, as some cars stop anyway and other cars don't. As a biker, I feel the benefit of the removal isn't even close to outweighing the safety problems generated by the removal. Thus, I'm very much opposed to the removal because of the impact it will have on the speed of cars, and dangers for my daughters, for pedestrians and for bikers too. Please don't approve removal of stop signs. It will only create a greater hazard for those of us who use Russell Street regularly.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
114	Barclay Stone,	Thanks for the taking the time to hear my opinions. I've lived in the LeConte neighborhood for 19 years and I exclusively bike and walk. I'm always up and down Russell Street, and my thoughts are that the only stop sign that would make sense to remove is the one at Regent. Other than that, as a bicyclist I'm fine with the other stop signs and actually don't think it would be a good idea to remove them. Thanks so much for your thoughtfulness,	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
115	Simon and Laura Ross	We recently moved into the house on the corner of Russell and Pine (2848 Russell). We learned earlier today of the proposed removal of the stop signs at Russell and Pine. We strongly oppose this proposal. We have three children aged 4 and under. We don't have our own driveway so are frequently loading our children in and out of cars on the corner of Russell and Pine. They also inevitably stray into the street occasionally. Removing the stop signs would increase the speed of cars and encourage drivers to use Russell to avoid traffic on Ashby. I am surprised that a cycling group has made this proposal. We regularly watch bikes pass our house and I have never seen even one obey the stop sign when coming downhill (i.e. west down Russell), even when there are children playing on the street corners. So the only practical impact of this change would be more cars, traveling faster, on their cycling route. Incidentally, groups of bikes regularly pass our house at great speed - far faster than cars. They are perhaps as dangerous as cars because our children don't hear or see them coming. We would appreciate it if the cycling community would obey the speed limit on our street. Please contact us with any questions.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
116	Ildiko Kozek	I would like to voice my objection to the proposed Stop Sign removals in my neighborhood. The proposal plans to remove the stop signs at the Russell/Fulton, Russell/Ellsworth, and Russell/Hillegass intersections. The first two is right next to Le Conte Elementary School, where every morning and afternoon lots of unaccompanied children, or parents with little children cross the road. The third one is near Willard Middle School, which is also used by lots of schoolchildren. The removal of the stop signs would be very dangerous for these children. I am a biker myself, regularly using Russell Street in the mornings, and I see how important it is for the safety of all pedestrians that both cars and bikes make a full stop at these intersections. Please reconsider your plan and leave the Stop signs in place in these intersections.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
117	Laura Tibbals	Please leave things as they are as I can imagine plenty of unintended consequences. Backing out of my driveway on Russell St. can be difficult as things stand but a bicyclist heading down the street at an even higher rate of speed increases the dangers to both the cars and the bicyclist. I ride a bicycle around Berkeley and appreciate conveniences but I find the stop sign removal overindulgence and reckless. A safe road for bicycles is one thing but this goes way too far.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
118	Tanja Schlosser	I am a long time resident of Berkeley and commuter cyclist from NW Berkeley (Gilman and Peralta) to pill hill in Oakland (30th and Summit) every day. My main route is California St or Milvia and Russell Streets. I am very concerned that the removal of stop signs will be dangerous for bikers and pedestrians. While I agree, it is annoying to stop (or more honestly slow down) at these stop signs on the bike boulevards, it at least slows the car traffic down. I am worried that if the city removes stop signs along key residential streets and bike boulevards these streets will become busier with more through traffic. The car traffic will speed up significantly and create a less safe environment in residential neighborhoods for cyclists and pedestrians. I am all for encouraging cycling in Berkeley to promote healthy lifestyles and to reduce cars on the roads. So while removing stop signs on the main bike boulevards makes some sense for ease of commute for cyclists, it is not worth it, because it will also cause more and faster car traffic, which is potentially dangerous. As a cyclist, I am also concerned about the dangers of faster traffic crossing the bike boulevards if there are no stop signs on those streets. Has Berkeley considered working on changing the law, like in Idaho, where cyclists are permitted to treat stop signs as yields and red lights as stop signs, since this is essentially how a lot of cyclists ride anyway? This would allow bikers to conserve energy, clear intersections faster, and become more visible (and thus safer) by getting in front of traffic.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
119	David Glasser	I was unable to attend tonight's meeting due to travel. I heard a rumor that there was vocal opposition to bike boulevard stop sign removal. While my previous message was about how I hope you will add more effective controls to an intersection where a bike boulevard crosses a major street, I am fully in support of your originally stated plan to remove stop signs on bike boulevards on intersections that have other forms of traffic calming infrastructure such as traffic circles. I look forward to seeing this take effect on King, Milvia, and Russell, the boulevards I use most often. Stop sign removal should have no major impact on motorists due to the existing traffic circles, and will make the boulevards more attractive to bikers and make it more likely that bikers will safely stop at the intersections where the stop signs actually do serve an important safety purpose. All of the stop signs you are planning to remove at intersections I am familiar with are in places where they do not seem to serve an important safety purpose and I regularly see other cyclists coasting through them. Removing the stop signs will create a greater contrast between the safe intersections where cyclists should go straight without a full stop, and the less safe intersections where stopping is actually important. I hope you follow through on your original plan here.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.

City of Berkeley Bicycle Plan Update Public Comments			
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Comment Number	Commenter Name	Comment / Question	City of Berkeley Reponse
120	Hiller House	<p>Last night, at the Bicycle Subcommittee meeting, pro-bike plan advocates from the larger Transportation Commission heard from residents the length of Russell Street, from Ellsworth and San Pablo to Claremont, who made their objections to stop-sign removal known.</p> <p>The sub-committee temporized. They would remove individual intersections from the recommendation map in the draft plan, but as of last night, refused repeated requests to remove language stating intent to remove "unwarranted stop signs." "Unwarranted" is not defined. All intersections with stop signs remain at risk, including Russell/Pine. The sub-committee heard but did not commit to comments to include stop signs in their planning "toolbox."</p> <p>The Bike Plan draft, costing at least \$450,000 paid for by our tax money to Alta Planning, a bike advocacy group outside Berkeley, was presented by their Vice President, Brett Holdorp, detailing a vision of streets with "Low Stress" and "Safe Streets for All." The irony was not lost on the residents, who pointed out stop sign removal will create far less safe and more stressful streets.</p> <p>While the plan calls for "removal of unwarranted stop signs," there is no specific proposal for how to divert or calm speeding car traffic. Despite vague allusions to "traffic calming alternatives" to stop-sign removal, the Traffic Engineer for Berkeley did not even show up, though apparently invited,</p> <p>The plan to change the Bicycle Boulevards is called "enhanced" and "improved" - but that's only from the bicycle lobby's perspective. As one resident near Russell and Ellsworth put it, this plan seeks to let bicyclists ride across Berkeley without the responsibility of stopping, "despite all of us in this urban area - cars, bikes, pedestrians needing to stop to accommodate others."</p> <p>The subcommittee, in response to several residents' objections to the lack of transparency, notice, or inclusion - many by Ellsworth and San Pablo only learned of this plan this past weekend at a block party or by flyer from fellow residents - extended the "comment period" to 9AM Monday morning, October 3rd.</p> <p>Several made the point that NO ONE along the several Bicycle Boulevards was informed of the plans true intent that would affect residents directly through stop sign removal.</p> <p>Additionally, the comments made in the meeting, and perhaps your written comments to-date, will merely by summarized by the sub-committee in their recommendations to the Transportation Committee.</p> <p>How that summary will be written and its point of view we won't know until it is submitted by the special-interest committee.</p> <p>You may get to send the your comments again to the Transportation Commission which meets mid-October.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
121	Hiller House	<p>(continued from above comment)</p> <p>MY REFLECTIONS</p> <p>This is not adequate plan. No study of the effect of removing stop signs was made on traffic, street quality, school proximity, non-bike use, no perspectives of residents on any of the affected streets. It is an elaborate and tax-payer funded lobbying document in the guise of a "plan." It needs to be tabled, re-written and reflective of the urban realities of Berkeley life.</p> <p>Even as a bicyclist supportive of some of the plan's goals, I felt Big Pharma was submitting self-regulations to the FDA. This is a bicycle-centric plan, that may, according to one Berkeley City Planner there last night, even conflict with Pedestrian Plans and other actions afoot that we residents may not even know about yet.</p> <p>Calling this plan for the Bike Boulevards' "enhanced" and "improved" seems like a GMO-company seeking to label its food Organic - a marketing scheme. The Ellsworth/San Pablo Russell neighbors were appalled stop signs near their schools would be removed without consultation or consent of anyone on the street.</p> <p>Unfortunately, planners trying to slip these changes through without hearing from other interested parties has made me and others on hand last night wary of even the good points of the plan, and distrustful of the City of Berkeley's intent vis a vis a commitment to very real street safety.</p> <p>It remains to be seen how the City of Berkeley manages this process and in whose interest it proceeds.</p> <p>This draft plan must be tabled until re-written after residents on the Bike Boulevards are fully consulted, plans made clearer, and their wishes incorporated. Only then will the worthy aspects of the plan have a chance of being supported widely. We've paid for this plan. It should be researched and developed comprehensively.</p> <p>What language is used in the plan as approved by the Berkeley City Council will matter because it will be used to justify or deny plans that will affect us all.</p> <p>S. Thomson Address above are for Brett Holdorp, Alta Planning Ben Subcommittee chair and Commissioner Beth Thomas, Senior City Planner Eric Anderson, Traffic/Bike Planner Sec. to Transportation Commission</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
122	John Brennan	<p>Sedge, thanks for your continued leadership on this item.</p> <p>As a bicyclist, I also share with you a degree of interest and support for some of the plans goals.</p> <p>As a pedestrian and occupant of Russell St., I am opposed to the plan as it is currently progressing.</p> <p>Despite the desire to speed unabated down Russell, it's crystal clear that cyclists don't need removal of these signs on Russell.</p> <p>Furthermore, these stops signs at Russell and Pine ARE warranted. They regularly stop cars and bikes from speeding at high rates up and down a street with significant pedestrian traffic and children. Stop sign removal will create far less safe and more stressful streets in the case of Russell St.</p> <p>The work here was evidently not empirically supported by the reality of Russell St. between Piedmont and Claremont.</p> <p>Current plan = not supportable. Current process = not supportable.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
123	Chuck McParland	<p>I appreciated the opportunity to attend last night's Bicycle Subcommittee meeting. Having attended a number of such city meetings over the past decades, it was notably civil - many thanks. While I think the meeting was both useful and productive, I wanted to take advantage of the extended period of public comment to include several discussion points into the public record. Please do not construe the following as an argument against last night's discussion and the suggestions that appear to have been adopted. It is, rather, my attempt to insure that several points brought up at the meeting be forwarded with the draft to the transportation committee and city council as this process moves forward.</p> <p>First, I would like to re-iterate my concern about several plan policy statements and the idea of "leaving the details to later". I fully appreciate that, given the scope of the current plan, implementation details cannot realistically be provided at this time. But, the guidelines given in this plan will become, by definition, the most authoritative description of the city's intent - particularly once this document is approved by the city council. As such, it will be the primary and most defensible reference during design and policy discussions such as the removal of stop signs. Last evening's suggestions will be long forgotten - and irrelevant - when, at some future date, decisions are made to remove stop signs or alter traffic abatement measures. True, there will likely be some community outreach at that point; but, based on my experience over the past 30 yrs. living on Russell St., that will be problematic - at best (see below). This document will be the design "bible" and we in the neighborhoods affected by its provisions will be hard pressed to prevail against it. So, I think it is CRITICALLY important that policy statements, in particular those giving stop sign removal a priority, NOT be included in this document. Those are precisely the sort of details that should be decided in the future. And, their removal from this document allows for the needed open discussion of their effectiveness without pre-ordaining the outcome by reference to portions of the city's master plan.</p> <p>Secondly, I did get a better picture of the stakeholder input process being used for this and, speaking for myself, it is a major point of concern. At one end of this process, we have the transportation committee that clearly understands that they serve the needs - safety and otherwise - of all Berkeley residents. At the other end of this process, the bicycle subcommittee is faced with the daunting task of creating policy and bicycle route design guidelines that will serve the city's growing population of bicycle riders. Somewhere between these end points, the needs and concerns of neighborhood residents along these pathways were effectively (and, in my opinion, completely) "institutionally" forgotten. Why and how this has occurred is secondary to the fact that it has clearly happened.</p> <p>While I was glad to see a city-wide survey of 600 samples that served to identify outstanding "equity" issues, the definition of equity did not include any examination of reduced pedestrian safety or quality-of-life concerns in neighborhoods subject to reduction of traffic abatement efforts. To be fair, I'm not suggesting the current plan favors reduced safety anywhere. But, the lack of focus on neighborhood concerns in analysis of proposed traffic flow through bike pathway neighborhoods is notable - and troubling.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.

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Comment Number	Commenter Name	Comment / Question	City of Berkeley Response
124	Chuck McParland	<p>(continued from above comment)</p> <p>Attendance at last night's meeting demonstrates the lack of neighborhood inclusion. Residents from Russell St. who learned about the plan only last Sunday (four days prior to the meeting) turned out in reasonable numbers – and brought a petition of concern with roughly 50 signature of Russell and Hillgass residents living between College and Telegraph. Other affected neighborhoods had little showing. But, like most residents, they were not aware of the proposed plan nor its schedule for adoption. As was noted at the meeting, this is a plan for ALL of Berkeley – not just those that ride bicycles. Although survey results suggested that these two populations are close to the same (I recall a statement that roughly 70% (?) of residents ride, is planning to ride, or wishes they could ride bicycles in the city), several meeting participants thought this number unrealistic and highly subject to polling methodology. While these two communities are not disjoint, they are far from identical. Neighborhood concerns are not being acknowledged as a priority and are relegated to being addressed as "implementation details" – an approach that is not appreciated "in the hood".</p> <p>Again, I appreciated the opportunity to hear about the proposed plan and add my voice to those suggesting several alterations. The above comments should be construed as my attempt to reinforce some of last night's discussion and memorialize them in the draft's public comment section for later reference.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
125	Joanne Sultar	<p>I am commenting on my neighborhood only.</p> <p>I think the stop signs at Fulton and Russell and Ellsworth and Russell are important because we want to protect children, parents and teachers who are part of Le Conte School. The area between Ellsworth and Fulton has school busses and parents picking up and dropping off children.</p> <p>Please don't remove any stop signs this close to schools or other public buildings.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
126	Sal Levinson	<p>I oppose the removal of stop signs on Russell. If bicyclists want to ride without stops, they can do so on Ashby. That is the way Oakland does it; bicycles and cars together on arterials.</p> <p>Traffic is already speeding 40 mph up and down Russell. If you take out the stop signs, it will be worse. In fact, I think we need MORE stop signs. It is confusing if some intersections have four-way stops and some don't. So we need more stop signs at Russell and Hillgass.</p> <p>I don't know why the bicyclists should reign supreme. There are cars, pedestrians, residents, gardeners etc who are also affected by the traffic on the street. All of them should be considered when making decisions.</p> <p>Bicycle friendly is find. Bicycle supreme is not.</p> <p>Save out stop signs!</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
127	Cal Collier	<p>Regarding the removal of stop signs along Russell street in South Berkeley. Please do not consider this. My family ride our bikes along Russell from Benevenue down to LeConte Elementary ( drop off #1), then my son and I continue down Russell to California, where we proceed North for drop off #2. Those street signs serve a very good purpose of SLOWING traffic. This is a SAFETY feature that was planned years ago.</p> <p>Cars, in general, do not drive slow enough, even when confronted with stop signs. Stop signs help more than hinder our safety.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
128	Sapna Khandwala	<p>I have two children attending LeConte Elementary School in Berkeley and I strongly urge the City Council to re-evaluate the removal of stop signs in front of the school. Crossing guards are not available at every intersection surrounding the school both before and after school, and removing the stop signs will undoubtedly endanger children's lives. I have witnessed a number of speeding violations along Russell during drop-off and pick-up periods. Removal of the signs will simply encourage and allow for such behavior. LeConte's school motto is to "Be Safe, Respectable, and Responsible" - please demonstrate that our City behaves this way too!</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
129	Linda Heneghan	<p>I have reviewed the draft bike plan, and many parts of it sound great.</p> <p>However, I urge you to reconsider the impact to pedestrians of removing stop signs, particularly along routes to schools.</p> <p>Walking to/from school is, these days, quite dangerous even with stop signs. If the bike plan seeks to offer improvements to pedestrian safety while removing stop signs, we would like to hear of new ideas, but to simply remove stop signs is not acceptable.</p> <p>My husband routinely wears an orange or yellow vest while walking our son to school. Routinely, he feels he and our child are endangered by the actions of drivers and cyclists who are distracted or who ignore traffic rules (and the people in the crosswalks).</p> <p>A Leconte kindergartener was killed in a crosswalk in 2009. Here is the story of what happened, and a proclamation by Mayor Tom Bates: <a href="http://zacharyscorner.com/to-zachary-with-love/proclamation">http://zacharyscorner.com/to-zachary-with-love/proclamation</a></p> <p><a href="http://zacharyscorner.com/about-zach/what-happened">http://zacharyscorner.com/about-zach/what-happened</a></p> <p>Please take care in your plan with the safety of Berkeley's pedestrians and students, and consider the possible consequences of stop sign removal.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
130	Mary and Stan Friedman	<p>My husband and I are Russell Street residents since 1969! and have a direct experience with the traffic patterns on our street over the years.</p> <p>For me, there are currently two issues. Speeding for cars particularly going eastbound and speeding for bicycles going westbound (downhill).</p> <p>The almost daily congestion on Ashby, particularly in the evenings, results in drivers coming onto Russell St. from Piedmont. Because there is no 4-way intersection from Piedmont to Claremont, drivers, more often than not, whip around the corner of Piedmont and build up excessive speed before reaching the top. (note:There should at least be a yield sign the Piedmont/Russell corner).</p> <p>The diverter at Piedmont and Russell, put in many years ago under tremendous controversy, has gone a long way to mitigate the speeding cars. The stop sign at Pine St. went even further. This is a street of family homes with many children. To my knowledge, six kids under five years have moved in in the past couple of years and three more under five years are on Piedmont. I am not including the many other kids under eighteen years on the street.</p> <p>Additionally, Russell St. is a "walking" street. It is a primary thoroughfare for pedestrians from the larger area, i.e. the Claremont Hotel, going east/west to and from College Ave.</p> <p>Drivers who are not from the area clearly are not thinking about this fact as they zoom up the street. We are concerned that irresponsible drivers will put our kids and all of us in jeopardy on a daily basis. The current stop sign has been a deterrent to speeding drivers.</p> <p>The second issue for me is the excessive speed built up by bikers going west. I can see that it must be a blast to have a straight shot from Claremont to College, with no four-way intersections. The current stop sign has helped to slow them down.</p> <p>Safety, not convenience for bikers, must be your primary consideration in making your decisions.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.

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131	Melissa Nelken	As a 36-year resident of 2933 Russell Street, we want to express our strong opposition to the proposal to remove the stop signs facing Russell at Pine. Those signs currently form the only calming force to commuters who want to avoid long waits on Ashby by using Russell as a fast (35+mph) alternative route. We have many young children on the street, including at the corner of Russell and Pine, and the afternoon commuters are a persistent danger to them. Bicyclists who use Russell seldom stop at the stop signs anyway, so their progress is not affected by them, but the overall atmosphere and safety of the neighborhood would be seriously degraded by their removal. Much study and discussion went into the placement of the stop signs, not all that many years ago. The supposed benefit to bicyclists from their removal is far outweighed by the harm from speeding cars that their removal will enable and encourage. Melissa Nelken	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
132	Marc Shulman	Have you considered what will happen if you remove stop signs from intersections? How many pedestrians will be struck by automobiles killing, crippling and otherwise injuring them? What will their medical costs be if they survive? What will be the impact on them, their families and loved ones?  The stop signs at the intersection where I live were put in place years ago when two people were killed there. One of the stop signs you want to remove is at a busy intersection nearby where I often go for a walk.  Have you considered how many more traffic accidents will occur at these intersections if they no longer have stop signs? How much will the extra police and ambulance activity cost? And, in addition to pedestrians, how many people inside cars will be killed, crippled and otherwise injured?  How much additional property damage will occur? What will be the impact on car insurance rates in Berkeley? THINK!!	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
133	S Thomson	In Councilmember Droste's recent newsletter "Welcome to School, Bicycle Plan Update" was a link to the bike plan.  Buried deep and obscured in the "draft" plan is a proposal that will create greater and speeding traffic on Russell Street by removing the stop signs at Russell and Pine.  I am opposed to this plan as it unnecessarily endangers pedestrians, children who play in the street and those of us who walk in it, residents and even bicyclists who have found Russell Street to be much safer since the stop signs were installed. Indeed, they've helped achieve the low-speed criterion for the boulevard.  Only a small red X indicates a plan to remove the stop signs at Russell and Pine. No other notice has been given to the residents. The only opportunity to comment on this significant and unannounced change to the quality of our residential street is in writing or in person by September 29th. Details below.  Attached are three images from the report showing the map and vague text.  For the past several years those stop signs have calmed the use of Russell. The "draft" coyly misstates the stop sign removal as an "enhancement. Many of us recall asking the Berkeley Police to come out to cite speeders. This has not been necessary since the stop signs were installed. The stop signs are an actual enhancement to street quality.  There are no alternative means of ACTUALLY calming traffic proposed, e.g. speed tables, speed bumps, or a traffic circle at the Russell - Pine intersection, in the event this ill-founded proposal is approved. This plan, if approved, will lead only to cars once again speeding up the street, and degradation for all users. Bicyclists already often speed through. It is the cars that are the additional problem.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
134	Mark Humbert	I agree. Makes no sense to remove stop signs. I'd like to see stop signs at Piedmont and Cherry, too, stopping traffic emerging from the side streets only. And bikes never stop at the Pine Street intersection anyway. It's no inconvenience to cyclists.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
135	William Tennant,	I request this Stop sign be preserved. Russell is already identified by WAZE as a short cut around the Ashby grid lock. Living on Russell since 1980 I have experienced drivers passing me on Russell going east. Before the Stop sign this was a dangerous event since they could accelerate all the way to the Claremont intersection. For bicycles coming down hill the sign does not impede them as none of them stop. However they do slow down some which protects them from driveway exit accidents.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
136	Matt Small and Rana Cho	Thanks so much for the detailed and thorough response! We somehow missed the traffic circle recommendation. That's a great solution, and we look forward to an even more bike-friendly Berkeley!	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
137	Matt Small and Rana Cho	As 18- and 12-year Elmwood residents, and a recent parents, we were very interested in reviewing the documentation for the new Bike Berkeley recommendations.  In particular, we have a concern about the intersection at Hillegass and Russell. These are two high-traffic streets which also both happen to be bicycle boulevards. For some reason, all of the surrounding intersections have 4 way stop signs, but the intersection at Hillegass has stop signs in the Hillegass direction only -- it does NOT have stop signs in the Russell direction. This is very confusing to drivers and bicyclists, who often assume that cars on Russell will stop (as they do at every other intersection), and are unpleasantly surprised when they don't.  We personally have witnessed many near-misses at this intersection, and we were interested to see that our suspicions seem to be borne out by the Bicycle Collision Density map on page 4-15 of the plan, which indicates a high number of collisions in the area.  Are there any plans to add stop signs on Russell street at this intersection? We looked through the recommendations but did not see this listed. If not, we would be grateful if you could guide us in lending whatever voice we can to advocate for this improvement.  Thanks very much!	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.

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138	Todd T. Henry	<p>Nice work. I had a few comments throughout the document - xls file attached. Apologies for some nit-picky ones.</p> <p>Similar to some transit plans, perhaps there is a way to have a plan goal or policy that says something like 100% of Berkeley residents live within two blocks of a low-stress bicycle street with continuous low-street access to Downtown or a BART station or to campus.</p> <p>For the projects that have both clear, prioritized recommendations and a complete streets study, it would seem to be useful to either prioritize those complete street studies into the Tiers or clarify how much of the prescribed improvements could be implemented prior to doing the corridor study.</p> <p>The plan implementation does not really describe the effort to implement in context with the average street work that City is able to accomplish annually. (e.g., \$5M Tier 1 improvements are X% of total average budget). With many of the recommendations quite specific, it seems like there would be an urgency to get infrastructure on the ground soon; after a few years, the recommendations may get stale as development occurs or thinking about the street right of way changes.</p> <p>page # comment</p> <p>2-1 How does the performance metric for increasing bike mode share correspond to a reduction in transportation-related GHG, as outlined in the City's Climate Action and Resilience Plans? (e.g., if City increases bike mode share by 100%, this could mean a reduction in transportation GHG between X tons and Z tons.)</p> <p>2-1 Having a 20% bike mode share by 2035 seems more practical than aspirational. UCB has about 25% of all faculty and graduate students using a bicycle for commute purposes as of 2015. The overall percentage might not be that meaningful, but it perhaps you could use a metric that accounts for total bike trips, not just commute? (e.g., quadruple annual city-wide bike count number by X)</p> <p>2-1 You introduce a vision zero type goal/performance metric, but it seems to be missing putting it into context for how or why that should be achievable.</p> <p>2-2 Second action is not specific -- do all projects "follow a multi-disciplinary project scoping process" or just projects initiated through this plan. All street or ROW projects should be reviewed and scoped, as and where appropriate, to address bicycle-related planning issues. However, as written, it seems like non-active transportation projects may not need to be proactive about doing this.</p> <p>2-3 action 3 under Policy PR-4 is poorly phrased -- I think you mean: "Ensure proper funding and staffing levels are available for the development and operations of bike share as long as the bike share program is viable in the City of Berkeley." -- including the text about the length of the contract suggests that if the contract elapses, staffing could drop even if bike share is still desired/viable in Berkeley (regardless of regional issues).</p> <p>2-4 Under Policy D-2, suggest an action be to develop or promote a process by which members of the public can request an on-street bike rack or bike corral, and that the city would consider developing a funding mechanism for on-going investment in bike rack installation/maintenance</p> <p>2-5 To whom does Policy PD-2 apply? city contracts, private development (does this require an ordinance/code change?), AC transit and/or UC contractors?</p> <p>2-5 Policy OM-1 could consider maintenance required from routine utility work done by EBMUD and PGE</p> <p>2-6 Suggest that Policy PR-3 include collaboration between Berkeley PD and UCPD around bicycle safety issues, particularly on the Southside and campus periphery streets and related to ticket diversion.</p> <p>2-7 Suggest that Policy E-2 note that around the UC Berkeley campus and its key bike entrances would be key locations for automated counters.</p>	<p>Noted. The City work with UC Berkeley staff to evaluate including these policy recommendations in the final version of the Plan.</p>
139	Todd T. Henry	<p>3-1/3-5 Suggest noting that paved pathways on the UC Berkeley campus and unpaved trails in the UC Hill Campus are excluded from the calculation.</p> <p>3-2 Should the contra-flow lane on Dwight at People's Park be considered in the Class I/D mileage calculation?</p> <p>3-2 Missing the new buffered lane on Fulton Street</p> <p>3-3/3-5 Suggest noting that UC Berkeley roadways with sharrows and signage are excluded. (More generally, perhaps the intro should note that UC Berkeley campus is not included in the city/plan's jurisdiction/analysis, aside from where the campus and city collaborate on bike planning issues.)</p> <p>3-6 The "signage only" class III facilities on the UC Berkeley campus should be class 3C - we have painted sharrows on them. Also, the Crescent, connection between Crescent and West circle, and Frank Schlessinger Way should be a Class 3c. All other paths on campus are class 1a</p> <p>3-5/3-6 Map is missing new buffered bike lane on Fulton Street</p> <p>3-6 Perhaps a comment on all maps - the Clark Kerr Campus (bounded by Derby, Warring, Dwight) should match whatever the UC campus' color or designation is.</p> <p>3-13 UC Berkeley BikeLink Lockers are located at University Hall (University and Oxford) and RSF (Bancroft between Dana and Ellsworth)</p> <p>3-14 The campus does a transportation survey every three years. The most recent available data is from 2015. The data from the 2006 bike plan is very much out of date (it might have even been from a 2001 survey). The 2015 campus mode split has 80% of campus commuters (students, faculty, staff) arriving by non-auto modes. 12% of all campus commuters arrive on bike. The text is incorrect, but the small inset graphics seem ok.</p> <p>3-14 "The most recent transportation report"? Do you mean: "The campus completed a bicycle master plan in 2006 and considers bicycle mobility and non-motorized transportation as part of its 2020 Long Range Development Plan."</p> <p>3-14 Suggest noting that UC Berkeley manages campus residential housing at University Village in Albany and at Clark Kerr Campus. Bicycle connections to and from these sites to the campus, via the City's bikeway network, are important to provide safe access for bike commuters from those areas. The Campus also has several buildings or offices for employees located throughout Downtown Berkeley and Southside in addition to undergraduate student housing located in the Southside neighborhood.</p> <p>3-15 Add Clark Kerr campus to map area. Key entrances would be at Warring/Parker, Derby/Southwest, Dwight/</p> <p>3-15 Piedmont Ave extends as City ROW from Bancroft to Optometry Way (the stop sign at Haas School of Business).</p> <p>3-15 What is the difference between large and small arrows?</p> <p>3-15 The arrow on Oxford at Frank Schlessinger way should note that the access is from both directions (via the small median cut).</p> <p>3-15 This campus base map and bikeway designations do not match earlier maps. This map appears to be correct.</p> <p>3-15 The campus access point at Le Roy is not really a bike access point -- there are steps between the two buildings. Suggest removing it here.</p> <p>3-15 The building labels are odd. "Multicultural Community Center" does not exist -- label should read "Lower Sproul Plaza" or "MLK Student Union". Why is the Chemistry Department labeled -- doesn't need to be. Also suggest removing the Valley Life Science building label.</p>	<p>Noted. Plan has been checked to ensure that UC Berkeley facilities are not reflected in totals of City bikeway facilities. Other elements of the plan have been revised, updated, and corrected per these suggestions.</p>
140	Todd T. Henry	<p>3-17 Seems odd to apply a land use designation to the UC campus on this map when it is excluded from most others. Also, the campus extends east into the Hills (not just the City line)</p> <p>3-17 Why is Panoramic Hill neighborhood excluded from the "low density" designation on Figure 3-9?</p> <p>3-18 Suggest: labeling University Village Albany</p> <p>3-18 Not much distinction between Berkeley CoC and nonBerkeley CoC boxes. Suggest using a pattern for non-Berkeley areas</p> <p>3-20 Bike East Bay also works with UC Berkeley and UCPD on providing on-campus bike education classes and bike ticket diversion.</p> <p>4-2 ACS commute data does not match what was said in the introduction</p> <p>4-8 Does sidewalk riding only include adults, or adults and children?</p> <p>4-4/4-9 Suggest including an asterisk to note intersections with bike boulevards (either one or both streets being bike boulevards)</p> <p>4-11 The weighted average bike share mode split for UC students is 12%, not 34%, yielding about 4800 UC student bike commuters. There are nearly 3x as many undergrads (7% bike) as there are grad students (27% bike).</p> <p>4-15 It appears there is a projection error that results in some collision dots being shown on the UC Berkeley campus.</p> <p>5-2 Suggest adding Hearst Ave east of La Loma to recommended Class3c -- this is a city ROW and leads to LBNL campus and Foothill student housing, completing Hearst Ave corridor</p> <p>5-2 Euclid Avenue, including the portion north of Rose Garden, is another well-used bike route, albeit recreational, for riders from campus to Tilden. Suggest sharrows continue north of Rose Garden to Euclid and Grizzly Peak</p> <p>5-2 Portions of Piedmont Ave are nearly 24 feet wide. Suggest that 2a bike lanes be considered if width is available between Warring and campus, including a road diet where there are two lanes, to improve bike access from Clark Kerr to main campus. While the current use is CKC use is housing and conference, it could be a location for future campus development.</p> <p>5-11 What is the purpose of the protected intersection at Telegraph/Channing. There need to be some curb modifications at the intersection to allow the bike lanes to work, but only one corner has a right-hook conflict and it seems like we're prioritizing transit over bikes on Telegraph, with bikes on Dana and Bowditch</p> <p>5-15 figure does not show Hearst Ave improvements east of Arch Street. Suggest that an uphill buffered lane east of Euclid be considered in future phases (this was a comment at the Hearst Avenue public outreach) to fully encircle the campus with bike facilities</p> <p>5-28 Suggest that bike parking guidelines, particularly any developed for private housing development, consider the needs of families and family riders -- space for cargo bikes, trailers, etc.</p> <p>6-7 Gayley Road from Hearst to Optometry Way is UC Berkeley ROW -- while we would support adding sharrows to this network, I don't it should be assigned a priority in the City's plan. Suggest adding a note that it requires UC coordination, if it remains.</p> <p>6-8 low cost estimates for sharrows, speed humps and stop sign removal seem to exclude staff time to actually do the work -- I highly doubt that anything could be done for \$125 -- also suggest noting that environmental analysis may be needed in some cases (such as the complete street corridors).</p> <p>E-1 Maybe I missed it, but none of the projects seem to include Bowditch Street, which was noted as an issue in public outreach, particularly pavement quality and narrow bike lanes.</p> <p>E-6 Bancroft complete streets study should extend to Piedmont, as this is a key route around the campus</p> <p>E-6 Maps show Oxford complete street study extending to Virginia, to connect with the bike boulevard</p>	<p>Noted. Elements of the plan have been revised, updated, and corrected per these suggestions.</p>

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141	Jim Powell	<p>Dear BikeBerkeley:</p> <p>I am a 64-year-old Berkeley native and my primary and almost exclusive mode of transportation all my life has been a bike (I operated a car in the Bay Area for a period of six months in 1990 -- period). I will be brief:</p> <p>1) Bike lanes are dangerous, period. They force bikes to ride too close to parked cars, with all the attendant hazards which I presumably need to spell out to you "experts." The tend to fill up with road debris, which is a hazard, as I presumably need not spell out for you "experts." And they usually end up (if they don't start) poorly paved, which is hazardous, as I presumably need not spell out for you "experts." I generally avoid them.</p> <p>2) Bike boulevards, so called, in my experience work much better, when they are available to take me where I need to go. As the map shows, both the northeast and the southeast quadrants of the city are SERIOUSLY UNDER SERVED, forcing unwary bicyclists onto arterial streets until they learn alternative routes (with no help from the city) -- this is hazardous, as I presumably need not spell out for you "experts." These boulevards are comparatively easy to create. All it takes is "political will." But as we know and can see, in Berkeley "political will" is the captive of highrise tenement building absentee investor predators, which is hazardous to all life in Berkeley, if we want Berkeley to be Berkeley, as I presumably need not spell out for you "experts."</p>	The Bicycle Plan Update envisions a citywide network of low-stress bikeways consisting primarily of Bicycle Boulevards; "Cycle Track" protected on-street bikeways; and separated off-street pathways. The plan includes a number of new bicycle boulevards in the southeast quadrant of the city to close gaps in the bikeway network, especially in neighborhoods such as the Southside, Elmwood, and South Berkeley area. The northeast quadrant of the city features some new bicycle boulevards, however a good portion of that quadrant is hillside neighborhoods where bike boulevards are not appropriate; instead the plan recommends signed, shared bike routes with "sharrow" Shared Roadway Bicycle Markings.
142	Steven Ross	I reviewed the Draft Bike Plan, and I think the recommendations look great. I frequently bike throughout Berkeley. My favorite routes include the Ohlone Greenway, Milvia Bicycle Boulevard, Ninth Street, the Bay Trail, and in the hills: Spruce Street, Wildcat Canyon, Grizzly Peak Boulevard. I was especially impressed by the recommendations for Milvia Street in downtown and along the Ohlone Greenway. I hope the City can find the funds to implement some of these great recommendation to make Berkeley a safer bicycle environment and to encourage more people to use bikes to get around town!	Noted
143	Rachel Hollowgrass	<p>Overall: The overall direction is great in that it promotes:</p> <ul style="list-style-type: none"> <li>• Active transportation: Improves overall health both through increased physical activity and reduced air and noise pollution</li> <li>• Public safety: Reduces collisions between bicycle, pedestrian, transit, automobile</li> <li>• Urban vibrancy: Increases interaction opportunities, human-scale infrastructure</li> <li>• Robust commerce: Customers who arrive on foot, by bike and on transit spend more at shops overall than those who arrive by car</li> <li>• Climate change mitigation: Reduce greases gases</li> </ul> <p>Highlights:</p> <ul style="list-style-type: none"> <li>• Cycletracks</li> <li>• Protected intersections</li> </ul>	Noted
144	Rachel Hollowgrass	To and from UC Berkeley campus: Because I ride onto the UC Berkeley campus frequently, I really like the new cycletracks approaching campus, and around campus (north, west and south sides). Putting two-way cycletracks on one side (e.g. the south side of Bancroft) while dedicating a lane to transit (busses) on the north side sounds great, as long as there are safe connections onto campus from the cycletracks.	Noted
145	Rachel Hollowgrass	Cycletrack on Milvia: The Inner East Bay (Berkeley, Oakland, Emeryville) would be well-served by one or more strong north-south bicycle "spines" connecting "downtown Oakland to "downtown Berkeley. Adding a cycletrack on Milvia is a good step in that direction.	Noted
146	Rachel Hollowgrass	Major intersections: Protected intersections wherever possible would be great. Is this how intersecting cycletracks would be treated? On the map on page 5-15 I see cycletrack intersections at Oxford & Hearst, Fulton & Bancroft, Milvia & Bancroft, and Dana & Bancroft.	Specific project design details, including signage, pavement markings and intersection treatments will be considered during the design phase and associated public outreach for each recommended project.
147	Rachel Hollowgrass	<p>Many European cities have car-free and car-reduced downtown zones that have tremendously increased the quality of life there. Let Berkeley join them! I hope that in downtown Berkeley, automobile speed and ultimately automobile access can be greatly reduced or eliminated. Free or inexpensive parking charges are strong incentives for driving, so I'd be happy if many parking spaces were removed, and the cost of use for the remaining ones be significantly increased. The resulting space could be put to much better use for bicycle, pedestrian and transit infrastructure, popup shops, etc.</p> <p>As it is, many bus lines have stops in downtown Berkeley. Beyond AC Transit, there's also the UC campus, and the Berkeley Lab. Prioritizing these bus lines and stops over private autos would be a good thing</p> <p>Also, Center Street between the Bart station and the University would make a great pedestrian mall. It could offer civic event space, and be an adjunct to the new art museum (BAMPFA). Perhaps the Saturday farmers market could move there.</p> <p>I'd love to see Babette cafe again be a great intermediary between public space and BAMPFA, the way that it was at the old BAMPFA site between Bancroft and Durant. The way that it connected the public to art through food was wonderful, and entirely in keeping with Berkeley.</p> <p>Thanks for the great momentum. I look forward to cycling to a more human-scaled, bicycle-, pedestrian- and transit-friendly downtown Berkeley.</p>	Noted
148	Cate	I want to echo Dave Campbell's comments about the draft Bike plan. It seems to really come up short compared to some of the ideas discussed in the meetings and compared to what we need to reach our ambitious climate action plan goals. If 70% of Berkeleys would bike, let's give them a plan that allows that 70% to bike! What has been presented is too timid. The plan really falls short on expanding and improving the bicycle blvds and adding more continuously protected protected streets. I support the map proposed by the East Bay Bicycle Coalition. Also, I believe we need to get more traffic off of the bicycle blvds, which could be done with a few additional traffic diverters. This will make the streets safer for families learning to ride and allow the traffic engineers to remove more of the stop signs in the direction of travel for the blvd. When presented with a long series of stop signs on quiet it is very easy to become fatigued at stopping at each one, let alone teaching your children to do the same. Please expand and improve the bicycle blvds and provide continuous protection on protected streets.	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways.
149	Jan Bershin	<p>I recently read about the bike planning currently underway in Alameda and Contra Costa Counties. There is a very important and much used thoroughfare that traverses both counties. It is called The Arlington. I want to make sure this thoroughfare is included in your bike planning.</p> <p>I am an attorney, I live in the Contra Costa County town of Kensington and travel The Arlington Daily to Berkeley, in Alameda County:</p> <p>It may be just a pipe dream but I am wondering what the chances are of improving biking on The Arlington—which crosses both Contra Costa and Alameda Counties. There is a median on The Arlington, and it is occupied by unattractive scrub bushes which need constant maintenance and the expenditure of the applicable costs to try and maintain these bushes. Local historians tell me that The Arlington once had not only two way car traffic, but also a tram. I am asking that in considering your multi county bike plan, you include The Arlington and consider converting that median to two way bike traffic.</p> <p>I do not know whether you have ever traversed The Arlington. I have been doing it virtually every day for decades from my home in Kensington Contra Costa County to the Berkeley Campus, where I am affiliated. The Arlington has a great many biking commuters, (including students at Cal and in local public schools), but also AC transit buses (7 and Transbay H), delivery trucks (including 6 and 8 wheelers), cement mixer trucks, maintenance company vans and pickup trucks, and vehicular commuters (many using The Arlington in order to avoid Highway 80).</p> <p>There is about 3 to 4 feet of distance between the closed door of a car parked on The Arlington and the right side of vehicles passing by in traffic on The Arlington. Though posted at 25 mph, the traffic goes by at about 30 mph. I have seen accidents on The Arlington. In fact, July 20, 2015 I was in an accident when an owner of a parked car suddenly opened her car door, leading me to crash. Not only did I crack my helmet, but I was taken by Code 3 EMT to the Highland Hospital trauma center. I had a brain trauma, broke all the facial bones in my left side of my face, and still am dealing with PTSD.</p> <p>Please include The Arlington in your planning for local biking safety. If there is any way to support turning the dangerous Arlington into a safe roadway for all -- including a consideration of turning the unattractive costly to maintain median on the Arlington into a safe bikeway--I would like our community to seriously consider that.</p> <p>Thank you for your consideration.</p>	The Arlington has been added as a Class III Sharrow route

City of Berkeley Bicycle Plan Update Public Comments			
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Comment Number	Commenter Name	Comment / Question	City of Berkeley Reponse
150	Charles Siegel	<p>Milvia St. Bike Track</p> <p>I strongly support the Milvia St. bike track, but I think the plan should study an alternative that extends the bike track only as far north as University Ave. Milvia St. is already safe for bicycling north of University, since it has been redesigned as a SlowStreet. Having a bike track between University and Hearst would require removing an existing chicane, speeding up traffic and making the street less safe for pedestrians. If the bike track extends only as far north as University Ave, the best transition between the bike track and the street north of University would be to add a bike-only phase to the stop light at University and Milvia, allowing northbound bicyclists to shift from the west side of Milvia to the east side as they cross University Ave. without any conflict with cars. I suggest that the bike plan should study whether there is enough capacity at this intersection for a bike-only phase. If there is, it should make this an alternative to the current design.</p> <p>A bike-only phase that comes before the green light for cars on Milvia will also help bicyclists to avoid conflicts with cars that are turning onto University Ave.</p> <p>Two-Way Cycle Track Connectors</p> <p>Green bike lanes with bicycle markings and arrows should be included at all intersections of two-way cycle tracks with cross streets.</p> <p>Drivers tend to look only in the direction that they expect traffic to come from. Drivers who are new to the area will not expect two-way bicycle traffic and will only look to their left before entering the street, in the direction where they expect traffic, causing danger to bicyclists traveling in the other direction.</p> <p>If there are green bike lanes with arrows as connectors at all intersections of two-way cycle tracks, they will alert drivers to look for bike traffic coming from both directions. Where the draft plan does recommend cycle-track connectors, it illustrates them as white markings on the asphalt (as in Figure 5-6). It would be much more visible, and so much more effective, to stripe these connectors as green bike lanes with white markings.</p> <p>Flashing Beacons at Bike Boulevard Crossings</p> <p>The plan proposes Rectangular Rapid Flashing Beacons (RRFBs) at many intersections. I do not think these are safe or effective for bicyclists. RRFBs improve safety for pedestrians, because pedestrians activate the RRFB and then proceed slowly into the street, observing cars to make sure they are stopping. Bicyclists are more likely to proceed rapidly without making sure that cars are stopping, which could cause accidents, since cars do not always observe the RRFBs.</p> <p>I suggest, instead of RRFBs, using HAWK beacons at crossings of busier streets and four-way stop signs at crossings of less busy streets (such as Oxford St. and Dwight Way). Both these types of controls have a very high rate of compliance by drivers - much higher than RRFBs.</p> <p>Four-Way Stop Signs at Bike Boulevard Crossings</p> <p>The plan does not seem to include four-way stop signs at bike boulevard crossings, though this is the simplest and most-cost effective method of making crossings safer.</p>	<p>Specific project design details, including signal phasing, signage, pavement markings and connections, will be considered during the design phase and associated public outreach for each recommended project.</p> <p>RRFB installation adheres to a crossing treatment progression intended to achieve a low-stress crossing. If installed the effectiveness of this treatment would be studied, and additional treatments considered as needed</p>
151	Charles Siegel	<p>For example, on the Ninth St. bicycle boulevard, it often used to be difficult to cross Dwight Way, with a long wait for car traffic to clear. Then stop signs were added for traffic on Dwight Way in addition to the existing stop signs for traffic on Ninth St. It became much easier to cross, with traffic on Dwight and Ninth taking turns to proceed.</p> <p>We would not want to add stop signs on the busiest streets, but there are many places where four-way stop signs would be appropriate to make bike boulevard crossings easier, such as Dwight/California and Oxford/Virginia.</p> <p>Stop signs have a higher rate of compliance than RRFBs, so they would make crossings safer than RRFBs.</p> <p>I think it is best to use HAWK beacons at crossings of major streets, such as Shattuck or San Pablo Ave, and to use four-way stop signs at crossings of less heavily traveled streets that are difficult to cross, such as Dwight and Oxford. I think we should drop the use of RRFBs completely on bike boulevard crossings, because they are not safe for bicyclists.</p> <p>Traffic Circles</p> <p>There have been many complaints from bicyclists about drivers moving right to go around traffic circles, even if this move puts them directly in the path of a bicyclist. I myself have had many conflicts with drivers while bicycling at existing traffic circles. I believe traffic circles can be effective traffic calming on bike boulevards only if there are signs and pavement markings that clearly tell cars to slow to 15 miles per hour and to merge with bicyclists. Pavement markings should show a car lane and bike lane approaching the traffic circle and merging into a single lane as they reach the traffic circle, with a sign saying "Cars and Bikes Merge."</p>	<p>Specific project design details, including signal phasing, signage, pavement markings and connections, will be considered during the design phase and associated public outreach for each recommended project.</p> <p>RRFB installation adheres to a crossing treatment progression intended to achieve a low-stress crossing. If installed the effectiveness of this treatment would be studied, and additional treatments considered as needed</p>
152	Nichola Swanson-Hysell	<p>I have just been able to spend time looking at the draft of the Berkeley Bike plan and have comments and input mostly as pertains to the Ohlone Greenway where I think there are opportunities being missed and prioritization that needs to be revisited. I am cc'ing councilman Darryl Moore of District 2 as I discussed some of these issues when we bumped into each other this weekend and, as I detail below, I think that completing the Greenway/Bikeway into and through Strawberry Creek Park within his district needs to be a top priority.</p> <p>Some thoughts on the importance of the Ohlone Greenway: Class 1 separated paths can do so much good for the safety of bikers and for the health and quality of a community. Ohlone Greenway is a way that commuters get to BART, it is a way that kids get to soccer practice, it is a place where bikers (and walkers) not comfortable on the roads are able to go for miles within the city. Substantial improvements to the greenway network should be front and center in the bike plan. The greenway network connects Downtown Berkeley to West Berkeley, to North Berkeley and to Albany/El Cerrito. From Strawberry Creek Park to El Cerrito del Norte Park there is nearly 5 miles of continuous Class 1 path. And frankly, Albany and El Cerrito have been doing a much better job with improvements to this greenway artery than Berkeley has. The recommendations section should highlight how improvements to this Greenway are vital.</p>	<p>The Ohlone Greenway improvement project calls for pathway widening (including separated bicycle and pedestrian spaces where feasible), improved lighting, and improved crossings along the length of the Ohlone Greenway within Berkeley. In addition Hearst Ave is recommended as a Class IV Complete Streets Corridor project to provide a separated and parallel on-street facility. Along the Ohlone Linear park pathway improvements would emphasize pedestrian crossing safety and mixing zones at connection points. Specific design details will be considered during the design phase and associated public outreach for each recommended project.</p>
153	Nichola Swanson-Hysell	<p>Prioritizing improvements proposed in the plan: The crossing of the greenway at Peralta and Hopkins streets is currently quite treacherous and effectively severs the path. What is so great about a Class 1 separated path is that it provides a way for bikers who are not comfortable on the streets (such as children) a way to bike through the city. By having a section of the path, be so tricky and treacherous to navigate as the Peralta/Hopkins Street section currently is, that benefit is severely reduced. In my opinion, the short-term recommendation in Figure 5-19 to "improve wayfinding" is seriously inadequate. Establishing a safe connection for cyclists and walkers of all abilities in this section of the path is vital and needs to be a very high priority. Without such a fix, Berkeley has a broken greenway.</p>	<p>Ohlone Greenway has been moved to Tier 1 in the plan prioritization</p>
154	Nichola Swanson-Hysell	<p>What is included as the Ohlone Greenway in Berkeley: I think an important improvement to the plan needs to be to put an increased focus on the portion of the bikeway that goes from Cedar Rose Park to Strawberry Creek Park. In terms of nomenclature, I think that this greenway portion should be called the Ohlone Greenway (wikipedia thinks so too: <a href="https://en.wikipedia.org/wiki/Ohlone_Greenway">https://en.wikipedia.org/wiki/Ohlone_Greenway</a>) in addition to the portion that goes to the east of North Berkeley BART through Ohlone Park. I think that figure 5-17 should be modified such that it shows the Cedar Rose Park to Strawberry Creek Park Greenway as that interconnectedness of Greenways is an important part of Berkeley's bike infrastructure. Perhaps it would be helpful for clarity to refer to the East Berkeley Ohlone Greenway and the West Berkeley Ohlone Greenway as I have done in the image below. Or perhaps there is another name that is to be used—if so let me know what it is and I think that name should be utilized in the plan. It looks like this Greenway is unmentioned by any name in the plan (although it is shown on some maps).</p>	<p>Comment noted. This pathway is known as the West Street Path.</p>
155	Nichola Swanson-Hysell	<p>The signage on the West Berkeley Ohlone Greenway is currently woefully insufficient (effectively nonexistent). For example, have a look in the image below depicting where the bikeway intersects with University. There is a big arch, but no signage whatsoever. Nothing to indicate that this leads to a greenway that can get one to North Berkeley BART or to Cedar Rose Park or to Solano Ave or to the Virginia Street Bike Boulevard. This bikeway is an integral part of the overall bike infrastructure in the city and should be treated as such.</p>	<p>The plan Design Guidelines include guidance on wayfinding signage for paths and bikeways.</p>
156	Nichola Swanson-Hysell	<p>More protected bike lanes! I was surprised in looking through the plan that there wasn't substantially more proposed in terms of protected bike lanes through the city. In my experience talking to people about protected lanes and biking on them myself, they are one of the best ways to get more people comfortable biking in a city. It seems to me that there could be a bolder more forward thinking vision in this regard in the plan. Given that he has thought about protected bike lanes much more than I have, I am cc'ing him on this email as well. Hopefully others are providing more specific feedback with regard to them as I think their implementation will improve movement through the city for bikes, cars and pedestrians.</p> <p>Thank you for your work on the bike plan. I look forward to improvements to it and its implementation that can make Berkeley a safer and more enjoyable place for a wide diversity of residents.</p>	<p>Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways.</p>
157	Liza and Bobby Lutzker	<p>• RRFBs. The draft plan would add many RRFBs to the network. RRFBs, however, have significant limitations. First, in order to trigger the flashing lights, bicyclists must maneuver awkwardly onto or near the sidewalk. Second, and more importantly, flashing lights are not very good at helping bicyclists cross intersections. RRFBs may work for pedestrian crossings, since cars are legally required to stop for pedestrians in crosswalks and flashing lights may alert cars to the presence of the pedestrians. However, since cars are not legally required to stop for bicyclists crossing an intersection, even if the flashing lights make them aware of a bicyclist trying to cross the intersection, the car is not legally required to stop and can choose to simply ignore the flashing lights. RRFBs do not work well where they are currently used in the network (Virginia at Shattuck and King at Alcatraz are both very difficult crossings). Difficult crossings on bicycle boulevards (such as Virginia at MLK, Russell at Shattuck, King at Alcatraz, California at Dwight, 9th at Cedar, Channing at 6th) require a Hawk, a standard traffic light, or stop sign – something that will legally require cars to stop – not an RRFB.</p>	<p>RRFB installation adheres to crossing treatment progression. If installed the effectiveness of this treatment would be studied, and additional treatments considered as needed</p>
158	Liza and Bobby Lutzker	<p>• Bicycle boulevard crossings at arterials. For these crossings, the level of protection proposed by the draft plan is based on the number of lanes and traffic volume of the arterial, as described in Table 5-3. However, those factors do not necessarily correlate with the difficulty of crossing an intersection. Often the most important factor is the presence or absence of a median large enough to provide refuge. (Other important factors are the proximity of other traffic lights on the arterial and the frequency with which pedestrians cross the arterial, giving bicyclists a chance to "free ride.") For example, crossing Adeline on Russell is not particularly difficult. Although the arterial is 4 lanes with reasonably heavy volume, there is a large median (and traffic lights at both Ashby and Oregon), making it effectively like crossing a 2-lane, one-way street to the median, and then another 2-lane, one-way street to the other side (in each case with a traffic light one block over). Crossing Shattuck on Russell, however, is extremely difficult, because although the arterial is only 2 lanes, there is no median refuge and you have to cross two-way traffic in one shot. The draft plan's proposal for greater protection (Hawk) at Adeline and lesser protection (RRFB) at Shattuck does not make sense. Other crossings that are relatively easy (and perhaps overprotected by the draft plan) Russell at Sacramento, Channing at Sacramento, and Virginia at Sacramento. Other crossings that are much harder (and underprotected by the draft plan) Virginia at MLK, California at Dwight, Hillegass at Ashby, King at Alcatraz, 9th at Cedar.</p>	<p>Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed</p>

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Comment Number	Commenter Name	Comment / Question	City of Berkeley Reponse
159	Liza and Bobby Lutzker	<ul style="list-style-type: none"> <li>• Schools. The draft plan does not properly address the needs of young children and families around schools. Here is a non-exhaustive list of intersections around schools that are underprotected by the draft plan (either not addressed at all, or addressed by inadequately protective treatment): Walnut at Rose (Oxford Elementary); Virginia and MLK (Berkeley Arts Magnet); Russell at Shattuck (LeConte Elementary); Russell/Claremont at Ashby (John Muir); California at Dwight and Russell at Sacramento (Longfellow Middle School).</li> </ul>	<p>Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details will be considered during the design phase and associated public outreach for each recommended project.</p> <p>An additional map showing the relationship between school sites and recommended bicycle network improvements has been added to the plan.</p>
160	Liza and Bobby Lutzker	<ul style="list-style-type: none"> <li>• School parking. In the bike parking section of the plan (Table 5-4), for some reason schools are excluded from the list of facilities requiring bike parking. Although schools generally have at least some bike parking on campus, that parking is not always available as campus gates are locked at various times during the day, as well as evenings and weekends when families come to school for special events. All schools should have ample on-street bike parking at all entrances, with the number of bike parking spaces determined as a function of the number of students at the school.</li> </ul>	<p>The City supports the provision of ample secure bike parking at all public and private school sites. City of Berkeley does not have control over improvements on public school sites in the city, these are the responsibility of BUSD. However, the City will continue to work with BUSD at the school district's discretion to offer free bicycle parking at schools, as has been done in the past as part of the City's Bicycle Parking Program.</p>
161	Liza and Bobby Lutzker	<ul style="list-style-type: none"> <li>• Ambiguity re stop sign removal. In a number of places, Figure 5-10 of the draft plan shows stop sign removal at an intersection that is currently a 4-way stop. Where a bicycle boulevard intersects with a non-bicycle boulevard, we assume the intention is to remove the stop sign on the non-bicycle boulevard. However, where stop sign removal is proposed for an intersection of two bicycle boulevards (such as Channing and California), it is impossible to tell which stop signs are proposed to be removed. The plan should be specific about exactly which stop signs are proposed to be removed, and the public should have an opportunity to comment after the proposals have been clarified.</li> </ul>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
162	Liza and Bobby Lutzker	<ul style="list-style-type: none"> <li>• Traffic circles with no stop signs. In several places, the plan seems to propose removing stop signs at an intersection with a traffic circle, resulting in an intersection that functions like a true rotary, with no stop signs at all (e.g., California and Allston). As far as we can tell, there are currently no intersections like this in Berkeley. Is there sufficient evidence from other cities to show that rotaries like this are safe, given that different types of traffic (cars and bikes) will be entering and exiting the rotary at different speeds?</li> </ul>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
163	Liza and Bobby Lutzker	<ul style="list-style-type: none"> <li>• Walnut street should be upgraded to a bicycle boulevard. This is the only safe route to the Gourmet Ghetto area (including Oxford Elementary and the Thursday farmer's market) from most parts of Berkeley. Other options require either riding in traffic on Shattuck or climbing steep hills in traffic on Cedar, Vine or Rose. In order to make Walnut function as a bicycle boulevard, crossing assistance is required at Cedar and Rose, which currently are 2-way stops against Walnut.</li> </ul>	<p>Within this area of the city Milvia Street is a designated Bicycle Boulevard, and Shattuck is recommended as a Class IV Complete Street corridor. Walnut St will remain as a signed Class III but given density of parallel bikeways is not recommended for Bicycle Boulevard status.</p>
164	Liza and Bobby Lutzker	<ul style="list-style-type: none"> <li>• There should be a new east-west bicycle boulevard between Channing and Russell to serve the residential neighborhoods, newly developed apartment buildings, Longfellow and Willard Middle Schools. Bike East Bay has suggested that Parker St serve this purpose. Although this could work, it would require Hawk or similar treatments at arterial intersections where crossing is currently difficult (especially MLK and Shattuck). Perhaps a better option would be to utilize existing traffic light infrastructure and designate Ward/Derby/Carleton as a bicycle boulevard. This would start at Mabel and Ward, cross Sacramento at the light at Ward (serving Longfellow Middle School), cut over to Derby on California, cross MLK at the light on Derby, cut over to Carleton on Milvia, cross Shattuck at the new light on Carleton, and the perhaps cut back over to Derby on Fulton, to cross Telegraph at the light on Derby.</li> </ul>	<p>Within this area of the city the coverage provided by the Channing and Russell Street east-west Bicycle Boulevards is considered sufficient Bike Boulevard network density. Berkeley's grid street system permits the use of many other low traffic residential streets as optional routes to serve other nearby destinations.</p>
165	Liza and Bobby Lutzker	<ul style="list-style-type: none"> <li>• The draft plan proposes making Addison a bicycle boulevard. We agree that there should be a new bicycle boulevard between Channing and University; however, it makes much more sense to utilize the existing infrastructure of Allston for this purpose. Allston currently has traffic lights at every arterial (San Pablo, Sacramento, MLK and Shattuck), whereas Addison currently has a traffic light only at San Pablo (and that is awkward, jogging intersection). Adding Hawk crossings on Addison at Sacramento would create significant disruption of car traffic, especially given the existing traffic lights on Sacramento at University and at Allston. In addition, the intersection of Addison and MLK is a total mess, and bike traffic should be avoided there. Adding an RRFB there would help pedestrian crossing, but would not be sufficient for bike crossing.</li> </ul>	<p>Both corridors were studied, and Addison found more appropriate as a low-stress bikeway compared to Allston, which serves higher volumes of motor vehicle traffic and is farther from University Avenue. Advantages of Addison include: No signals except at Shattuck – little incentive for vehicle cut-through route; Existing traffic calming is more robust; Creates continuous, direct route from ped bike bridge in West Berkeley to Downtown and UC Campus; Only one block from University Ave, three blocks from Channing</p>
166	Liza and Bobby Lutzker	<ul style="list-style-type: none"> <li>• We support Bike East Bay's proposal for the Derby/Waring area.</li> </ul>	<p>Derby / Waring has been added as a Complete Streets corridor</p>
167	Liza and Bobby Lutzker	<ul style="list-style-type: none"> <li>• The following intersections require a Hawk, traffic light, or stop sign (not an RRFB or RRFB plus median): Virginia at MLK, Russell at Shattuck, King at Alcatraz, California at Dwight, 9th at Cedar, Channing at 6th.</li> </ul>	<p>Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed</p>
168	Liza and Bobby Lutzker	<ul style="list-style-type: none"> <li>• At California at Allston, the draft plan proposes removing the stop sign for California, which makes sense. However, making the intersection a true rotary seems dangerous, given the speed at which cars (including police cars) drive up and down Allston. It would be better to add a stop sign here for Allston.</li> </ul>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
169	Liza and Bobby Lutzker	<ul style="list-style-type: none"> <li>• Currently an RRFB is proposed at the Ohlone Greenway where it crosses Santa Fe. Due to the angle of this intersection and the speed of cars on Santa Fe, a stop sign for Santa Fe (or other similarly protective treatment) is required.</li> </ul>	<p>Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed</p>
170	Liza and Bobby Lutzker	<ul style="list-style-type: none"> <li>• The new traffic light at Carleton and Shattuck has increased car crossings at Milvia and Carleton. Consider installing a traffic circle at this intersection to calm cross traffic.</li> </ul>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
171	Liza and Bobby Lutzker	<ul style="list-style-type: none"> <li>• At Virginia and McGee, there is a diverter but no stop signs in any direction. There should be stop signs on McGee, to protect bicycle traffic going through the diverter on Virginia.</li> </ul>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
172	Liza and Bobby Lutzker	<ul style="list-style-type: none"> <li>• To enhance travel on Milvia between Blake and Russell, stop signs on Milvia should be removed at Derby and Stuart. Removing the stop sign on Milvia at Oregon (as proposed by the draft plan) should be considered carefully, given the greater traffic volumes on Oregon due to Berkeley Bowl and the traffic light at Adeline and the poor visibility of that intersection.</li> <li>• To enhance travel on California between Channing and University, stop signs should be removed Bancroft and Addison.</li> <li>• The draft plan indicates removal of a stop sign at Hillegass and Russell, with no traffic circle. This would result in a totally uncontrolled 4-way intersection. This intersection currently works adequately, so no change is required.</li> </ul>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
173	Liza and Bobby Lutzker	<ul style="list-style-type: none"> <li>• For a long stretch of Hopkins (from The Alameda to Gilman), the existing bike lane is too narrow. This should be widened to a buffered bike lane.</li> </ul>	<p>Hopkins has been added as a Complete Streets study corridor with a recommended Class IV separated bikeway</p>

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174	Liza and Bobby Lutzker	• Travel on the Ohlone Greenway just north of Rose St is currently difficult because the path turns sharply around the tennis courts. Figure 5-20 suggests that this problem would be corrected by moving the curb cuts at Rose further west, so that they line up with the path on the west side of the tennis courts, but the draft plan does not specifically discuss this change. This would be a good solution and should be implemented.	The Ohlone Greenway improvement project calls for pathway widening (including separated bicycle and pedestrian spaces where feasible), improved lighting, and improved crossings along the length of the Ohlone Greenway within Berkeley. In addition Hearst Ave is recommended as a Class IV Complete Streets Corridor project to provide a separated and parallel on-street facility. Along the Ohlone Linear park pathway improvements would emphasize pedestrian crossing safety and mixing zones at connection points. Specific design details will be considered during the design phase and associated public outreach for each recommended project.
175	Liza and Bobby Lutzker	• The diverter on Russell at Park St is narrow and difficult to cross with a trailer or other wide bicycle. Please widen.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
176	Liza and Bobby Lutzker	• Figure 5-10 shows existing traffic circles at Channing and McKinley and California and Bancroft, but there are not existing traffic circles at those intersections.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
177	Liza and Bobby Lutzker	• In Section 3.7.1, the list of SR2S programs is incomplete. For example, LeConte Elementary participated in 2015-16 but is not reflected in the list. Please check with Rachel Davidman (rdavidman@alamedacountysr2s.org) for a complete list.	Plan text has been revised.
178	David Glasser	With a child bike trailer, getting to even the northbound button is completely infeasible, as it requires illegally riding onto the sidewalk and making 3 quick 90 degree turns, or leaving my baby unattended in the middle of the street. - Crossing this intersection is necessary for us to get to Malcolm X Elementary, Grove Park, etc with our child. (And it is the only "stressful" intersection separating us from grandma's house!) - There are several child-oriented organizations within a block of this intersection: the Progressive Baptist Church's day care, Kiwi Pediatrics, etc. - The block on Alcatraz between King and Adeline is a pedestrian-heavy block with more and more new businesses opening each month. Slowing down eastbound cars eager to get across Adeline should in and of itself be considered an important safety goal, independently of helping King Street bikers. The Bike Plan understands that this is a broken intersection that needs to be fixed. But your only proposal is to add a median refuge island to the useless RRFB. While I think this may make the situation slightly better for pedestrians, I do not think it will improve anything for bikers. - As described above, the existing RRFB is nearly useless for bikers. The northbound button is difficult for bikers to access and the southbound button is impossible. So while the Plan believes that an RRFB+median is adequate to transform a medium traffic intersection to LTS 1, unless serious changes are made to the RRFB itself, you should think of this as just a median, not an RRFB+median. That is, unless easily accessible curbside buttons or some sort of reliable bike detector are added (neither of which I've personally seen anywhere in Berkeley), the RRFB serves only pedestrians, not bikers, whether or not there's a median. - Drivers already ignore the RRFB. I know this from personal experience. Berkeley knows this because of the 5 signs it put up to vainly try to point out the RRFB to drivers. Adding a median won't make drivers any more likely to stop. - While Alcatraz has a lot of traffic, it's not very wide at this intersection. A median would have to be relatively narrow. I can't imagine that you will install a median wide enough to shelter both my bike and the trailer behind it that my baby rides in. There is no way I will feel comfortable hanging out in the middle of a medium traffic street inside a median that doesn't actually fit both the bike and the baby! I appreciate the Bike Plan's attempt to fix this intersection. But I don't think a median will change anything, especially if the RRFB stays so difficult for bikers to trigger.	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
179	David Glasser	Here are some solutions I think would work: - A Pedestrian Hybrid Beacon would be a reasonable choice for this intersection, but only if there is an easy mechanism for a biker to trigger it in both directions without going onto the sidewalk (ie, a more accessible button than the current RRFB buttons, or an effective cycle detector).	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
180	David Glasser	A traffic signal would be a better choice. I'd be OK with waiting a long time at this intersection for the light to turn green if it meant my family could be guaranteed to eventually safely get across the intersection. Putting a traffic signal on both ends of the Alcatraz business district would additionally help with safety on that block.	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed.
181	David Glasser	If there is no way to convince you to install a PHB or traffic signal, at the very least please ensure that bikers can activate the RRFB in both directions without leaving the street. If you don't do that, you'll be spending \$50,500 on a street treatment that remains entirely irrelevant to bikers. Thank you for reading my comment. I'd be happy to answer any follow-up questions you have about it.	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
182	Jonathan Walden	My entire family rides bicycle to work and to shop. Despite decades of experience, I find the streets of Berkeley dangerous. This plan has the opportunity to improve safety, reduce stress and increase cycling, but it does not go far enough to create a low stress network, and it employs some devices that I believe do not work.  The things which work: 1) protected bike lanes. Actually separating motor vehicles from cyclists can prevent deaths and serious injuries. The new Fulton protected lane is wonderful, and I use it often. 2) traffic calming on bike routes using diverters, traffic circles and speed bumps. 3) arterial crossings with 4 way stop signs, such as the California street crossing of Cedar 4) arterial crossings with a timed traffic signal, such as the Allston crossing of Sacramento street 5) arterial crossings with a detector traffic signal, such as the Channing crossing of MLK 6) road diets such as the ones on Marin and Alameda and Henry 7) reduced speed limits  The things which do not work are	Noted
183	Jonathan Walden	1) Pedestrian oriented flashers, called RRFB's in the proposed plan. The one at Shattuck and Virginia does not help me when I ride my bicycle at all. Car drivers simply ignore it while I wait. It is difficult to see when the flashing has ended as you wait. If I try to use the RRFB, it is highly unlikely that cars in both directions will stop. One often gets part way across, only to find that drivers have decided to ignore the beacon, leaving you stranded in traffic.	RRFB installation adheres to crossing treatment progression. If installed the effectiveness of this treatment would be studied, and additional treatments considered as needed
184	Jonathan Walden	I have concerns about the proposed treatment of these intersections: 1) Dwight & California The plan proposes an RRFB. It should be a 4 way stop, or an detector based standard traffic signal. This intersection serves many school age cyclists. The RRFB will not significantly help them, and will be expensive.	RRFB installation adheres to crossing treatment progression. If installed the effectiveness of this treatment would be studied, and additional treatments considered as needed
185	Jonathan Walden	2) Ohlone Greenway crossing of Santa Fe under the BART tracks There should be a stop sign for cars on Santa Fe. During the rush hour, traffic is heavy and the speed of cars in each direction is very uneven, making it very difficult for cyclists on the Greenway to judge a safe gap.	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.

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186	Jonathan Walden	3) Ohlone Greenway crossing of Cedar & Rose There should be a stop sign for cars on Cedar and Rose streets where the Ohlone Greenway crosses. We have many stop signs at nearby streets, but where it is needed most for cyclists, it is absent.	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
187	Jonathan Walden	4) Russell St crossing Claremont Blvd There should be a stop sign on Claremont Blvd where Russell crosses. The afternoon traffic on Claremont is very heavy, making it difficult to get a gap. When Westbound, the traffic from the left is not visible from the limit line on Russell, making the use of the intersection inherently unsafe.	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
188	Jonathan Walden	5) King crossing of Alcatraz There should be a stop sign on Alcatraz where it crosses King. This intersection serves the Tuesday farmer's market and the school located at King and Ashby. King connects to bike routes in Oakland. At rush hour in the morning and afternoon, it is very difficult to cross Alcatraz at any point between Sacramento and Adeline. Adding a 4 way stop here would improve the shopping district while making the intersection much less stressful for bicyclists.	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
189	Jonathan Walden	5) rush hour lanes on Ashby The use of 2 traffic lanes in 1 direction on Ashby during the 4-6pm rush creates hazards at the Hillegas crossing. We should not have the 2nd traffic lane at intersections where the bike blvd network crosses Ashby.	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
190	Jonathan Walden	6) 9th street crossing of Cedar. This should be a 4 way stop. It is the lone gap in a long west side bike blvd.	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
191	Jonathan Walden	7) Acton crossing of Dwight. There should be a 4 way stop.	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
192	Jonathan Walden	Bike path crossings We have many bike path crossings in the intersections around town. Those should be clearly and uniformly designated with on street paint. Drivers do not understand the difference between a bike path crossing and a crosswalk.	Improved crossings of the Ohlone Greenway, including a standard for a raised crossings with RRFBs at uncontrolled locations, are included as part of the Ohlone Greenway Improvement Project.
193	Jonathan Walden	Ashby BART At present, bicyclists leaving the lower level of Ashby BART station exit onto MLK where there is no bike facility, not even a bike lane. We should make it easier to cross to King street from the station, perhaps with a HAWK beacon. Pedestrians exiting the station at rush hour must cross 4 lanes of aggressive drivers on MLK. MLK should get a road diet in front of the Ashby BART station.	The crossing of MLK at Prince Street from Ashby BART has a recommended Pedestrian Hybrid Beacon to provide a route to the King Street Bike Boulevard.
194	Jonathan Walden	Missed opportunities 1) Twenty's Plenty. Berkeley could lead the way by applying for state permission to make all residential neighborhoods, bicycle routes, and high pedestrian zones 20mph. Reducing car speed to bicycle speeds alleviates the overtaking of bicyclists by cars, and the reduced speed reduces the danger of collisions dramatically.	Noted.
195	Jonathan Walden	2) Public transit improvements. If Berkeley would create a free shuttle bus system like the downtown Oakland shuttle, or the Emery Go Round, we could reduce the amount of car traffic in our most congested areas downtown, on Solano, on San Pablo and around campus.	Noted. Transit improvements are outside the scope of this plan.
196	Jonathan Walden	3) UC Berkeley campus There should be a bike lane on Gayley in both directions. There should be a North South crossing of campus that connects Dana to Spruce.	The plan recommends Class III facilities along Gayley connecting to the existing Class II segment. Implementation of improvements on Gayley the responsibility of the University of California
197	Jonathan Walden	4) Road diets Sacramento and MLK should get road diets throughout their entire length. The road diets on the Alameda and Marin have made those streets much safer for everyone, and we should consider them for MLK and Sacramento.	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways. Sacramento and Martin Luther King Jr Boulevard have primarily residential frontages and are not recommended for Complete Streets designation at this time.
198	Jonathan Walden	5) Bike theft Many apartments, stores and offices lack safe bicycle parking.	Chapter 5 and Appendix F include extensive details on bicycle parking recommendations.
199	Jonathan Walden	Priorities I am surprised at Tier 1 priority of the \$500,000 cost of protected intersections at Channing and Shattuck and Channing and Telegraph. Those two intersections are relatively safe in their current form. We would get much more benefit by using that \$1,000,000 on upgrading the RRFB's to something that really will stop cars.	Tier 1 improvements include buildout of the Low Stress network in the high use campus/downtown area.
200	Jonathan Walden	For intersections which have a proposed expensive treatment that gets delayed while waiting for funding or complex approvals, we should put in stop signs.	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
201	Anonymous	I have two comments: 1) I bring my bike on BART and when I am coming home in the evenings, I end up at Shattuck and Center St - both one ways in the wrong direction for where I want to go. I live in North Berkeley on Milvia and Vine and often pick up my daughter at Washington Elementary School. What route should I take from Shattuck and Center? Getting to Shattuck to go north is not an easy street crossing/left turn on a bike and then it puts me on University, another place I don't want to be on my bike. I see a lot of other people with this same dilemma - people trying to get to Milvia or to Berkeley City College. I've seen other bikers bike on the sidewalk on Center to get to Milvia or bike going the wrong way on Center to get to Milvia - neither a safe choice. As a biker who is not strong and fearless, I want to get out of the Center/Shattuck area as fast as possible because it is congested with pedestrians and cars, especially in the evening (5:30 - 6:00pm) - there needs to be a seamless way to get to Milvia (especially with the proposed cycletrack!) from the Downtown BART station. I suggest either making Center two way OR providing a two-way cycle track on Center to connect BART to the Milvia CycleTrack and to Berkeley City College. 2) Traffic circles on Grant near Washington Elementary School. I ride my daughter to Washington Elementary School from north Berkeley Currently, due to construction along Milvia downtown, we take Grant. She rides in the street with me. I do not feel comfortable at the traffic circle intersections, especially when the opposing traffic does not have to stop, because I feel it is harder for opposing traffic to see her as we cross and there is not enough room for me to be beside her as we cross, so she either needs to be in front of me or behind me. We have also encountered aggressive drivers at these intersections because they can't pass us at the intersection, they have to wait for us to go through.	Specific project design details, including signage, pavement markings and connections, will be considered during the design phase and associated public outreach for each recommended project.  Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic.
202	David Lee Browne	Since I am a resident and bike rider in Berkeley I am very concerned. Two of the stop signs proposed are on my Woolsey Street. Previous "traffic calming" changes have made getting to and from my house more difficult for me and my visitors. Therefore I am not in favor of any more "traffic calming" changes. The two stop signs on Woolsey keep speeders from endangering those who walk across Woolsey. Please do NOT remove these Stop Signs!!!!	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.

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203	Ashley E. McClure	I live and pay taxes I and love Berkeley. Below are some of the key priorities I think should be included in Berkeley's bicycle plan: Need for a dense network of low-stress bikeways for people of all ages and abilities, including: Protected crossings of bike boulevards with busy streets, provided by traffic signals or 4-way stops, not flashing lights Protected bike lanes and protected intersections on busy arterials streets people bicycle everyday, such as Shattuck Ave, Telegraph Ave, Gilman St, Adeline Street, Piedmont Ave, and more Milvia Street bicycle boulevard is the highest priority project to complete after the bike plan is approved by City Council in December 2016	The revised plan includes a new map illustrating the complete Low Stress Network. This network includes low traffic Bicycle Boulevards with improved crossings, Class IV separated bikeways with protected intersections, and Class I paths.
204	Ashley E. McClure	Missing bikeways in the draft bike plan, including Parker Street, Derby/Warring, parts of Hopkins Street, West Street Path Extension, The Arlington, and 7th Street. Hearst Ave needs a two-way cycle track between California Ave and Milvia Street, connecting the Ohlone Greenway to new protected bike lanes to the east on Hearst Ave (coming this Fall)	The revised network includes recommended facilities on Derby/Waring, Hopkins and The Arlington. Study of a Class IV separated bikeway is recommended for Hearst Avenue as part of a Complete Streets corridor study.
205	Ben Gerhardtstein	Ohlone Greenway needs major overhaul, not spot improvements as proposed in the draft plan. In particular, the connection along the diagonal stretch of BART parking from the north as you bike toward North Berkeley BART Station needs major widening and straightening out	The Ohlone Greenway improvement project calls for pathway widening where feasible, including segment near the North Berkeley BART parking area.
206	Ben Gerhardtstein	The draft plan includes an alarming statement that bicycle lanes cannot be added to narrow streets when to do so would require removal of on-street parking. Bike East Bay strongly opposes this statement, as some streets may require removal or relocation of on-street parking. This discussion will take place when specific projects are developed in the coming years, after plan adoption;	Statement removed from revised draft. Design details, including traffic or parking lane modifications, will be considered during the design phase and associated public outreach for each recommended project.
207	Ben Gerhardtstein	Implementation plan needs stronger recommendations on city staffing levels needed to work on building the bikeways identified as priorities in this plan, and a raising of priority for completing the bikeway network. Currently in Berkeley, congestion relief, parking management, pedestrian safety and transit are higher priorities than bicycling. These other modes are important, but bicycling should have equal priority and it currently does not. The plan needs to address this structural shortcoming and set out a clear road forward for how Public Works Department is going to prioritize building a modern, world-class bike network in Berkeley.	Implementation chapter includes discussion of specific staffing resources necessary for plan implementation to achieve Plan Goals.
208	Ben Gerhardtstein	Summary The draft bike plan offers a big step forward for cycling in Berkeley, but it doesn't go far enough. Fully implemented, by expanding the network, improving arterial crossing, removing stop signs, and diverting traffic, Berkeley would have a top notch network of safe, efficient, bicycle boulevards. But, the plan does not provide a vision or any details concerning the critical need for bike facilities on many commercial corridors and arterial streets in the city. Moreover, the plan does little to address the public's #2 concern with biking to Berkeley pavement conditions. These shortcomings, and others noted below, should be addressed in the final plan. Chapter 2: Goals and Policies- Page Section/Text Comment 2-1 Goal 1: Safety First I'd like the city to add a performance measure for all collisions, not just fatality and severe injuries. As noted in Appendix A, fatalities and severe injuries only make up 5.1% of collisions	The current draft of the plan has added more detail about the needs of cyclists on major and collector streets; these projects must be considered as part of a future study process that includes multi-modal analysis: biking, walking, transit, autos, and freight. The City is in the process of developing repaving standards for low-stress bikeways. The fatal/severe injury collision metric is based on Vision Zero "High Injury Network" methodology.
209	Ben Gerhardtstein	As noted in Appendix A from 2001-2012 the city had only 2 fatal bicycle collisions. Would we say we met the goal if we have 3 fatal collisions in 2024 but none in 2025? That would represent a worsening of safety. I think we need to be more specific for the fatality goal. Zero collisions for the five year period 2020-2025?	Noted. The City and consultants will look at this with input from the Transportation Commission.
210	Ben Gerhardtstein	I suggest adding a shorter term severe injury performance measure so that we can track progress (e.g. what do we expect to achieve over the next five years?)	Noted. The City and consultants will look at this with input from the Transportation Commission.
211	Ben Gerhardtstein	Goal 2: - Suggest integrating mode share statistics (both current mode share and what the goal mode share) in the performance measures.	Text has been revised to indicate target mode share of 15% by 2025 and 20% by 2035
212	Ben Gerhardtstein	2-1 Streets for All- Please define in the goal (or perhaps in a footnote) how "low stress" network is defined. I'd suggest LTS 1 or 2	Goal has been revised to specify buildout of Tier 1 network by 2025 and Tiers 2 and 3 by 2035. Throughout the plan Low Stress is defined as LTS 1 and 2, with LTS 2 being the stress level that most adults will tolerate (and capturing about 79% of Berkeley's population according to the statistical survey).
213	Ben Gerhardtstein	2-5 - Can we be more specific about what "higher standard of care" means? Can we specify what bikeways rank higher than? All non-bikeway streets? It may help to reference city repaving policy and practice.	The plan includes Policy OM-1 "Maintain designated bikeways to be comfortable and free of hazards to bicycling" which includes several actions related to appropriate minimum pavement standards and repaving schedules for the bikeway network.
214	Ben Gerhardtstein	2-6- Suggest adding "and locations" between "behaviors" and "with." (i.e. Focus data-driven enforcement efforts on behaviors and locations with greatest crash risk...)	Noted.
215	Ben Gerhardtstein	2-7- I think these are great ideas, so much so that I'd like to remove the word "Consider" from them and have the city commit to doing them, or at least the one automated counter in a high-volume/high-profile location	Noted.
216	Ben Gerhardtstein	3-2- There is a short segment of contraflow bike lane at Bowditch and Dwight. Please note this	Noted in text and maps
217	Ben Gerhardtstein	Please include a section in the Existing Conditions chapter on bikeway pavement conditions	Analyzing the Pavement Condition Index of the bikeway network may be beyond the scope of the current effort; however this can be done as a follow-on, as part of the City's current process to develop more specific pavement standards for the low-stress network.
218	Ben Gerhardtstein	3-4- Please note the segment of cycletrack on Fulton	Noted in text and maps
219	Ben Gerhardtstein	4-17- I believe there is a disconnect between the public's #1 comment (for more bike lanes - specifically along arterials) and the focus of the recommendations, which is largely on crossings and upgrades of existing bicycle facilities. The public desire for gold standard bike facilities on arterials should be better reflected throughout the plan	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways. Design details, including traffic lane modifications, will be considered during the design phase and associated public outreach for each recommended project.
220	Ben Gerhardtstein	Figure 5-1- Please add to the figure/plan a legend for the symbols/signs on this figure. Consider upgraded bike lanes on Monterey from Hopkins to Colusa. Add bike facilities to complete connection from Colusa to Marin. Suggest adding sharrows on Indian Rock Rd from Marin Circle to Spruce (frequented by cyclists). Suggest adding bike facility to Arlington Ave (sharrows at minimum). Consider adding bike facility to Shattuck north of Rose as a connection from Walnut and Rose to Los Angeles and Indian Rock Rd.	Full legend to be added in final version of maps. Class III sharrows have been added as recommendation for Arlington.
221	Ben Gerhardtstein	5-4 - I support the addition of these bicycle boulevards to the Berkeley bicycle network! They are thoughtful additions.	Noted
222	Ben Gerhardtstein	5-6-Bulb outs may be important to making a 4 lane intersection feel LTS 1 with only RRFB. Also, I'm concerned that the median designs noted in the plan will not be wide enough to safely accommodate a bicycle.	Specific design details for proposed on-street improvements will be considered during the design phase and associated public outreach for each recommended project.
223	Ben Gerhardtstein	5-11- Overall I think the city is relying too heavily on RRFBs to improve crossings. There are several intersections where 4 ways stops might be better (e.g. Milvia/Rose and Virginia/MLK). I suggest the plan be modified to recommend 4 way stops or RRFB for all intersections where a RRFB is currently proposed. Then, staff can decide on a case by case basis which is better over the short term.	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
224	Ben Gerhardtstein	Figure 5-11- Suggest adding an appropriate crossing improvement at Addison/6th to achieve an LTS 1 or 2 crossing. Recommended crossing improvements do not note the protected intersection planned for Alameda and Hopkins- Please note this planned protected intersection	Bike Boulevard crossing map has been updated to reflect a recommended RRFB with Median at Addison/6th
225	Ben Gerhardtstein	5-12- I support the recommended additional traffic circles and diverters. These features are critical for making bike boulevards attractive and low stress	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
226	Ben Gerhardtstein	I support the recommendations to remove specific stop signs along bike routes and comprehensively at traffic circles (changing them to yield)	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.

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227	Ben Gerhardstein	5-16- I support the recommended improvements to Milvia - they look great! That said, I suggest extending the cycle track to University (rather than ending at Hearst).	Specific design details for proposed on-street improvements will be considered during the design phase and associated public outreach for each recommended project.
228	Ben Gerhardstein	5-21- I support the recommended Ohlone Greenway Improvements. Widening the path and improving the crossings will make the path safer and more attractive to cyclists.	The Ohlone Greenway improvement project calls for pathway widening (including separated bicycle and pedestrian spaces where feasible), improved lighting, and improved crossings along the length of the Ohlone Greenway within Berkeley. In addition Hearst Ave is recommended as a Class IV Complete Streets Corridor project to provide a separated and parallel on-street facility. Along the Ohlone Linear park pathway improvements would emphasize pedestrian crossing safety and mixing zones at connection points. Specific design details will be considered during the design phase and associated public outreach for each recommended project.
229	Ben Gerhardstein	5-26- Suggest adding a bike lane on Shattuck between Russell and the Oakland border. This would provide a critical connection between the Shattuck bike lanes in Oakland to Berkeley's network (Woolsey and Russell). I do not believe a bike lane here would significantly affect parking.	Complete streets corridor recommendations on major streets, including Shattuck, have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways. Design details, including traffic lane modifications, will be considered during the design phase and associated public outreach for each recommended project. Interim treatments including standard Class II bike lane will be explored where they can be implemented in the short-term while the desired longer term buildout design is studied.
230	Ben Gerhardstein	5-26- connection between the Shattuck bike lanes in Oakland to Berkeley's network (Woolsey and Russell). I do not believe a bike lane here would significantly affect parking.	Complete streets corridor recommendations on major streets, including Shattuck, have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways. Design details, including traffic lane modifications, will be considered during the design phase and associated public outreach for each recommended project. Interim treatments including standard Class II bike lane will be explored where they can be implemented in the short-term while the desired longer term buildout design is studied.
231	Ben Gerhardstein	5-29- While I understand the need to study arterial streets to determine how to incorporate bike facilities, the plan should state as a goal that the arterials identified for study will accommodate cyclists. To be a national leader, we need a network that includes both boulevards and arterials.	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways. Design details, including traffic lane modifications, will be considered during the design phase and associated public outreach for each recommended project.
232	Ben Gerhardstein	Chapter 5- The recommendations chapter does not address maintenance (including pavement conditions). Suggest adding a section on recommendation to improve maintenance of bikeways.	The Department of Public Works is currently developing maintenance and repaving strategies for bikeways, including pavement surface quality. Chapter 6 of the plan includes cost estimates for regular maintenance of various types of recommended bikeways.
233	Ben Gerhardstein	A-8- The SOSIP outlines bike facilities on Shattuck but the draft bike plan does not. I'd like to see the bike plan build on, not retreat from, previously identified opportunities to provide bike facilities on Shattuck.	Complete streets corridor recommendations on major streets, including Shattuck, have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways. Design details, including traffic lane modifications, will be considered during the design phase and associated public outreach for each recommended project.
234	Ben Gerhardstein	The Policy chapter notes that bikeway maintenance will receive a higher standard of care. However, this issue is not addressed in the policy context appendix. I suggest adding information about the city's repaving policy.	The plan includes Policy OM-1 "Maintain designated bikeways to be comfortable and free of hazards to bicycling" which includes several actions related to appropriate minimum pavement standards and repaving schedules for the bikeway network. The City is in the process of developing a repaving policy with clearer paving surface standards appropriate for low-stress bikeways.
235	Ben Gerhardstein	B-3 Re: "Bicycle-involved collisions were concentrated along roadway segments without bikeway infrastructure near major activity centers such as commercial corridors, UC- Berkeley, and Ashby BART station. This suggests that people bicycling in Berkeley are willing to ride on routes without bikeway infrastructure if it is the most direct and accessible route to their destination."- This is a major reason for adding safe bike facilities along arterials/commercial corridors. Upgrading the bike boulevard network is not going to solve this problem.	Complete streets corridor recommendations on major streets, including Shattuck, have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways. Design details, including traffic lane modifications, will be considered during the design phase and associated public outreach for each recommended project.
236	Ben Gerhardstein	D-3 Suggest adding to evaluation program an annual evaluation of motorist behavior with respect to bike boulevard crossings with a focus on identifying when RRFs should be implemented and/or phased out in favor of a HAWK or other signal.	This evaluation is assumed in the before/after traffic studies to be done as part of evaluating the effectiveness of progressive bikeway crossing treatments.
237	Ben Gerhardstein	Table E-5- Can the plan provide any more specifics as to when these studies will be conducted and/or which corridors are higher priority?	Complete Streets Corridor Studies are multi-modal efforts that in most cases would not be undertaken solely as bicycle projects but rather as part of a larger corridor study. The Bicycle Plan recommendations are intended as inputs into these corridor studies. The first corridors likely to be studied include those proposed for funding by Alameda County Transportation Commission: University, Ashby, Telegraph, San Pablo.
238	Rich Fromm	I apologize in advance for the length of this response. Thank you for taking the time to read it. I have organized it by sections of the bike plan for which I had something to comment upon. I live in the North Berkeley flats and regularly (but not exclusively) use my bike for commuting (to Emeryville), other transportation (including transporting my children), and recreation. Section 2.3 OM-1: One of my biggest complaints about biking in Berkeley is the quality of the pavement. When it's really bad, it's more than just annoying. It can be dangerous. I absolutely believe that roads used significantly for biking (which includes, but is not limited to, designated bike routes) should have some level of elevated priority when it comes to scheduling and allocating funds for repaving. For years I have complained about the quality of the pavement on California Street, which I use regularly for commuting. (I also use 9th Street for commuting, which has also had problems, although not as severe I believe as California.) A number of years ago a section of California south of Dwight was repaved, and it was somewhat disappointing, because none of the intersections were repaved. So riding along, you'd keep alternating between good and bad pavement, which is very disturbing. I feel strongly that that should not be done. I also felt that at the time the paving should have been done north of Dwight, which was also in bad condition. Finally, this summer, both another section of California (between University and Dwight) and 9th Street (in a similar N/S region, but not precisely the same) were repaved. I am "hugely" disappointed in the results. While at a first glance it might look somewhat smooth (and maybe it is from a car; I don't know), in reality it is far from it. I am not exaggerating when I say it is "THE WORST" pavement job I have ever seen. There are all of these tiny bits of debris sticking up from the surface that make for a "horrible" ride. Brand new, it is in "far" worse shape than the section that was repaved years ago. These two streets are currently my primary N/S means of traveling between my home in North Berkeley and my work in Emeryville. But the result is so bad I'm considering seeking alternative routes. I spoke with Wendy Wong, an engineer in Public Works, and was told that the reason the result is different from a normal paving job is that this was only a surface seal, as opposed to an overlay or reconstruction. And that this was chosen because it was a significant cost savings. While I can understand the need to save cost, I "highly" recommend that this method of paving not be considered for any roads significantly used for biking, and especially not for any which are officially designated bike routes. I was told that others have complained about the repaving of these two Bike Boulevards as well, but that there are currently no plans for any further work to improve the situation.	The plan includes Policy OM-1 "Maintain designated bikeways to be comfortable and free of hazards to bicycling" which includes several actions related to appropriate minimum pavement standards and repaving schedules for the bikeway network. Overall on-street bikeway maintenance would include tree timing and maintenance of appropriate street lighting levels.
239	Rich Fromm	PR-2: While I applaud the goals of the Safe Routes to School program, it is not a good match for the school selection process of BUSD. The primary motivation of school assignment in Berkeley is diversity, not parental choice, and not neighborhood schools. While the city is divided into geographical districts, those districts are purposefully drawn on boundaries that are gerrymandered in the interest of diversity, rather than reflecting logical geographical boundaries. For some children, biking is a very feasible option. But for others that are young and located far from their school or separated by busy roads (esp. during morning commute hours), it is not practical.	Public school enrollment boundaries are set by BUSD and outside the control of City of Berkeley. The revised plan includes a map illustrating connections of the Low Stress network to all city public schools.
240	Rich Fromm	PR-3: Reasonable and safe behaviors are not always consistent with the law. I am a firm believer that the Idaho stop (treating stop signs as yield signs and red lights as stop signs; ref <a href="https://en.wikipedia.org/wiki/Idaho_stop">https://en.wikipedia.org/wiki/Idaho_stop</a> ) is safe and reasonable. While I suspect that it might not be technically possible for Berkeley as a city to legislate this (I assume it falls under the motor vehicle code of the State of California), Berkeley could direct and advise its police force in terms of enforcement, so that there was de-facto tolerance and possibly even encouragement of such behavior.	Noted

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241	Rich Fromm	E-2: Besides just counting numbers of cyclists, analyzing usage patterns would be very helpful. Have you considered a smartphone app that would automate collection of this? I think I recall reading about some municipality doing this. I suspect that with the proper outreach you could find many volunteers willing to participate in this. You could probably also find volunteers to develop the app as well as the necessary backend infrastructure for data collection and analysis for you.	Noted
242	Rich Fromm	Section 3.1 I have mixed feelings about Class I shared use paths. While a great idea in theory, in practice I sometimes feel that they are better for recreation than transportation. Sharing space between bicycles and pedestrians can lead to a significant slowdown in average speed in order to maintain safety, compared to riding on the road. Also, the paths inevitably need to cross roadways, and I feel these crossings are often dangerous, as drivers are less likely to expect a crossing bicyclist coming from a path compared to a one biking on a street.	The Ohlone Greenway improvement project calls for pathway widening (including separated bicycle and pedestrian spaces where feasible), improved lighting, and improved crossings along the length of the Ohlone Greenway within Berkeley. Specific design details will be considered during the design phase and associated public outreach for each recommended project.
243	Rich Fromm	I generally feel that bike sharrows alone are of limited benefit.	Noted
244	Rich Fromm	Green colored pavement showing preferred sections of pavement for bicycle travel are surprisingly beneficial. (I'm not sure if there's any of this in Berkeley yet, but I have experienced it elsewhere.)	The plan includes a number of sections of recommended Upgraded Bike Lanes which include colored pavement treatments
245	Rich Fromm	I would love to see more Class IV Separated Bikeways.	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways.
246	Rich Fromm	Section 3.3 I know some people really hate the traffic circles on Bike Boulevards. One complaint is that they slow down biking. Another complaint is that vegetation planted in the circle, while visually appealing, reduces visibility. I think this can be mitigated with limited vegetation. And I'm willing to consider the idea that cost of slowing down biking traffic is worth the benefit of slowing down car traffic as well. The biggest danger I feel is that the implementation of the circles is inconsistent and sometimes nonsensical. A traffic circle ought to be like any other rotary or roundabout. A 4-way yield, where any traffic in the circle has the right of way. But that's not how it is in Berkeley. Some of the circles give the right of way to traffic in one direction or the other. And the Bike Boulevard is not necessarily given priority. I think this inconsistency is very dangerous.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
247	Rich Fromm	Section 3.4.2 Bike parking, esp. in dense areas, should do a better job of maximizing available number of spots per unit area. I especially don't like the upside-down-squarish-U-shaped racks with signs telling you to park parallel to the rack. That doesn't work well for all bikes – it assumes that 2 bikes can be placed side by side very close to one another, and that's not always the case.	Chapter 5 and Appendix F include extensive details on bicycle parking recommendations.
248	Rich Fromm	Section 3.7.4 While it sounds nice in theory, I'm curious if stats are compiled on how many stolen bicycles are ever recovered. Besides having an online portal, do the Berkeley Police actually actively help when a bicycle is stolen?	Forwarded question to Berkeley Police Department - awaiting response.
249	Rich Fromm	Chapter 5 Is California considered a bike route all the way to the Oakland border or not? I regularly travel it between Rose St. and 63rd St. commuting to/from my job in Emeryville. I find the crossing of Alcatraz somewhat dangerous. I find the crossing of Ashby very dangerous.	California Street is a Bicycle Boulevard from Hopkins to Russell. It continues south as a Class II bike lane to the Oakland border. The designated Bicycle Boulevard route south utilizes Russell to King Street -- this corridor has been recommended for crossing improvements in this plan.
250	Laura Leaverton	I don't feel safe on most roads in Berkeley. Making most of the roads one way and recovering room for a protected bike lane would truly encourage nearly every mobile person to get on a bike and leave their car behind. Further, I have reviewed Bike East Bay's comments and agree the Berkeley Bike Plan does NOT go far enough. Those comments are copied below for your convenience. WE NEED a dense network of low-stress bikeways for people of all ages and abilities, including Protected crossings of bike boulevards with busy streets, provided by traffic signals or 4-way stops, not flashing lights	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways. Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed
251	Laura Leaverton	Protected bike lanes and protected intersections on busy arterials streets people bicycle everyday, such as Shattuck Ave, Telegraph Ave, Gilman St, Adeline Street, Piedmont Ave, and more	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways.
252	Laura Leaverton	Milvia Street bicycle boulevard is the highest priority project to complete after the bike plan is approved by City Council in December 2016	Milvia Street is identified as a Tier 1 project.
253	Laura Leaverton	Missing bikeways in the draft bike plan, including Parker Street, Derby/Warring, parts of Hopkins Street, West Street Path Extension, The Arlington, and 7th Street. Others?	Revised plan has added facilities on Derby/Waring, Hopkins, and The Arlington. West Street Path Extension (Santa Fe ROW) is served by the Bonar-Mabel Bike Boulevard Route.
254	Laura Leaverton	Ohlone Greenway needs major overhaul, not spot improvements as proposed in the draft plan. In particular, the connection along the diagonal stretch of BART parking from the north as you bike toward North Berkeley BART Station needs major widening and straightening out	The Ohlone Greenway improvement project calls for pathway widening (including separated bicycle and pedestrian spaces where feasible), improved lighting, and improved crossings along the length of the Ohlone Greenway within Berkeley. In addition Hearst Ave is recommended as a Class IV Complete Streets Corridor project to provide a separated and parallel on-street facility. Along the Ohlone Linear park pathway improvements would emphasize pedestrian crossing safety and mixing zones at connection points. Specific design details will be considered during the design phase and associated public outreach for each recommended project.
255	Laura Leaverton	Hearst Ave needs a two-way cycle track between California Ave and Milvia Street, connecting the Ohlone Greenway to new protected bike lanes to the east on Hearst Ave (coming this Fall)	Revised plan has added Class IV facility on Hearst providing parallel on-street facility to Ohlone Greenway
256	Laura Leaverton	The draft plan includes an alarming statement that bicycle lanes cannot be added to narrow streets when to do so would require removal of on-street parking. Bike East Bay strongly opposes this statement, as some streets may require removal or relocation of on-street parking. This discussion will take place when specific projects are developed in the coming years, after plan adoption;	Statement removed from revised draft.
257	Laura Leaverton	Implementation plan needs stronger recommendations on city staffing levels needed to work on building the bikeways identified as priorities in this plan, and a raising of priority for completing the bikeway network. Currently in Berkeley, congestion relief, parking management, pedestrian safety and transit are higher priorities than bicycling. These other modes are important, but bicycling should have equal priority and it currently does not. The plan needs to address this structural shortcoming and set out a clear road forward for how Public Works Department is going to prioritize building a modern, world-class bike network in Berkeley.	Implementation chapter includes discussion of specific staffing resources necessary for plan implementation to achieve Plan Goals.
258	Dave Campbell, Bike East Bay	Berkeley's draft bicycle plan, released August 29, is a good improvement over its current plan and is better than most bicycle plans currently under development in other East Bay cities such as Concord, Pleasanton and Moraga, but Bike East Bay members and thousands of people who bicycle in Berkeley every day have higher expectations for the number 2 city in the US for bike commuting. As explained below, in order to meet Mayor Tom Bates' stated goal of having the "best bicycle plan in America," Berkeley's draft bicycle plan needs more protected bike lanes like the one recently installed on Fulton Street.  What we like The draft plan includes a network of protected bike lanes in the downtown and southside areas, and this is appropriate because these congested areas in the core of the city are where most people bicycle and where most crashes occur. On Milvia Street, an innovative two-way protected bike lane is proposed through the downtown, the highest priority bike project in the draft plan according to public input to date. Protected intersections are also included, bringing the protection of modern bikeways like the new protected bike lane on Fulton Street into intersections to maximize safety. In fact, Berkeley is getting its first protected intersection this December at the intersection of The Alameda and Hopkins Street, in front of the North Berkeley Library. Learn more about protected intersections here.  Major upgrades are also included in the draft plan to Berkeley's nationally-recognized bicycle boulevard network, including safer crossings at busy arterials, more traffic circles with stop signs adjusted for efficient bicycling and off-set intersection connections.  The draft plan also sought significant public input over the course of the last two years, the kind of extensive public outreach Bike East Bay wishes all cities would engage in for their bicycle plan updates. A key finding of Berkeley's public outreach comes from a public opinion survey showing that 70% of Berkeley residents who currently do not bicycle often or at all are interested in bicycling more if streets were safer. It's certainly no surprise to hear that a higher quality product creates more demand.  Terrific analysis of the number of people bicycling daily in Berkeley. With 18,548 estimated daily number of people making a bike trip in Berkeley, this really helps put into perspective the here-to-for number of 4,000-5,000 daily bike commute to work trips. Thank you for providing this information.  Really good collision analysis. All cities should take an in-depth look at collision analysis as you have done and we agree with your conclusion--people are bicycling on major streets without designated bikeways and are getting hit. Improvements to these major arterial streets are needed, streets such as Gilman St, Shattuck Ave, Telegraph Ave, Adeline St, 7th St, 6th St and the improvements needed are protected bike lanes. Traffic calming of neighborhood bicycle boulevards includes stop sign realignment and traffic calming measures. This is one area where Berkeley has done well over the past 20 years to improve bicycling and is important.	Noted

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259	Dave Campbell, Bike East Bay	What needs to be improved  The main shortcoming of the draft plan is its retreat from an earlier commitment for Berkeley to have a dense network of low stress comfortable, family-friendly bikeways throughout the city, including protected bikeways on busy streets residents use every day. The purple lines and the dashed orange lines on the draft bikeway map shown here are the only proposed low-stress bikeways. Together, they do not form a network.	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways.
260	Dave Campbell, Bike East Bay	The rest of the lines on the draft map are bike lanes out in traffic, or future studies. And some of the orange and purple lines are not fully low-street bikeways, as many of the orange routes lack protected intersections, such as at Hearst Ave and Oxford, and many of the purple lines lack fully protected crossings of busy streets, protection provided by HAWK signals and 4-way stops, not Rectangular Rapid Flashing Beacons (RRFB's).	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
261	Dave Campbell, Bike East Bay	An initial map of a draft Berkeley bicycle plan, shown at the May Berkeley Bicycle Subcommittee meeting, showed a more dense network of low stress bikeways, and in fact emphasized that a fully connected low stress network was the direction the plan was taking as a result of public input received. The current draft bicycle map omits many needed low-stress, protected bike facilities.	A new map showing the complete Low Stress network has been added to revised draft.
262	Dave Campbell, Bike East Bay	On parts of Hearst Avenue, Adeline Street and Alcatraz, for example, the earlier draft bicycle map indicated protected bike lanes, but the current draft bicycle map falls back to standard five feet wide bike lanes out in traffic or says "future studies are needed," without explaining what needs to be studied. San Pablo Avenue is designated a future study, as is Telegraph Avenue, parts of Adeline Street, Gilman Street, and Shattuck Avenue. Yet for the past two years the public has been asking for protected bike lanes on these types of streets, not future studies. Parents bicycling their kids to school on Hopkins Street want a protected bike lane, but for some reason the draft plan does not reflect these requests. This draft plan has a budget of over \$300,000 and has been in the works for three years. No more 'future studies' are needed about how Berkeley's bikeway network should reflect public input. Read our blog on past planning efforts throughout the East Bay and how they have failed to capture public input.	Complete streets corridor recommendations on major streets such as Hearst, Adeline, Telegraph and Shattuck have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways.
263	Dave Campbell, Bike East Bay	Here's Bike East Bay's proposed low-stress bikeway network: <ul style="list-style-type: none"> <li>Green lines are protected bike lanes and paths</li> <li>Purple lines are neighborhood bicycle boulevards</li> </ul> In defense of the draft bicycle map, perhaps the intent of "future studies" is for the city to study how to design the rest of each street given that the public has asked for a protected bike lane, but the draft plan does not say that is the intent and needs to say so, in order to clarify that no future study needs to study whether to put a protected bike lane on these streets-the plan should show these protected bike lanes. By doing so, Berkeley's bicycle plan will reflect the vision of the people of Berkeley, expressed over the course of the last two years--a vision of a dense network of modern, comfortable, attractive bikeways for residents of all interests, abilities, comfort levels, and a network that extends throughout the city. Bike East Bay's goal: no resident should have to travel more than three or four blocks to get on this comfortable bike network, and the bike network should get them safely and comfortably to their destinations. This we do not need to 'study.' o use an analogy, you may have heard that AC transit is developing a transit plan in cooperation with the Alameda County Transportation Authority. Such a plan shows San Pablo Avenue, University Avenue and Shattuck Avenue, for example, as transit corridors, based on analysis and public input. The transit plan does not state "future studies" are needed to determine whether to put transit on these streets or how to redesign the streets in order to do it. We ask for the same approach to our bicycle network. It is also worth noting that more cities are realizing a best practice is to redesign streets for both transit and bicycling together, as Berkeley is currently doing on Bancroft Way and we hope they do on Dana Street. Why bikes and buses go together.  Berkeley also has an award-winning climate action plan. The climate action plan specifically states the number one thing each resident can do to help clean the air is replace one car trip a week with walking or bicycling. Yet Berkeley is far from reaching its greenhouse gas reduction goals for transportation under this climate action plan. National studies have shown that low stress comfortable bikeway networks significantly increase bicycling in cities where they are being implemented. Studies specifically show for protected bike lanes that 10% of the users of these facilities used to travel by a different mode, many of them presumably by driving. If 10% of people driving in Berkeley switch to bicycling, that would help Berkeley achieve two important goals: (1) significantly reduce greenhouse gases, and (2) help Berkeley reach its target of 15% of bike trips by 2025 in this draft bicycle plan.	A new map showing the complete Low Stress network has been added to revised draft.
264	Dave Campbell, Bike East Bay	Goal 2 Strength in Numbers needs to be translated to an actual percentage and not a percentage increase. Bike East Bay proposes goals of 15% bike mode share by 2025 and 20% by 2035.	Goal revised to include target bicycle mode percentage.
265	Dave Campbell, Bike East Bay	Goal 3 Low Stress Network needs to be increased. The Low Stress Bikeway Network on all Bicycle Boulevards and UC Berkeley Campus perimeter streets should include connections to the Bay Trail and should be complete by 2020 (not 2025). The Low Stress Bikeway Network on other bikeway streets and bicycle-priority Complete Streets Corridors should be complete by 2025 (not 2035).	Given the available resources and past progress in implementing the 2000 and 2005 Bike Plans, the City believes the current goals and timelines for delivering Tier 1, 2, and 3 projects are both realistic and ambitious.
266	Dave Campbell, Bike East Bay	Policy PL-1 and its Actions need to explicitly state "who" is to perform these actions and by what date. As written, the actions sound more advisory and wishful, and past experience shows that without a responsible position or department, the actions may not happen, and without deadlines, these actions are lower priorities.	It is beyond the scope of this plan to assign tasks to City Departments and Divisions; such decisions are the purview of the City Manger's Office.
267	Dave Campbell, Bike East Bay	Design Policy D-1 and its Actions need to be modified to state that this Bicycle Plan "thereby adopts NACTO design guides and all FHWA design guides as best practices for the city of Berkeley." Adopting these guides should not be a separate action of City Council or the Public Works Director.	Policy D-1 revised to reference NACTO adoption and use of latest State and Federal guidelines
268	Dave Campbell, Bike East Bay	Project Delivery PD-1 needs an additional policy stating that "implementation of bicycle projects and completion of the low-stress bicycle network should be of the highest priority for the city of Berkeley, on the same order of importance as congestion relief, parking management and supply, transit improvements and pedestrian safety." Staffing in Public Works should reflect this project delivery priority, as should project implementation procedures and workplans.	It is beyond the scope of this plan to set policy mandates for other Departments and Divisions; staffing decisions are the purview of the City Manger's Office.
269	Dave Campbell, Bike East Bay	Operations and Maintenance Policy OM-1 Actions need to be reworded to eliminate the word "consider" and have it replaced with direct action steps of "ensure bikeways are designed with maintenance requirements in mind" and "ensure bikeways are designed with operation and enforcement concerns in mind." No more "consider." Honestly, Bike East Bay has had enough of that word in bike plans and policies.	Policy OM-1 language revised
270	Dave Campbell, Bike East Bay	Existing Conditions Berkeley has at least one counterflow bike lane on Dwight Way at Bowditch. It is short, but was installed 15 years ago and a bright-eyed young bicycle advocate proudly showed a slide of it at an East Bay Bicycle Coalition meeting, showing off progress in Berkeley as compared to other East Bay cities. This should be added to the chart.	Plan revised to reflect existing contraflow facility
271	bernard (writing in my capacity as a citizen of Berkeley and not a my capacity as a member of FOOP/CT)	I attended a meeting of Berkeley Partners for Parks last night and discovered for the first time the extent of bike lane modifications as they apply to Ohlone Park.  FOOP Coordinating Team (I am a member) is currently reading the documents from your website and we will likely have some input.  It is unfortunate that we didn't know about these meetings and plans as they relate to Ohlone Park before we began formulating some of our own suggestions for better cycling from North Berkeley BART thru to Hearst St.  We did a survey of lighting and discovered some badly lit areas along the path thru the park and up Hearst and are in the process of formulating a FOOP-endorsed recommendation to Parks Dept. for better lighting.  I understand that the deadline for comments is today and so I am sending this note as a personal "finger-in-the-air" to you - I am not speaking as a Member of the Coordinating Team.  1. Widening the current path/sidewalk along Ohlone Park to 12 ft next to the Ohlone Dog Park as it is now reconfigured will be impossible unless either trees are removed, or the new drainage planted area is reconfigured. I suspect the plans devised for a wider bike pathway were done BEFORE you were aware of the reconfigured Dog Park. PLEASE note this changed circumstance.  2. Dividing bike/pedestrians by a simple pavement change is problematic. The habits of many cyclists on Hearst is to ride fast especially going West. Speeding thru the park on a new pathway will be impossible with the heavy use of the current walk way around certain areas of the park beyond the intersections - Basketball area, Tot lot at McGee, the Dog Park and the play structures near the community garden near Grant Street. I am not aware if some sort of speed controls are planned for cyclists.  3. Other uses of the park impede easy flow of bike traffic - Ball & frisbee playing, picnics and social gatherings. Granted that much of this use occurs on the weekends, however several schools in the area of Ohlone Park use the facilities during the week also.  4. While cycling thru the park could be amenable to the whole park experience I believe that that could only be possible if there was a permanent divider between cyclists and pedestrians and a major calming provision be incorporated... something like speed bumps used in streets to calm vehicle traffic.  5. I expect that the Ohlone Park neighborhood when notified of your proposal will want to have some sort of public input. Given that notification of these proposed changes to the bike path in Ohlone/Hearst have not been made to the neighbors in any form, I suspect that a public forum would be most welcome by you.	The Ohlone Greenway improvement project calls for pathway widening (including separated bicycle and pedestrian spaces where feasible), improved lighting, and improved crossings along the length of the Ohlone Greenway within Berkeley. In addition Hearst Ave is recommended as a Class IV Complete Streets Corridor project to provide a separated and parallel on-street facility. Along the Ohlone Linear park pathway improvements would emphasize pedestrian crossing safety and mixing zones at connection points.
272	Rochelle Wheeler	Thank you for the opportunity to provide comments on the City of Berkeley's Draft Bicycle Plan. I have not had the opportunity to review the entire document, but wanted to share a few observations and suggestions: 1. I'm thrilled by the number of recommended upgrades to the bicycle boulevard system and to the city's overall bicycle network. I love that Milvia Street is a planned two-way cycle track and very happy to see it listed as a Tier 1 project.	Noted
273	Rochelle Wheeler	2. Given its extremely high usage, I'm disappointed and a bit surprised to see that the Ohlone Greenway improvements are shown as a Tier 2 project. This corridor is certainly more heavily used than the proposed Addison St bike boulevard. I would like to see the Greenway move up to Tier 1. Also, it seems that only whole corridors are listed for each tier - could individual hot spots (such as widening the Greenway in key locations) move up to Tier 1, even if the whole corridor does not move up?	Ohlone Greenway has been moved to Tier 1 in the plan prioritization

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274	Rochelle Wheeler	3. I recommend setting a target year for implementing at least the Tier 1 projects, if not the other tiers as well. With these, there will be a higher "call to action" to move forward with the recommendations.	Goal 3 has been revised to align with project tiers for implementation years
275	Rochelle Wheeler	4. I would like to see more information about the intersection crossings on the two-way cycle tracks – will bicycle signals be installed at each signalized intersection? Are these costs incorporated into the overall per mile costs?	Specific design details including intersection layout and potential protected intersections will be considered during the design phase and associated public outreach for each recommended project. Planning level costs for Class IV include intersection protection features.
276	Rochelle Wheeler	5. I'm very happy to see the Ped Hybrid Beacons and the Protected Intersections as tools in the intersection treatment toolbox. I am still not convinced, however that RRFB's are a good solution for bicyclists to cross the intersection. They are intended for pedestrians, as the signage shows. As a bicyclist, I am uncomfortable using the RRFB and feel they are ineffective. I do not press the button at the Virginia/Shattuck intersection. First, cars do not yield for me, as bicyclist, and they are not required to. So, I end up waiting to cross until there is a safe opening in traffic, as I would without the RRFB. Second, I think that this device will cause more ill-will on the part of motorists towards bicyclists, who they will perceive as trying to force their way, illegally, through the intersection. While I don't have a suggestion for a different device, I feel strongly that this is not a good solution. At a minimum, I'd like to see the plan explain how this device helps bicyclists. Again, thanks for the chance to comment! I look forward to the City adopted a world class Bicycle Plan later this year	Recommended bicycle boulevard crossings including RRFBs follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
277	Vincent Casalaina	Council, Mayor and City staff,  I am writing as an individual, as a frequent bicycle and public-transit commuter. I am a former board member of the Willard Neighborhood Assoc. In that last capacity, I have lobbied the City on better options for transportation in the City on many occasions.  I believe that Berkeley bicycle planning should prioritize the real needs of people who have already made voluntary choices to ride bicycles.  A Berkeley Bicycle Plan worthy of the name must make things better (not worse) for ALL cyclists. It must not degrade cycling conditions for those who already ride.  I have reservations with the draft in five main areas:  (1) LACK OF WORLD-CLASS VISION:  This draft fails to incorporate best practice solutions from the world's most bicycle-friendly cities – like Copenhagen's brilliant network of cycle paths, which are vertically protected from other modes using two-level sidewalks. San Francisco already has at least five pilot projects to install Copenhagen-style raised bike lanes. Yet this draft proposes fails to even propose making the technique County-fundable.  This draft also fails to recommend a "Bikes Yield" policy and signage along Bicycle Boulevards. As a substitute for Stop signs, this would be far less intrusive (and problematic) than new "traffic circles."	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways. In addition the plan has been revised to better illustrate the overall Low Stress network.
278	Vincent Casalaina	(2) EXISTING HAZARDS UNADDRESSED & NEW HAZARDS INTRODUCED:  This draft fails to address existing hazards – like the Milvia/University traffic signal, which is years overdue for separated left-turn versus no-left-turn phases. This draft calls for introducing new hazards such as dozens of new "traffic circles" that create physical and line-of-sight dangers for cyclists.  The draft would also introduce "protected" cycletracks whose poorly designed intersections will trap cyclists in the path of turning vehicles. The draft's whole focus on "separated" facilities contradicts the collision analysis in Appendix section B.2. (Collision Factors): Primary sources of bike collisions in Berkeley are turning conflicts, right-of-way conflicts, and other issues most acute at intersections.  That analysis matches national studies showing that some 67-77% of bicycle collisions are triggered by turning and crossing issues. Cyclists' fears of being overtaken or harmed by adjacent motor traffic – the motivator for all the "separated" bike facilities in this draft – are basically unfounded: National studies associate these causes with only about 7–9% of bicycle collisions.	Specific design details including intersection layout and potential protected intersections (which eliminate turning conflicts by providing exclusive bike phasing) will be considered during the design phase and associated public outreach for each recommended project.
279	Vincent Casalaina	(3) INAPPROPRIATE FACILITIES AT INAPPROPRIATE LOCATIONS:  Addison St. (east of Milvia) is a completely inappropriate site for a "Bicycle Boulevard." It does not connect with the UC campus, and has no signal at Oxford St. Between Shattuck and Milvia, there would be severe conflicts between cyclists and "arts district" patrons. Center St. would be a much better choice.  A "protected cycletrack" does not seem viable on narrow Milvia St. It would require removing extensive parking, diminishing non-cyclists' access to City offices. Cyclists will probably have to live with Class 2 bike lanes here.	Addison was found more appropriate as a low-stress bikeway compared to Allston, which serves higher volumes of motor vehicle traffic and is farther from University Avenue.  Specific design details for proposed Class IV facilities will be considered during the design phase and associated public outreach for each recommended project.
280	Vincent Casalaina	(4) MAKE EVERY STREET SAFE:  This draft fails to call for significant new traffic-enforcement initiatives and the funding needed to implement them.	Appendix D includes programmatic recommendations including Enforcement initiatives
281	Vincent Casalaina	(5) INADEQUATE PROVISION FOR BICYCLE PARKING:  This draft completely fails to address cyclists' primary need for secure, attended, extended-hours bicycle parking. That amenity should somehow be provided at all of Berkeley's commercial and commute hubs. A worthy Bicycle Plan would call for this to happen, through partnerships with willing public or private facilities/institutions. This draft also displays a "bike corral" example that's an actual hazard to cyclists which I find unreal.  Below, please consider further details about each of my suggestions in reverse order of importance: Berkeley cyclists' most pressing parking need is for secure, attended, extended-hours bicycle parking. Yet this draft does nothing to promote this.  Cyclists have never had this amenity outside the downtown. (I learned that the hard way, when my bike suffered \$160 in vandalism damage while parked at Telegraph and Haste, while I tried to Shop Local a few Christmases ago.)  Even downtown, we lost the "attended" part when the Center St. Garage was automated a few years ago. With that garage's recent closure for rebuilding, we've basically lost safe downtown parking after business hours. Secure, attended, extended-hours bike parking could be instituted at all the city's commercial and commute hubs, through collocation with parking garages (like the Telegraph/Channing Garage), interested nonprofit institutions (perhaps including UC's MLK Student Center or RSF), and interested businesses (perhaps including coffeehouses that enjoy bicycle patronage.) Just as bad, the "bike corral" shown on pg. 5-29 (in Fig. 5-24) is a terrible example – located at the corner of eastbound Center St. and Oxford St. – whose installation created a net negative for cyclists. Most eastbound cyclists here are headed straight toward the UC campus, but this wide obstruction (including thick fixed posts) constricts us, forcing us to get cut off by cars making tight right turns onto Oxford.	Chapter 5 and Appendix F include extensive details on bicycle parking recommendations.
282	Vincent Casalaina	(4) MAKE EVERY STREET SAFE:  There are hard limits to the number, and extent, of streets that can be physically reconfigured to promote cycling. If we really want to make cycling more attractive and more widespread, we should aim to make every street in Berkeley safe for biking.  The only ways to do that are through road-sharing education for motorists and cyclists alike, and through vigorous traffic enforcement. Yet this draft addresses education only from cyclists' side, proposing virtually no new initiatives. It says very little about enforcement, and budgets nothing for that purpose.  If we really want to become a cycling city, we must prioritize citywide traffic enforcement. Maintaining a dedicated traffic-enforcement patrol would be one very good start.	Appendix D includes programmatic recommendations including Enforcement initiatives
283	Vincent Casalaina	(3) INAPPROPRIATE FACILITIES AT INAPPROPRIATE LOCATIONS:  This draft proposes several facilities at inappropriate locations:  At least east of Milvia, Addison St. is a completely inappropriate site for a "Bicycle Boulevard." Center St. would be a much better choice. Addison St., at its east dead-end with Oxford St., has no connection with the UC campus, and no signal. Along Addison's Shattuck-Milvia block, there would be severe conflicts with Berkeley's tiny "arts district": Berkeley Rep and Aurora Theatre attract a distinctly older demographic, and mixing pedestrians of limited mobility (and slow reaction times) with fast-moving cyclists is a terrible idea – especially after dark. Freight & Salvage and the CJC/JazzSchool need automobile access for their patrons, and for musicians to load gear in and out. The Freight hosts national acts that park 1–2 tour buses.	Addison was found more appropriate as a low-stress bikeway compared to Allston, which serves higher volumes of motor vehicle traffic and is farther from University Avenue.
284	Vincent Casalaina	This draft also targets "protected cycletracks" at narrow streets like Milvia St., where they do not fit or belong. The whole Milvia St. plan appears to be impractical, given other demands on that street (like automobile access to City offices, and to the Center Street Garage's planned new entrance/exit).	Specific design details for proposed Class IV facilities will be considered during the design phase and associated public outreach for each recommended project.

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285	Vincent Casalaina	(2) EXISTING HAZARDS UNADDRESSED & NEW HAZARDS INTRODUCED This draft fails to address current hazards for cyclists, and actually proposes to introduce new hazards. The draft is overwhelmingly imbalanced toward attempts to "promote" cycling to hypothetical new cyclists – who may never appear – at the expense of making cycling truly safer for those who already choose to ride bikes.	Noted
286	Vincent Casalaina	The worst example of an unaddressed hazard: The draft proposes an extensive reconfiguration of Milvia St. Yet it proposes no change to signaling at the Milvia/University intersection. This is documented as a high-hazard intersection. Its dogleg layout creates a constant risk of head-on collisions, because it leads impulsive drivers to assume they have right of way (when they don't) to make left turns out-of-turn. It would be foolhardy to spend money anywhere on Milvia St. without first modifying that signal to separate left-turn versus no-left-turn phases. The benefits of phasing the signal would be mode-shared, benefiting pedestrians and vehicle occupants as well as cyclists. But it should be first priority, before anyone is encouraged to bike through that intersection on Milvia St.	Specific design details for proposed Class IV facilities, including intersection design, will be considered during the design phase and associated public outreach for each recommended project.
287	Vincent Casalaina	The worst example of new hazards: The draft proposes dozens of new "traffic circles" along 13 targeted Bicycle Boulevards. When jammed into narrow residential streets, traffic circles – originally designed to speed up traffic at broad intersections – create a physical hazard for cyclists attempting to share road space with vehicles. They also create line-of-sight hazards for cyclists and pedestrians alike. Finally, traffic circles encourage the plague of unsignaled left turns – and make it harder to tell when a vehicle is about to attempt an unsignaled left turn. Either planners should have the courage to recommend "Bikes Yield" signs as replacements for Stop signs on Bicycle Boulevards; or cyclists should have the courage to deal with Stop signs. A couple of reality checks: With current 21 speed bikes, gearing up and down to comply with Stop signs takes little effort. And a large part of the rationale for encouraging cycling lies in its exercise benefits. Having moved from the Berkeley hills to the flatlands, I must acknowledge that I no longer get much real strenuous, aerobic exercise from biking. In fact, along many of the flatland routes where this draft aims to encourage cycling, complying with Stop signs contributes a significant share of the exercise. As a cyclist, I would much rather deal with a Stop sign than a traffic circle.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
288	Vincent Casalaina	Another example of introducing new hazards: "protected cycle tracks" – like the hastily installed example on Fulton St. – offer negligible to negative net "protection." This poorly designed facility has exposed cyclists to a new, serious conflict with right-turning vehicles. Given Fulton St.'s earlier configuration (or given conventional Class 2 bike lanes), capable cyclists could readily move to the left of motor vehicles who were signaling right turns. But now, we are caged directly into the path of motorists' turns. We have no viable way to merge left, because we are locked in by poles and parked cars. This draft proposes to replicate this new hazard at multiple other intersections.	Specific design details for proposed Class IV facilities, including intersection design, will be considered during the design phase and associated public outreach for each recommended project.
289	Vincent Casalaina	As for prioritizing the recruitment of new cyclists over serving actual cyclists: This seems doomed to failure. This draft presents data that only 8.5% of Berkeley's commute trips are taken by bicycle. For a university city with one of the world's most forgiving climates, that number is simply pitiful. Even if Census counts omit commuting to school, our university city has a young workforce – and these Census data should presumably pick up teaching and research assistants who commute (by all modes) to University jobs. Now compare our 8.5% to the estimated 37% to 67% of trips taken by bicycle in Copenhagen – a city with an aging population, and one of the world's harshest climates. I suspect that people will choose to bike, or not, based mostly on cultural factors. Many of the hypothetical cyclists for whom this draft proposes virtual training wheels, will simply never materialize. As someone who's never stopped cycling, I severely resent bicycle planning that is so skewed toward phantom cyclists. And where this draft recommends street modifications that actually make cycling worse – and in some cases, more hazardous – that is simply intolerable.	The plan Goal 2 seeks to increase the number of people commuting by bicycle to 20%.
290	Lucia Rose	I urge you to consider making Delaware Street an alternative bike route to Hearst. I understand that currently the Ohlone park sidewalk is being considered, but this plan will either render that sidewalk impossible for seniors and children or if it is widened adequately the park itself will be markedly diminished. Delaware is a direct route with a wide wheelchair off ramp already in place, a quiet and safer street than Hearst, and a far less expensive undertaking. As a senior pedestrian who lives along ohlone and uses the park daily I feel very invested in this issue. Because my hearing is diminished I find often find bikes threatening because I don't get out of their way quickly enough. Please keep the park for children, play, general use and safe walking. Thank you	Hearst Avenue is recommended as a Complete Streets corridor and Class IV facility to provide an on-street facility parallel to Ohlone Park.
291	Michael Katz	Same as Vincent Casalaina's comments above	Noted
292	Susan Quinlan	Thank you for making Berkeley a bike-friendly city! I commute daily by bike, and am proud to live on a bike boulevard (Russell St.) Every day I see a steady stream of kids and parents walking to and from school (LeConte) and it makes me happy that our street is also pedestrian friendly. I'm all for traffic calming efforts, but I'm very concerned about the proposal to remove stop signs on Berkeley's bike boulevards. I believe that this will greatly increase both the use of these boulevards by cars, as well as the speed of the cars on the roads. This will increase the danger, not just for bike riders, but more importantly, for pedestrians. In particular, the intersections near schools need to be protected by stop signs. I take LeConte as my primary example, but I hope that your plan will exclude removing stop signs from around all school sites. Let's not make the mistake of giving cars the go ahead at the risk of the safety of our children. Thanks for your concern. PS: As anyone who watches traffic knows, most bike riders treat stop signs as if they were yield signs anyway, so the replacement of the stop signs doesn't seem like a particular advantage to bicyclists. Certainly not worth the increased danger to young pedestrians.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
293	Sean Co	Thank you for the opportunity to comment on the Draft 2016 Berkeley Bike Plan. I am a resident that lives and works in the City of Berkeley. My children attend pre-school and elementary school where they often ride their bikes from our home to school and other destinations. The Bike Plan is a good start to identify both short and long term improvements for increasing bicycling in the City. The Plan however, falls short in providing a long-term vision that will allow my children to safely ride within the city. I have some specific comments below that will help to strengthen the plan. 1. The Plan provides an analysis of the four types of cyclists and their propensity to ride bikes. According to the analysis 71% were categorized as "interested and concerned," higher than other comparison cities. This indicates that the potential for increasing mode share is high if low stress facilities are provided. The Level of Comfort analysis indicated people in Berkeley are the most comfortable with separated bikeways. The Draft Plan only recommends 3.3 miles of separated bikeways vs. 15 miles of sharrows. According to the plan, residents rated sharrows as a "somewhat comfortable" facility to ride a bike. Many believe sharrows to be only marginally better than a Class III route. Additionally, there lacks any proposed separated bikeways from West Berkeley to Downtown or from South Berkeley to North Berkeley.	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways. In addition the plan has been revised to better illustrate the overall Low Stress network.
294	Sean Co	2. The Phase I expansion of Bay Area Bike Share identifies five stations on Telegraph and two stations on Shattuck, both of these corridors are identified as future complete streets studies with no plans for any improvements whatsoever. Bike sharing tends to be one of the safest forms of cycling with millions of trips around the world. Bike share users can often be visitors and people who fall into the "interested but concerned" category who seek out low-stress infrastructure. One of the reasons it tends to be safe is that cities put stations on streets with low stress facilities. Yet the plan does not propose anything for these new stations.	Complete streets corridor recommendations on major streets including Telegraph and Shattuck have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways. In addition the plan has been revised to better illustrate the overall Low Stress network.
295	Sean Co	3. The design details for the proposed improvements can make the difference between a comfortable and uncomfortable facility. For example the proposed Bancroft two-way cycletrack is 9.5'. The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide recommends 12' for a facility of this type. The Massachusetts Department of Transportation Separated Bikeway Guide recommends 14' for two-way cycletrack for less than 400 cyclists in the peak hour. While there are no counts on Bancroft, the parallel route on Channing indicated 536 cyclists during the peak period which would indicate the need for a wider bike lane.	Specific design details for proposed Class IV facilities, including facility width, will be considered during the design phase and associated public outreach for each recommended project.
296	Sean Co	4. The proposed improvements along the Ohlone Greenway on Peralta and Hopkins are a much needed improvement to get people to connections to North Berkeley BART. The raised crosswalk will help to slow vehicles and provide a smooth transition from the Greenway to the cycletrack. Along the Ohlone Greenway and West St. path there are many grade transitions so of which could be mitigated with trench drains and other solutions. Smoothing out these grade transitions will help to get more people to use these facilities.	Specific design details for proposed Ohlone Greenway improvements will be considered during the design phase and associated public outreach for each recommended project.
297	Nathanael Johnson	One small thing - I wonder if we can change this: "Performance Measure: Increase Berkeley's bicycle mode share by 100% by 2035." Even if we want to be ambitious, would we really want to shoot for 100 percent? So, no one walking, or taking BART? No more AC transit? Not that it necessarily matters, but it's just a bit embarrassing -- like a dictator getting 99.9 percent of the vote, it suggests something may be amiss. One other comment: I'd love to see experimentation with road painting: restriping to shift on-street bike paths to the right of parked cars. It seems like a cheap way to insulate bikes from traffic. I understand that conventional wisdom suggests that this may be just too confusing for people used to parking at the curb On this is by 100 percent, not "to" 100 percent - my apologies	Specific design details for proposed on-street improvements, including striping, will be considered during the design phase and associated public outreach for each recommended project.
298	Corinne Calfee	Thank you for your hard work on the Bicycle Plan. I write with comments regarding the safety and rideability of Tunnel Road. My husband and I are avid cyclists and we have 2 year old and 4 year old daughters. Our house is on Roble Road, south of Tunnel. Our daughters' school is on Alvarado Road, north of Tunnel, and my office is at 2907 Claremont Ave., at the base of Tunnel. All of these are within a mile, along Tunnel, which is a designated Bike Route 2.5 with a separate lane in places, and sharrows in other places. But it is often unsafe for us to walk or ride our kids to school and ourselves to work. There have been recent improvements to Tunnel, with new and better striping. We applaud those changes and thank you for them. However, the street is the only through street that we can use, and it is still very unsafe and unrideable. The only safe crossing is at the Claremont Hotel, but that requires riding the wrong way on Tunnel for half a mile in either direction, significantly up or down the hill. We understand that a new beacon is scheduled to be installed at the Uplands, but it is years delayed. We respectfully request that improvements to this intersection be added to the Bike Plan to ensure that they actually happen.	Improvements to Tunnel Road were funded through the Caldecott 4th Bore Settlement agreement. The Bicycle Plan Update identifies unfunded needs for cycling in Berkeley and does not include funded projects such as Tunnel Road and those listed in the 4th Bore Settlement agreement.

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299	Corinne Calfee	<p>In addition to the crossing problem, there are problems accessing the existing bike lanes. There has been years of construction along Tunnel, most recently by EBMUD. They have constructions signs out, which either block the bike lane or the sidewalk. No one has ever collected the signs, which make walking and biking unsafe on the south side of Tunnel. Also, cars park blocking the bike lane. That is understandable on many roads, but creates a real danger on Tunnel, where the car traffic is going so fast (despite the 25 MPH speed limit). When a car is blocking the bike lane in the uphill direction, the bike must go around the parked car in traffic, uphill. The bike is going at most 10 mph, whereas the cars are going 30mph or more, hurrying home along Highways 13 and 24. It is very unsafe. Alternatively, the cars park and block the sidewalk, making it impassable by wheelchairs and strollers, causing those vulnerable people to enter the street and traffic to pass the parked cars. We request that improvements to the parking regulations and construction policies along Tunnel be updated and included in the Bike Plan to improve the safety on this route.</p> <p>These additions to the Bike Plan are important because they will make the Claremont neighborhood's only thoroughfare more accessible and safer to pedestrians and bicyclists. Without such accessibility, my neighbors stay in their cars, which is contrary to Berkeley's goals for the future. Furthermore, it appears that the Claremont Hotel is proposing an addition, which will exacerbate the traffic issues along Tunnel, making it even more unsafe for pedestrians and cyclists. Let's get ahead of the problem, and include improvements to Tunnel in the bike plan.</p> <p>Thank you for your attention to these issues. Please forgive me for not coming to address you in person tonight. My job requires me to attend many nighttime community meetings, and it is difficult for my family when I miss even more dinner/bedtime combinations. I appreciate your hard work.</p>	Improvements to Tunnel Road were funded through the Caldecott 4th Bore Settlement agreement. The Bicycle Plan Update identifies unfunded needs for cycling in Berkeley and does not include funded projects such as Tunnel Road and those listed in the 4th Bore Settlement agreement.
300	daniel rodriguez	<p>Thank you for the opportunity to provide feedback on the draft bicycle plan. The plan has many strengths, including an impressive outreach effort, a strong prioritization scheme, and a helpful implementation process guided by the priorities identified and associated costs.</p> <p>The plan has a strong emphasis on network connectivity, which I applaud. Yet, the focus on connectivity sacrifices the purpose of the connectivity: to get to places. The two main destinations discussed in the plan are a) UC Berkeley and the downtown area, and b) BART stops. Absent from the analyses of current conditions, plan proposals, and the prioritization process is information about other key destinations: schools, libraries, and markets. Schools in particular are a major omission. Although schools come up in the context of SRTS, considering the routes, their infrastructure, and potential conflicts as part of the plan seems entirely appropriate. If we are planting the seed of non-motorized transportation in our youth, it has to be supported and encouraged with infrastructure, policies, programming, and promotion. I am particularly concerned about the safety and level of stress conditions around the main middle schools in town.</p> <p>For example Rose street is rightfully identified as high traffic stress. This road feeds directly into King Middle School. The Alameda has several intersections (Monterrey and Marin) that are invitations for right hooks. Protected right turns for cyclists and pork chops/islands that manage the turning radii of vehicles ensuring slow right turns would really help. These are "low hanging fruit" interventions to support safe travel by youth.</p>	The plan includes a new map illustrating connectivity of the Low Stress network to the city's schools.
301	daniel rodriguez	Another area in which the plan is mostly silent is parking. The plan describes an inventory of supplied parking, but little is known about its use (demand) or its quality (state of repair). I understand that a formal bike parking study may be out of the scope of the plan, but under certain conditions and contexts (libraries and schools, again) it is paramount to understand parking demand. It is also feasible to do so within a plan of this scope. A quick visit to the largest of the middle schools (King Middle School) shows an incredible undersupply of bicycle parking (two racks for 1000 students + staff). To say that racks are packed is an understatement. Students race earlier and earlier to secure parking. There is no bicycle parking for visitors. The silence of the plan on this needs to be remedied.	Chapter 5 and Appendix F include extensive details on bicycle parking recommendations.
302	daniel rodriguez	I was also had some concerns about the prioritization process. It blends three criteria. I am concerned that the criteria weigh too much locations with existing demand (and hence with more crashes). It may be that some locations (West and North Berkeley) have low traffic partly because of the limited perceived safety. In other words, using actual crashes as a way to guide priorities is fraught with imprecisions.	Tier 1 projects include corridors across all areas of the city
303	daniel rodriguez	<p>Finally, a comment that is more "in the weeds:" I was surprised that Spruce Avenue (from Hearst to Los Angeles) was not slated for a bicycle boulevard.</p> <p>There's already a "weak" diverter on Spruce at Cedar (a sign saying "No through traffic" that is routinely ignored by drivers) and a traffic circle. The road was recently repaved from Virginia to Cedar, but no traffic calming devices were considered. For a relatively small investment (sewer cap diverters, planters, speed bumps) a relatively easy boulevard can be developed.</p> <p>Thank you again for a strong plan. I look forward to seeing its implementation.</p>	Bike Boulevards are reserved for longer citywide corridors that have low traffic volumes and speeds and provide cross-town connectivity. That segment of Spruce is designated as a Class III bikeway but not as a Bicycle Boulevard.
304	Dan Leaverton	<p>Please accept this email as my comments on the Berkeley bike plan.</p> <p>I have been a regular participant in bike plan meetings and informational sessions at the Central Library since the inception of the draft plan. After 18 months I am very pleased to see many wonderful planned improvements. I would like to see the plan implemented in 3 years rather than 10 or 20 or more. Implementation at an expedited rate will bring about the desired changes for Berkeley in many respects and provide a leadership model for other cities to follow.</p> <p>I am very pleased to make note of the good work that has been completed by the staff (Eric) and consultants (Brett) as well as subcommittee volunteers and many others. Over the last year plus I have observed a steady team develop a very good plan with limited resources. The meetings have been facilitated in a very professional manner allowing all regular attendees and one time participants to provide direct input on the plan and other tangentially related items.</p> <p>As a dedicated cyclist with middle school daughters desiring to bike to school and a wife that bicycle commutes to Oakland daily, I'm eager to see improvements in safety and convenience across the city for cyclists. I am hopeful the city will continue to dedicate adequate resources to finalize the draft bicycle plan through approval by the city Council. I am optimistic the city will recognize that such a large plan, and with very ambitious goals regarding greenhouse gas reduction, and leadership goals of having the best bike plan in the US, will require additional staff and other necessary resources to implement in a reasonable period of time.</p> <p>Once these bike plan improvements are installed Berkeley residents will have much to appreciate and enjoy both from the seat of a car and the seat of a bicycle.</p> <p>Thank you for your continued support of this plan.</p>	Noted
305	Ron Reade	My Cycling and Transportation Experience have been riding bicycles of all types since about 1965. I come from a family of cyclists, and my 83 and 80 year old father and mother still ride. My father was involved in the original Effective Cycling program, and I have always been a keen observer of cycling safety. Over the past few decades, I have ridden in at least five countries and numerous states, and generally travel between 5,000 and 12,000 miles per year on bicycles. I ride my bike to shopping, to work, to social events, and for recreation. I also own an automobile, and walk regularly in Berkeley, observing my surroundings extensively by all modes of travel. Most of my friends are also cyclists, and regularly discuss bicycling safety with numerous experienced cyclists. I find the Draft Berkeley Bicycle Plan to be in many ways ludicrous. To me it is obvious that planners have not been listening to experienced cyclists, but rather relying on the survey results largely from people who have little to no cycling experience. While I agree that it is important to get more people using bicycle transportation, planning the system using input mostly from inexperienced people is like starting a restaurant with someone who has done little cooking in the kitchen! As an experienced cyclist I can tell you that cyclists do not want to be sent through strange mazes that make it difficult to get anywhere and lead to other types of hazards, nor do they want to travel through intersections with islands in the middle that push motor vehicles into safe cycling space. Yet these seem to be among the major elements of the Bicycle Plan!	Noted
306	Ron Reade	<p>Current Examples of Poorly Designed Infrastructure</p> <p>Fulton Street Maze</p> <p>The unfortunate incident in which a cyclist was seriously injured by a driver on Fulton Street was at least in part the result of the usual poor city planning that only considers motor vehicles and treats bicyclists as third class citizens. As the first through roadway west of the U.C. campus, Fulton is heavily used by all types of transportation, including many people accessing the south side of campus via Durant or Channing. The area could easily have been improved long ago simply by putting "sharrows" in the roadway to make motorists more aware of bicyclists, or putting in a bike lane. So what does the city do now that its poor planning led to an accident? It goes to another extreme and sends bicyclists through a complicated maze that makes it more difficult to get through the area and simply trades one type of hazard for several others! I ride through that area roughly 1-3 times a week, and here are some of the problems I have seen:</p> <p>A. Three pedestrians blocking the bike lane, two side-by-side near Bancroft, one near Durant.</p> <p>B. Garbage cans obstructing the bike lane.</p> <p>C. Very difficult to turn left onto Durant – technically it's illegal to turn left from the right lane!</p> <p>D. Parked SUV unloading into the bike lane.</p> <p>E. Very slow elderly cyclist (great that he's riding!) in the middle of the bike lane, impossible to get around.</p>	Specific design details for proposed on-street improvements will be considered during the design phase and associated public outreach for each recommended project.
307	Ron Reade	F. Very difficult to turn left onto Channing, the only east-west street with a bike lane! I'll discuss C & F first. People on bicycles are trying to get somewhere, just like anyone else. Often, and especially on Fulton south of campus, this means making a left turn. By showing cyclists behind barriers and parked motor vehicles between Bancroft and Channing, planners have ignored the fact that bicyclists might be going somewhere that requires a left turn! And in doing so, they have made it not only more difficult, but more dangerous, as now cyclists who try to use the bike lane have to cross multiple lanes of traffic if they need to turn left. Before this design was implemented, I never had difficulty simply merging into the left lane and making my turn like any other vehicle. At the very least, the city should put sharrows in the left lane to make motorists aware that cyclists who will be making a left turn need to be in this lane. As far as D is concerned, I was initially upset with the people in the SUV who were unloading a bunch of stuff into the bike lane, but then I realized that because of this ridiculous design that puts motor vehicle parking in the middle of the street, they had little choice! The only other choice was to unload into the lane to the left, and they likely chose to unload in the direction they considered less unsafe. Motor vehicle parking should be off-street or along the curb, not in between lanes of traffic, period.	Specific design details for proposed on-street improvements will be considered during the design phase and associated public outreach for each recommended project.

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308	Ron Reade	<p>A, B &amp; E simply demonstrate that by putting cyclists in a maze confined by a curb on one side and barriers/parking on the other, planners leave little to no room to navigate around obstacles, broken glass (very common on Berkeley streets), etc. This also leaves no escape route in an emergency. On a well-designed roadway, one can move over in the lane or change lanes when there are obstructions.</p> <p>Center Traffic Islands I have been amazed and very disappointed that Berkeley has continued to take safe space away from cyclists and pedestrians by installing more and more traffic circles in the middle of intersections. San Francisco tried this experiment years ago along Page and other streets and ended up ripping them back out. These islands not only shove motor vehicles to the right and into the space used by cyclists and pedestrians, they also often create a major visual obstruction. Here are two (of many) stories I can share about the dangers of these islands: Fulton Street Near-Accident: I was traveling southbound on Fulton below Dwight one day, and came to one of the intersections with a traffic circle and stop signs in all directions. There was a car traveling northbound on the other side that arrived at the intersection just barely before I did. After we both stopped, the driver hit the gas hard and came flying around the island making a left turn just as I proceeded. I had not seen the driver's left turn signal, because the overgrown island blocked my view. On one hand, I could say that the driver accelerated around the island at an unsafe speed, but the driver could easily say that she had the right of way because she arrived at the intersection slightly before I did. The real problem, however, was that the island made it impossible for me to see her turn signal! Luckily we were both paying attention, and a collision was barely avoided. Delaware at Tenth Street (an example that applies to other traffic islands): I travel west on Delaware by bicycle on a regular basis. There is a traffic circle that pushes motor vehicles far to the right at the intersection of Tenth, one block west of San Pablo. I have been cut off and nearly hit numerous times in this intersection. Unfortunately there are many rude and impatient drivers who have no clue how to behave near these islands, and I have not seen the city do anything to educate them. Many drivers who've been waiting at the light at San Pablo accelerate and "just have to" get ahead of the bicycle before the island, even though a cyclist can travel around that island easily at a higher speed. These jerks have swerved to the right and nearly hit me on many occasions, and then they jam on the brakes in front of me to get around the island! While of course one can say that these bad drivers are the problem, the islands that require swerving to the right are the root cause.</p>	<p>Specific design details for proposed on-street improvements will be considered during the design phase and associated public outreach for each recommended project.</p>
309	Ron Reade	<p>In areas where there is a need to slow traffic, we have a proven alternative to these traffic circles: well-designed speed humps. Speed humps slow motor vehicles to reasonable speeds while not impeding cyclists, and most importantly do not push motor vehicles into the space used by cyclists and pedestrians. If, for example, planners see a need to control the speed of motor vehicles westbound on Delaware near Tenth, 2-3 speed humps could easily do this. I advocate no more traffic circles, lots more speed humps.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>
310	Ron Reade	<p>Bicycle Plan Elements I Totally Oppose In general, treating cyclists as part of traffic rather than second or third class citizens is what I advocate, based on my long cycling experience. Looking back to the Effective Cycling program developed many years ago, it was found that the safest and most effective way to for cyclists to ride was simply as a regular part of the traffic flow. Apparently accident rates were actually shown to be higher on multi-use paths than on regular streets. While there are many elements in the Draft Plan that shove cyclists into mazes and ignore the fact that cyclists are trying to get somewhere just like anybody else, here are a couple of examples from the Draft Plan that I find quite ridiculous: "Protected Intersections" The planners who advocate these types of designs seem to think cyclists aren't really trying to get somewhere like other traffic. First and foremost, the design above seems to think cyclists never need to turn left to get where they're going! Second, this design sends the message that bicyclists are second class citizens, not really part of the regular traffic flow. Third, it creates a confusing situation where at some points cyclists are part of traffic that motorists need to be aware of, then suddenly disappear off into a maze on the right. Fourth, sending cyclists around barriers and through mazes makes no allowance for possible obstructions – in this case I can easily see debris in the spaces confined by curbs and/or pedestrians stepping out causing issues.</p>	<p>Specific design details for proposed on-street improvements including protected intersections will be considered during the design phase and associated public outreach for each recommended project.</p>
311	Ron Reade	<p>Milvia Street Designs I travel on Milvia Street almost every day, sometimes several times a day. I absolutely do not see the purpose of this design, and in fact find it absolutely preposterous: I've never had any issue traveling through this intersection! With this design, if I'm traveling north, I'm now confined to a maze between a curb, parked cars, and cyclists traveling the other direction – seems like this is designed to cause, not lessen, accidents! And since I live to the west I often turn left at Hearst, but now I'm way over to the right and suddenly in the middle of the intersection need to swerve across three lanes to make a left? This is NUTS! And when I'm traveling south... oh my goodness, I'm first supposed to go to the right, then make an abrupt left turn across two lanes and squeeze into a narrow maze? Also NUTS! I simply do not understand what any planner thinks could be good about this design... The Milvia/University design is at least as dumb as the Milvia/Hearst. It seems to assume that cyclists are only going in the green direction, as if cyclists might not ever need to travel somewhere else! And rather than make it efficient to get somewhere by bicycle, as we need to encourage people to use bicycles for transportation, it makes it slower by pushing bikethrough another maze!</p>	<p>Specific design details for proposed on-street improvements will be considered during the design phase and associated public outreach for each recommended project.</p>
312	Ron Reade	<p>What I Think Really Needs to Be Done to Improve Cycling in Berkeley Awareness Awareness Awareness! A close friend of mine was hit by a driver when he clearly had the right-of-way on Colusa a couple years ago. He told me that the driver claimed "she didn't see him." This is an old excuse that I've heard many times, and it comes from the belief of many bad drivers that bicycles are not "real" vehicles and don't belong on the roads, so they just don't look for us diligently. We need much more education of drivers that bicycles not only belong and are vehicles, but that they are an important part of our future in an era of Global Warming and an Obesity Epidemic. To do this, many many more "sharrows" should be painted on our streets, many more well-designed (not crammed against parked cars or regularly blocked by delivery vehicles/illegal parkers) bike lanes should be placed on main streets, and much more education of motorists are needed. We don't need "separate-but-sort-of-equal" mazes for cyclists to be diverted through that make motorists continue to think cyclists are "different." We need a major awareness effort through both education and simple good infrastructure improvements.</p>	<p>To serve the greatest number of potential users the plan seeks to implement a network of Low Stress bikeways consisting of Class I Paths, Class IV protected bikeways, and Bicycle Boulevards</p>
313	Ron Reade	<p>Existing Issues Existing Problem Intersections: As an example, let's look at Russel Street, a so-called "bike boulevard." I travel regularly through the area shown, and have found it to be another example of confused planning by Berkeley that sends the message that cyclists are not really a priority. When travelling east or west, Russel is a continuous street, with "terminating" intersections shown above coming in from the north and south. By CA Vehicle Code Section 21800, the driver of the vehicle on the terminating road must yield to the driver in the continuing road. However, because of the bad design here, motorists turning onto Russell from the side streets often do not yield according to the law, and rather than correcting the design or simply putting up yield signs on the side streets, Berkeley put up confusing signs pushing the burden off on cyclists saying "cross traffic does not stop," when in fact by law it should if there is traffic on the continuing road. To make matters worse, Berkeley put double yellow lines in the middle of the road, further confusing drivers by making them think there is no continuing traffic on Russell, and making it sort of technically illegal for cyclists to continue along the "bike boulevard" since they must cross a double yellow line to do so! While this example may seem minor, it is but one of many places in Berkeley where the road designs have sent mixed messages at the least, and created dangerous situations by treating cyclists as "not really traffic" at worst.</p>	<p>Noted</p>
314	Ron Reade	<p>Road/Bike Lane Conditions: Let's face it, Berkeley's streets are in terrible shape. For example, the "bike lanes" on Delaware are not only crammed against parked cars, they are also rough, rutted and in terrible shape. Recently I noticed that two potholes in the eastbound direction were patched, yet the gaping pothole in the bike lane a few feet away wasn't touched! Let's fix the numerous already existing problems first.</p>	<p>The plan includes Policy OM-1 "Maintain designated bikeways to be comfortable and free of hazards to bicycling" which includes several actions related to appropriate minimum pavement standards and repaving schedules for the bikeway network.</p>
315	Ron Reade	<p>Car-Only Traffic Signals: Numerous signals in Berkeley are now controlled by sensors designed for motor vehicles. These sensors do NOT work reliably for bikes, yet Berkeley continues to install them all over town. In my neighborhood, these sensors were installed at the MLK/Berkeley Way intersection when Trader Joe's opened, and I once again am left feeling like a third class citizen because I ride a bike (they do NOT activate for my bike). These intersection need to be redesigned to treat cyclists as real citizens with the same priority as motorists.</p>	<p>The plan includes Policy OM-1 "Maintain designated bikeways to be comfortable and free of hazards to bicycling" which includes several actions related to appropriate minimum pavement standards and repaving schedules for the bikeway network. Maintenance actions include ensuring that signal actuation works for bicyclists.</p>
316	Ron Reade	<p>Speed humps: If there is a need to slow motor vehicle traffic in our neighborhoods for safety, we have a very effective method to use: well-designed speed humps. As noted above, these do not create dangerous situations like traffic circles, and can be in many instances used instead of the numerous stop signs on side streets that make cycling very slow.</p>	<p>Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.</p>

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317	Ron Reade	Enforcement: As a regular cyclist, rarely a day goes by when I am not buzzed (passed too closely), cut off, threatened, etc. by a motorist. Yet in my hundreds of thousands of cycling miles, I have NEVER seen a motorist stopped or cited by police for obstructing or endangering a cyclist. Why not? Clearly there is either a strong bias against cyclists (I believe true in many places), or it simply is never a priority for our police. This needs to change. California now has a "3-Foot Law" which says that operators of motor vehicles must pass bikes with a minimum distance of three feet – so have the Berkeley Police yet given out even a single ticket for violation of this law? I know that the Berkeley Police have on several occasions conducted "pedestrian stings" in crosswalks, ticketing vehicle operators who do not properly yield. This does a good job of raising awareness, so why hasn't there been yet a single "bicycle sting" to raise awareness that cyclists have a right to safe road use? One of the most dangerous things for cyclists in California is drivers who do not use turn signals, as legally required, especially since bicycles are required to travel as far to the right as practicable. How many tickets have the Berkeley Police given to motorists who dangerously do not use turn signals? Quite frankly, I'm only aware of the Berkeley Police citing cyclists for minor offenses when they've conducted "safety" campaigns, never motorists who do far more dangerous things.	Appendix D includes programmatic recommendations including Enforcement initiatives
318	Gabe Ross	I'm an everyday bike commuter, writing to commend the proposed Bicycle Plan updates, especially regarding making Woolsey Street an official Bike Boulevard (it already functions as such) and the proposed signals at the Hillgass/Ashby and Russell/Shattuck intersections. I use Woolsey and those intersections everyday (Woolsey and Hillgass with a preschooler on the back of my bike.) I generally feel safe, but the Ashby intersection in particular can be nerve-wracking, and seems ripe for an accident. These improvements would pre-empt that danger and continue to make Berkeley a great city for bike commuting.  I recommend a policy directing the City to work with BART to improve the bicycle approaches to Ashby station. Currently a cyclist coming from the east and north (which I would guess is a substantial number of bike-to-BART commuters) have three bad options for getting into the station without dismounting:  - ride west on Ashby, take a terrible left onto MLK, then another left into the main driveway - ride down the twisty ramp at Ashby and Adeline - ride the wrong way down the exit driveway at Adeline across from Woolsey  Dismounting on Adeline is also a bad, time-wasting option for a commute mode that we've adopting for its efficiency. I realize that this is in large part outside of City jurisdiction, but cooperation and encouragement with BART to either construct a clearer ramp or add a counter-flow line to the Adeline exit driveway (or both!) would further improve Berkeley's bikeability.  Thanks very much for your work.	The crossing of MLK and Adeline at Ashby BART have recommended crossing improvements to provide connectivity to the Bike Boulevard network.
319	Mike Audley	I have been a resident of Berkeley for 25 years and a avid, daily bicycle rider the entire time. I have watched the traffic conditions deteriorate over the decades, as more vehicles and more density have impacted the City. I have reviewed the draft Plan and completely disagree with the approach it suggests. In my experience, the safest cyclist and pedestrian interface with cars occurs when they are all using the same infrastructure. This requires all of the users to be aware of and respect the other users. The minute a plan tries to separate uses (eg. bike lanes, pedestrian paths, etc) then each user correctly assumes that its use is primary and unencumbered by other users; thereby allowing that user to assume she/he "owns the road." This is a recipe for disaster, because every time the two uses intersect (eg. crosswalks, intersections, traffic) they neither expect nor respect the other. No driver wants to hit a pedestrian or bicyclist, but having been hit by several cars and two trucks, the first thing the driver says is that they did not see me. I was right there in front of the vehicle but I was not an expected obstacle to the driver and therefore went "unseen." Berkeley does not have the room, nor the political will, to create separate and non-intersecting bicycle lanes and a half-measure will only exacerbate this random interchange between users. Bikes, and pedestrians, are on the road and need to be seen and anticipated. Assuring that there is sufficient space for a bicycle is mandatory. Assuring that cyclists and pedestrian will be seen when using infrastructure with cars is mandatory. The most important thing is integrating the uses so that cars, bikes and people all flow together and are aware that the other users are there. When cars can anticipate how a bike or pedestrian will act in any specific situation, the danger level is lowered substantially. These are my thoughts.	To serve the greatest number of potential users the plan seeks to implement a network of Low Stress bikeways consisting of Class I Paths, Class IV separated bikeways, and Bicycle Boulevards
320	Maio, Linda	Hi, I just read Bernard's points and thanks to him for uncovering these plans. He has made some important points regarding Ohlone park that the planning must take into consideration.	The Ohlone Greenway improvement project calls for pathway widening (including separated bicycle and pedestrian spaces where feasible), improved lighting, and improved crossings along the length of the Ohlone Greenway within Berkeley. In addition Hearst Ave is recommended as a Class IV Complete Streets Corridor project to provide a separated and parallel on-street facility. Along the Ohlone Linear park pathway improvements would emphasize pedestrian crossing safety and mixing zones at connection points. Specific design details will be considered during the design phase and associated public outreach for each recommended project.
321	Bob Muzzy	I've looked at the Draft Berkeley Bike Plan and have a few remarks to share. There are several little things I've noticed from decades of cycling in Berkeley that have always puzzled/annoyed me. Here's a sample list.  Why do some of the curb cuts have a 1- 1.5" sharp lip on them? Clearly it's not necessarily because not all are done like that. I've flattened rolling over some, because they're so abrupt. This same bad design in used on the perimeter curb	The maximum lip for curb ramps is 1" for accessibility reasons. Lips higher than 1" should be reported to the City of Berkeley via 311.
322	Bob Muzzy	The tunnel at the top of Solano ave really needs better bicycle access. I've nearly creamed pedestrians on the catwalk. Why not let bikes on the road and tell motorists they might, every once in a while, have to slow down for just a little bit? Forcing cyclists over Lassen/El Dorado or Del Norte is requires quite a climb, which means most cyclists can't go there.	Opening the tunnel to bicycles is deemed unsafe due to poor lighting conditions, poor sightlines, and bus and truck traffic through the tunnel. Alternate routes to Upper Solano are available on Milvia St, Hopkins St, and The Alameda, the latter of which received a "road diet" to reduce the number of traffic lanes and add bicycle lanes.
323	Bob Muzzy	Every time a bike route, e.g., the Ohlone path, crosses a street, it needs to be a smooth, straight line. So at Gilman, the road needs to be marked for a diagonal crossing, and at Hopkins, Rose and Cedar, the sharp bends need to be removed. Not to mention the lousy pavement.	The Ohlone Greenway improvement project calls for pathway widening (including separated bicycle and pedestrian spaces where feasible), improved lighting, and improved crossings along the length of the Ohlone Greenway within Berkeley. In addition Hearst Ave is recommended as a Class IV Complete Streets Corridor project to provide a separated and parallel on-street facility. Along the Ohlone Linear park pathway improvements would emphasize pedestrian crossing safety and mixing zones at connection points. Specific design details will be considered during the design phase and associated public outreach for each recommended project.
324	Bob Muzzy	The well-intended but poorly implemented traffic circles on 9th st and on Addison can be death traps for cyclists. I've been pinched to the curb by motorists who are driving along parallel to me. I realize it would have cost a lot more but all 4 corners need to be cut way back to maintain a constant radius of road around the circles. Also, the whole point of circles is to eliminate stop signs! Berkeley should remove them. The protocol in Europe is the vehicle already in the circle, to one's left, has the right of way. It's very simple. At an absolute minimum, the signage needs to be consistent. Make them all 2 way or 4 way but don't make people guess at each one. But this would be only a temporary solution until the corners are cut back properly.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
325	Bob Muzzy	What sort of message do you think cyclists get when bike paths simply end in the middle of a route? For example, the bike lane on Tunnel rd. dives into the curb in front of the Claremont Hotel! Poof! Gone! WTF??? The recent improvements to the path on the upper parts of Tunnel are appreciated, but when lanes like this abruptly, and in this case, so very ungracefully, end, cyclists get the clear message that their welfare isn't important in the least. This goes for a lot of other car-centric designs that are awkward or flat out dangerous for cyclists, too. Cyclists quickly learn to ride like outlaws because obeying the law can be dangerous.	Noted
326	Bob Muzzy	The proposed solutions at Hearst & Milvia and University & Milvia look disastrous to me. Forcing cyclists into a narrow, 2 way path on the right side of the road looks very problematic. Think about the average commuter with minimal cycling skills, or the person with an extended bike with a couple children on the back, or someone pulling a cart behind her/his bike. They're all going to have a harder time navigating this. When cyclists see stuff like this we all say "whoever designed this doesn't ride a bike"	Specific design details for proposed on-street improvements will be considered during the design phase and associated public outreach for each recommended project.
327	Bob Muzzy	One problem some friends pointed out with the design of using parked cars as a barrier for the bike lane is pedestrians cross the bike lane everywhere without looking. I've heard some horror stories for this implementation on Telegraph. I thought it was a clever solution, but haven't actually ridden on a street with this yet.	Noted
328	Bob Muzzy	The route from University Village to UCB should be easier to follow, more direct. It's a patchwork now which works for those of us who've lived here for years, but tougher for cyclists who are new to town.	Design Guidelines include recommendations for Wayfinding along the city's bikeway network
329	Bob Muzzy	The point of this plan should be to facilitate safe, easy cycling for children, parents with children, and "the average cyclist". The latter is distinguished from people with extensive cycling experience who are willing to ride on busy streets, take the full lane whenever necessary, like when making left turns on busy, multi-lane roads.  I think it's of paramount importance to have a comprehensive system of bike routes such that cyclists can get pretty much from any place to any other in town without having to risk their lives. I didn't see much of a 20 year plan in Draft Berkeley Bike Plan. There should be a goal with time tables for getting to it.	To serve the greatest number of potential users the plan seeks to implement a network of Low Stress bikeways consisting of Class I Paths, Class IV separated bikeways, and Bicycle Boulevards

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330	Bob Muzzy	I note that some of the most popular cycling routes are on streets that have bollards that divert car traffic. It would seem like that would be an easy, and inexpensive thing to expand on a trial basis.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
331	Bob Muzzy	Bulbouts are, possibly, good for pedestrians, but they're dangerous for cyclists. They become spots where cyclists get pinched to the curb. If they're deemed necessary for pedestrians, perhaps they can have bike access behind them? This might confuse pedestrians but that might be an issue for signage, road painting, etc.  I'm sure I can think of other stuff, and will send more later if I do.  If you made it this far, thanks for your consideration.	Specific design details for proposed on-street improvements will be considered during the design phase and associated public outreach for each recommended project.
332	Jacqueline Erbe	Thank you for the opportunity to review and comment on the Draft Berkeley Bike Plan (and for the extension through the weekend). Below I have provided extensive comments on the plan based on how the current plan impacts my family & cycling habits. I spent several hours reviewing the plan and making comments and hope they are considered as I rarely make the time to provide input on things like this. Please do not hesitate to contact me with any questions or requests for clarification on any of my comments.  Thank you.  Jacqueline Erbe  Context I find it is helpful for you to understand where I'm coming from and where my comments are coming from if you know a little about me. So here's some information: I am a Berkeley resident and homeowner, and I live near the intersection of two existing bicycle boulevards (9th Street at Virginia Street) with my spouse and 2 young kids. My family commutes by bike. We drop our kids off at preschool by bike & commute to our jobs in Emeryville (spouse) & Oakland (me) by bike. We also use our bicycles to visit local businesses, street festivals, and friends. We run most of our routine errands (e.g. grocery shopping) by bike. We also own a car which we definitely do drive -- typically for longer trips or for when we need to transport stuff that's too large for the bike. But sometimes just because we feel like driving. While we generally prefer to bike, we're definitely not "anti-car". I am a Bike East Bay Member -- meaning I give them money every year so they do this bicycle advocacy thing for me. I don't volunteer for them & I don't typically engage in the advocacy work directly. I am sending these comments because I want my kids to be able to safely ride their bicycles in Berkeley as they get older. And right now the bicycle infrastructure here isn't good enough for me to feel safe allowing my kids to ride to any major destination for the foreseeable future.  General Comments Below are general comments I have on the overall bicycle plan. Further down I have provided specific comments on specific intersections / locations that I am familiar with.  Stop Sign Removal I strongly support the plan to remove numerous stop signs on bicycle boulevards. This makes cycling through the city much more efficient making this one of the best features of this bike plan. It discourages cyclists from running unnecessary stop signs & discourages "leapfrogging" of motorists & cyclists between intersections.	Noted.  Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
333	Jacqueline Erbe	Traffic Circles I do not support the addition of numerous traffic circles for traffic calming and do not think any additional traffic circles should be installed in Berkeley on bicycle boulevards for the following reasons: 1. They force bicycles to merge with vehicles at every intersection where they occur. This merge introduces a conflict point between bicycles and vehicles. This conflict is especially difficult / stressful for kids, newer cyclists, and nervous cyclists -- the very groups that the bicycle plan is trying to entice into cycling. It is also stressful for drivers who are sometimes unsure of how best to merge with the cyclists and who are also trying to be attentive to the numerous pedestrians who use these intersections. 2. They are difficult to see around. Often oncoming traffic & crossing pedestrians are not visible unless the vehicle (bicycle or automobile) pulls partially into the intersection. The tall vegetation often allowed to grow in these circles exacerbates this issue making children, strollers, bicycle trailers, recumbent bicycles, and shorter adults especially difficult to see as they enter the intersection. Other types of traffic calming measures can be used in place of the traffic circles to achieve the same effects while creating fewer conflict points. My personal preference is carefully located traffic diverters that force automobile to make right or left turns rather than allowing through traffic. These are already included in the plan.	Noted
334	Jacqueline Erbe	Bike Lanes versus Parking In 5.5.1 there is a statement that bike lanes aren't being proposed because they would result in loss of parking on narrower streets. This type of thinking is short sighted and does not support the goal of the bike plan which is to get more people cycling which reduces the need for cars. This statement should be removed. Safe cycling infrastructure versus parking considerations should be examined on a case by case basis and there should not be a universal statement that vehicle parking has been given higher priority than cycling anywhere in a bike plan.	Noted.
335	Jacqueline Erbe	Bicycle Network The plan does not have strong proposals to improve the major destination streets: Gilman, San Pablo, University, Shattuck, College, Ashby, etc. The plan marks these as "complete streets corridor studies" when in fact, no study should be needed for the plan. These streets need cycletracks to make them accessible to all cyclists, and the plan should reflect that.  I fully understand that a "complete streets corridor study" will be needed to determine how to actually implement changes to those major corridors as they also must accommodate buses and vehicle traffic. But this plan is about what cyclists need & should show what is needed to achieve the goal of increasing cycling in Berkeley -- and that is protected bike infrastructure all the way to local destinations. Then when the complete streets corridor studies are undertaken, the actual target for cyclists is already established.	Complete streets corridor recommendations on major streets (including Gilman) have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways. In addition the plan has been revised to better illustrate the overall Low Stress network.  Specific design details for proposed Class IV facilities, including facility width, will be considered during the design phase and associated public outreach for each recommended project.
336	Jacqueline Erbe	Comments on Specific Locations Please note I live near the intersection of 9th & Virginia and frequently use the 9th Street, Virginia Street, California Street & Heinz/Russell Street Bicycle Boulevards. Most of my specific comments focus on those areas of the plan where I have the most personal experience. I have refrained from making any specific comments on areas where I do not ride at least once per week.	Noted
337	Jacqueline Erbe	Gilman Street between the freeway and San Pablo The bike lane in this location weaves back and forth and is extremely confusing for both cyclists & automobile drivers. Swapping the bike lane with the parking would eliminate this issue in most locations & would result in a protected bike lane much of the way down this street. The bike plan has no plan / recommendation for this street except that it needs "further study".	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways. In addition the plan has been revised to better illustrate the overall Low Stress network.
338	Jacqueline Erbe	9th Street & 8th Street crossing of Gilman Street The bike plan retains the existing jog from the 9th Street Bicycle Boulevard onto Camelia Street and then to 8th Street to cross Gilman allowing access to University Village & Albany. Given the changes to the Gilman District area, this jog no longer makes sense & a better route is to continue the 9th Street Bicycle Boulevard through the Gilman District & past Whole Foods. The jog down to 8th Street could then occur at Harrison Street or the bicycle boulevard could continue down 9th until it ends at 8th Street. To make this successful, stop signs should be added to Harrison Street @ 9th and should be removed from 9th Street at that location. Adding protected bike infrastructure on the 2 blocks of 9th between Camelia and the Whole Foods driveway would compensate for the somewhat heavier automobile traffic on these two blocks accessing the destinations. Advantages of this route over the current route include: Better cycling access to destinations in the Gilman District / Whole Foods area. The pavement on 9th Street is much better than the pavement on 8th Street improving the cycling experience at that location. This route could potentially eliminate the need for the traffic signal at 8th Street & Gilman which could improve throughput on Gilman (depends on traffic from University Village).	Noted
339	Jacqueline Erbe	Crossing Cedar on 9th Street The existing crossing of Cedar Street on 9th is very difficult for both pedestrians and cyclists. Vehicles routinely do not stop to yield the right of way for pedestrians in the crosswalk and the situation for cyclists is even worse. I have personally seen 3 cyclists hit at this intersection (full disclosure -- I can see the intersection from my house).  The currently proposed RRFB is not sufficient for this crossing. These signals are okay for pedestrians, but vehicles do not routinely pay attention to them for cyclists. Two better options would be a 4 way stop at this location (similar to the crossing of Dwight on 9th) or a HAWK signal that could be activated without dismounting a bike. An absolute minimum should be to change the plan to the RRFB to Ped Hybrid Beacon.	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
340	Jacqueline Erbe	Crossing MLK on Virginia Street Like the Cedar & 9th Street crossing discussed above, this crossing is very difficult on a bicycle. I recommend a 4 way stop or a RRFB to Ped Hybrid Beacon at this location for all of the same reasons.	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
341	Jacqueline Erbe	Traffic Circle Additions to 9th Street and Virginia I already commented above on my general opposition to traffic circles. I specifically object to the proposed traffic circles at 9th Street @ Page, 9th Street @ Virginia, Virginia @ 8th Street, and Virginia @ Chestnut. I routinely ride on these streets and traffic speed is almost never an issue due to the nearby traffic diverters. I realize that the proposed removal of stop signs on these streets (which I fully support) may change that, but the proposed addition of traffic diverters should more than compensate for this. Adding additional traffic calming circles that introduce their own hazards is completely unnecessary at these locations.	Noted.

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342	Jacqueline Erbe	<p>Traffic Diverter on 9th Street and Delaware</p> <p>While I generally support traffic diverters, this specific traffic diverter is not very effective and should be relocated or reconsidered. The current design of Delaware and 9th Street allows commuters (specifically casual carpool) driving from North Berkeley BART station to take a direct route down Delaware to 9th to University to the freeway. During commute hours there is heavy traffic along this route and the drivers often treat the stop sign on Delaware as a yield sign &amp; do not stop for bicycles even though there is no stop sign on 9th Street at this location. This year while 9th Street was repaved, this diverter was temporarily removed &amp; drivers were much better about abiding by the stop sign and allowing the cross traffic with no stop sign through.</p> <p>A simple solution for this intersection would be to swap the direction of the diverter such that westbound traffic on Delaware can only turn right onto 9th instead of left. This basically eliminates the convenient rush hour straight shot from North Berkeley BART to University forcing drivers to use Sacramento or San Pablo to reach University instead.</p>	Noted. Specific design details of traffic calming and diverters will be addressed as part of the design process for bicycle boulevard corridors.
343	Jacqueline Erbe	<p>Stop sign on Russell Street @ Matthews</p> <p>Add this to the list of stop signs to remove. There is no need for it. The road would be better served by a stop sign at Russell Street @ Mabel where there will be additional bicycle traffic from Mabel onto Russell Street after the 2 way cycle track connector is added at San Pablo &amp; Heinz / Oregon.</p>	Noted. References to stop sign removal have been removed from the plan at the request of many residents, however stop sign changes will be assessed as part of bicycle boulevard traffic calming evaluation.
344	Jacqueline Erbe	<p>Comments on things that I am very happy to see in the bike plan</p> <p>I know I have made a variety of specific comments above related to changes that I would like. Below I just want to highlight some of the proposed changes that I think are GREAT and that should definitely stay in the bike plan.</p>	Noted.
345	Jacqueline Erbe	<p>Stop Sign Removal</p> <p>As I said above, I strongly support the plan to remove numerous stop signs on bicycle boulevards &amp; think that the increased cycling efficiency this will provide is one of the best features of this bike plan.</p>	Noted.
346	Jacqueline Erbe	<p>HAWK Signals / Pedestrian Hybrid Beacons</p> <p>As long as these can be activated without dismounting a bike, these are a fantastic means of fixing some of the crossings at major intersections. I am very excited about these signals at these intersections that I use regularly: Virginia @ San Pablo, Virginia @ Sacramento, Russell @ Sacramento, Russell @ Adeline, Hillgass @ Ashby.</p>	Noted.
347	Jacqueline Erbe	<p>2 Way Cycletrack Connector</p> <p>The cycletrack connector proposed at Heinz / Oregon @ San Pablo is a fantastic solution for that intersection. Currently that's the worst crossing in my commute &amp; I'm glad to see a plan in place to fix it.</p>	Noted.
348	Jacqueline Erbe	<p>Traffic Diverter Installation</p> <p>I am excited to see more of these in Berkeley. Areas where these currently exist often have the best, calmest routes for both cycling and walking.</p> <p>Thank you again for the opportunity to comment. Please do not hesitate to contact me with any questions or requests for clarification on any of my comments.</p>	Noted.
349	Heath Maddox	<p>Thank you for the opportunity to comment on the Draft 2016 Berkeley Bicycle Plan. My wife and I ride our bikes every day in Berkeley with our young children and have done so one way or another with them since infancy. We love Berkeley because much of it is safe and inviting for people on bikes, but too many streets and intersections require us to be brave and extremely motivated, and too many streets drive us on to the sidewalks with our children, causing conflicts at driveways and with pedestrians. We support the draft bike plan's vision wholeheartedly, but fear that it will fall short unless a bolder, braver approach is taken. The Draft Berkeley Bicycle Plan is a good start, and it includes a laudable vision and ambitious goals around project delivery, but it needs to include many more high quality, modern, separated bikeways and provide greater detail on how the projects will be implemented. The vision put forth in the plan is of a bicycle friendly city where cycling is safe, comfortable and convenient for people of all ages and abilities, yet half of the mileage of new bikeways proposed is nothing more than sharrows, which are certainly not appealing to all ages and abilities and will not entice the 70% of Berkeley residents who are "interested but concerned" to ride. Nearly \$10M in projects are proposed to be rolled out within 5 years of adopting the plan, but the plan includes no analysis of what the likely staffing requirements of this level of effort would be.</p>	Revised plan includes recommended staff levels to achieve project implementation timeline
350	Heath Maddox	<p>The plan rightly identifies the need for improvements at intersections of bicycle boulevards and major streets. Fifteen RRFB's are proposed as a lower-cost intervention. I believe RRFBs have been found to be effective at causing motorists to yield under the right conditions, but I am concerned that 1) they will be difficult to implement well for cyclists at many of Berkeley's intersections, 2) if and when they become ubiquitous around Berkeley they will lose their effectiveness, and 3) the extremely bright flashing lights will have a detrimental effect on the character of residential neighborhoods and cause backlash. Activation by pedestrians at normal intersections and for both cyclists and pedestrians on paths at intersections with roadways is straightforward, but how will RRFB's be reliably activated by cyclists at roadway intersections without detecting vehicles?</p>	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including activation will be considered during the design phase and associated public outreach for each recommended project.
351	Heath Maddox	<p>Finally, conceptual drawings of two-way cycletracks on streets like Milvia and Hearst include cross-sections that are too narrow. The kinds of volumes that Berkeley's cycletracks are likely to see need to be 14 feet wide, consistent with the latest NACTO and MassDOT guidance. This is going to require hard choices around converting parking and vehicle lanes and will not be achievable by simply shaving a foot or so from adjacent vehicle lanes and trying to squeeze it all in. There may be vehicle congestion and delay for drivers, but this will have the effect of making travel by bicycle more attractive by improving its safety and relative speed.</p>	Specific design details for proposed Class IV facilities, including facility width, will be considered during the design phase and associated public outreach for each recommended project.
352	Jason Patton	<p>Please find below comments from the City of Oakland on the August 2016 public draft of the Berkeley Bicycle Plan.</p> <p>(1) Seek to improve connections between the bikeway networks in Berkeley and Oakland.</p> <p>a. Adeline St: This corridor provides a unique opportunity for a continuous high-quality bikeway through West Oakland, Emeryville, North Oakland, and the Lorin District in Berkeley. In evaluating possibilities for Adeline St in Berkeley, consider the benefits to the greater East Bay of a high-quality bikeway on Adeline St in Berkeley.</p> <p>b. Shattuck Ave: Work to develop bicycle lanes on Shattuck Ave from the Berkeley border to Russell St and on to Adeline St. Building a connection between Shattuck Ave in Oakland and the Milvia St bike boulevard serves a major bicyclist desire line between Oakland's Temescal district, Berkeley Bowl, and downtown Berkeley.</p> <p>c. College Ave: Develop a connection on College Ave for the short stretch between the Berkeley/Oakland border and Alcatraz Ave.</p> <p>d. In the implementation of bicycle guide signs, work with Oakland staff to ensure intuitive and consistent destination messaging for bikeways that cross the Berkeley/Oakland border.</p>	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways.
353	Jason Patton	<p>(2) Identify all easy opportunities for upgrading standard bike lanes to buffered bike lanes. For example, see the existing cross-section on Monterey Ave.</p>	The plan includes a number of recommendations for upgraded Class 2B Bike Lanes. In addition the Complete Streets corridors include interim facility recommendations where short-term improvements such as bike lanes may be more easily implemented.
354	Jason Patton	<p>(3) Add proposed bicycle boulevard crossing improvements at the following locations:</p> <p>a. California St at Alcatraz Ave</p> <p>b. California St at Ashby Ave</p> <p>c. California St at Dwight Wy</p>	The plan includes a recommended crossing improvement at California/Dwight. The city's official Bicycle Boulevard route into Oakland is the California-King route connecting to a crossing at Adeline. California Street remains a signed Class III into Oakland, but crossing improvements at Alcatraz and Ashby are not indicated in the current plan.
355	Jason Patton	<p>(4) In the LTS analysis of intersections with high stress gaps, the following intersections are missing:</p> <p>a. California St at Alcatraz Ave</p> <p>b. King St at Alcatraz Ave</p> <p>c. California St at Dwight Wy</p> <p>d. Russell St at Shattuck Ave</p>	The LTS analysis of gaps is focused only on the city's Bicycle Boulevard network. California/Alcatraz is not part of the Bicycle Boulevard network. King/Alcatraz, Russell/Shattuck and California/Dwight are all LTS 3 and were not illustrated on the high stress gaps map which showed only LTS 4 gaps.
356	Steven F	<p>EMERGENCY ACCESS:</p> <p>Proposals for circles and traffic diverters and intersection changes need to be calibrated with Berkeley Fire Department emergency planning before being incorporated in the plan, designed and officially adopted. Russell Street, for example, has a fire station just above College. Fire engines and/or ambulances may use Russell west of College up to several times a day to respond to emergency calls. Plans for additional traffic circles or diverters may not fit with the needs of these emergency vehicles.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Study of all traffic calming proposals would include consultation with police and emergency providers.
357	Steven F	<p>SCHOOL ACCESS AND SAFETY:</p> <p>Consultants said at the September 29 Bicycle subcommittee meeting that they will fine tune the draft Plan to show the relationship of bicycle boulevards and improvements to schools. This is only half the picture. The schools need to be thoroughly consulted in advance about how proposed bicycle plans relate to complete patterns of school circulation and pick-up / drop-off. The issue is more than how bicycles can reach the schools; it is how proposed bicycle plan changes might impact the overall safety / functionality of school drop-off / pick-up, including pedestrians, motor vehicles, and buses. There has been no evidence presented that schools—both the central administration, and individual campus leadership and parent organizations—have been consulted or are aware of the bicycle plan update. This is a recipe for major confusion, and controversy, if the plan moves forward without consultation. As a general policy, stop signs should not be removed adjacent or near school campuses, regardless of whether they are on bicycle boulevards.</p>	Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Schools will be included in this outreach.

**City of Berkeley Bicycle Plan Update Public Comments**

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358	Steven F	<p><b>TRAFFIC CIRCLES:</b>                      "Traffic Circle" is a misnomer in Berkeley because there are only a few intersections, such as The Circle on Marin, or Channing Circle, where the intersection is wide enough to accommodate true "circling" movement. Traffic circles at conventional intersections in Berkeley are probably better described in Berkeley as "intersection islands". The signage at intersection islands is confusing. Most now have two signs facing in each direction. One says "traffic circle" and the other shows three curved arrows in an arc, showing the direction of travel. Existing stop signs are often overlooked because they are off at the corners of the intersection on approach streets, not sited to coordinate with the circle itself. Having four signs in the island itself that say "traffic circle" is probably unnecessary, because it is obvious that there is an island in the center of the intersection. Instead, a new, citywide program of more functional signage should be designed for the circles.</p> <p>These might include removing the existing signage and replacing with:                      -at intersections with stop signs, posting in the island itself signage that says "ALL WAY STOP" or just "STOP".                      -instead of curving arrows, consider signage that says "STAY RIGHT".                      -where one cross street does not have stop signs, consider signage on the other street that says "CROSS TRAFFIC DOES NOT STOP".                      -"YIELD TO PEDESTRIAN" signage might be helpful at many circles.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
359	Steven F	<p><b>TRAFFIC CIRCLES:</b>  <b>TRUCKS:</b>                      Anecdotally at least, the number of delivery truck trips is increasing in Berkeley. Many large panel trucks delivering goods to businesses also appear to shortcut through residential neighborhoods, probably to avoid congested major arterial streets or keep to unrealistically tight delivery schedules. Truck drivers often appear to be driving fast--to meet deadlines--or distracted by searching for addresses, or taking service calls en route. Trucks pose a special hazard to both cyclists and pedestrians because of their large size, longer stopping times, difficulty truck drivers have in seeing smaller objects next to or behind their vehicles, and extent to which they block views of the street and cross walks.</p> <p>Berkeley has some zones where truck traffic on residential streets is restricted (usually by vehicle tonnage), but they are not complete and are haphazardly signed and enforced. These zones should be evaluated and expanded to coordinate with the bicycle boulevard network, and a better plan for signage and enforcement should be developed and implemented.</p>	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
360	Steven F	<p><b>STREET SWEEPING SIGNAGE:</b>                      The small number and lack of visibility of street sweeping signs does not help in keeping the travel lanes of streets clean during monthly street sweeping. It is a common complaint that people leave or park cars along residential streets without seeing the signage. It is common (at least along the Russell bicycle boulevard) for residents to move their cars and completely clear one side of a block by morning on street sweeping day, only to see commuters and people visiting nearby businesses pull in and park because they don't see the signage. This then results in tickets, angry drivers...and poor street sweeping.</p> <p>Berkeley should consider developing a more visible sort of street sweeping warning sign AND review residential streets to make sure that signs are strategically placed, and that missing signs are removed.</p>	Noted
361	Steven F	<p><b>BICYCLE SURVEY:</b>                      At the September 29, 2016 Bicycle subcommittee meeting consultants described a survey that was taken in conjunction with preparation of the bicycle plan. While survey results were summarized in detail, very little information was available on the survey methodology itself, and some of the results appeared extremely questionable. For example, is it really the case, as consultants appeared to be saying, that with an improved bicycle boulevard network nine out of ten of ALL Berkeley residents would take to bicycles for regular use?                      It is essential that the methodology of the survey and the raw data be transparent in the bike plan report. Please include at least the following: a copy of the actual survey instrument, including all questions asked; the dates / times the survey was conducted; a copy of the instructions to those conducting the survey regarding procedures they followed; accurate numbers for surveys actually completed; exact numbers of responses to each question (not just percentages); any demographic profile that exists of actual respondents; information on the geographical location of home of respondents; a segregation of survey results between residents surveyed at home, and individuals surveyed on the street (such as near the UC campus).</p>	The survey questions and results will be provided as a new appendix to the plan.
362	Steven F	<p><b>VARIETY OF CYCLE TYPES:</b>                      There are an apparently increasing number of two-wheeled vehicles ridden on Berkeley streets. These include not only conventional bicycles with two matching wheels but recumbent bikes, standing cycles, three wheeled cycles, unicycles, tandem bikes, skateboards, Segways, cycles and skateboards driven by gas or electric motors, and so forth. It would be useful to have a section of the report that identifies the different types and any issues and policies that are specific to certain types.</p>	Design guidelines includes description of various type and configurations of bicycles and trailers and discussion of their design envelope
363	Steven F	Under Policy PR-1: Add an action: "educate cyclists about safe procedures for riding at night and making themselves visible at night including lights, reflective materials, and safe speeds and turning motions."	This level of detail will be addressed through ongoing bicycle safety "street skills" programs being delivered by Bike East Bay and others.
364	Steven F	Under Policy E-1, "Evaluation", add a statement under Actions: "specifically track incidents of bicycle / pedestrian accidents and their causes".	This level of detail can be addressed through the design of future collision analysis in partnership with the Berkeley Police Department.
365	Steven F	Under D.1.1. Sidewalk Safety Campaign. Add recommendation: "target enforcement to discourage cyclists from riding on sidewalks." (a "poster" education campaign is not sufficient. This is a big issue with pedestrians).	This level of detail can be addressed through the design of future enforcement activities in partnership with the Berkeley Police Department.
366	Steven F	Under D.3.2. Bicycle Counts. Bicycle counts should include data on whether the cyclists observed were wearing safety equipment (e.g. helmets), or violated traffic laws (e.g. riding on sidewalks, riding through stop-signs or red lights)	City collects this data when counts are conducted, and Chapter 4 discussion of bicycle counts includes analysis of helmet usage and sidewalk riding.
367	Ron Reade	<p><b>Pilot Projects</b>                      As was evident from the very vocal contingent who showed up to the meeting last Thursday to oppose any stop sign removal, people are often fearful of any change, and need to be shown that changes can be positive. These folks clearly fear the same thing that cyclists do – impatient motor vehicle drivers – so there can be common ground on this issue. I do strongly believe that too many stop signs in Berkeley are a serious deterrent to getting anywhere by bicycle (remember, cyclist aren't allowed on stop-sign-free freeways in most cases), and feel that many should be replaced by calming measures that slow impatient motorists while not deterring cyclists. Well-designed speed humps combined with good signage and crosswalks reminding impatient folks that pedestrians have the right-of-way are the best solution, in my opinion. I've read (sorry, don't have a reference handy) and observed that stop signs don't do as good a job as speed humps in consistently slowing motor traffic, as the problem motorists simply let themselves get frustrated by the stops, don't stop properly and hit the gas and accelerate rapidly after the signs. One of the commissioners at the meeting advocated a strong "pilot project" component to the Plan, and I wholeheartedly agree that this is needed. We can all benefit if we can channel the energy of the Russell St. neighbors into helping implement some good pilot projects!</p>	A discussion of utilizing a demonstration and pilot project project for implementation has been included in Chapter 6.
368	Ron Reade	<p><b>Through Routes/Network</b>                      One of the best, yet most troublesome components of the Plan is the creation of a complete cycling network throughout Berkeley, and I strongly support this effort. I've discussed this with many people over time, and I think many potential cyclists (and even current ones) feel that while there are decent streets in some of the neighborhoods, there are still danger spots and difficult spots all over town that make the trip from any given point A to point B likely to include at least one or two of these spots. We need "through routes" that enable cyclists to get to any shopping, work, school, transportation, business, etc. point.</p>	Noted
369	Ron Reade	<p><b>Bicycle Plan Focus, Short to Medium Term Goals</b>                      While the survey discussed in the Draft Plan indicates that over 70% of Berkeley's population may be open to cycling, I think to some degree this is very wishful thinking, at least in the reasonable future. Sure, I dream of the day we can really do a lot more to make our streets and our people healthy and really reduce our greenhouse gas and air pollution contributions, but 70% is really a much longer term goal. For the current Bicycle Plan, I think Berkeley will be best served by focusing on a more realistic plan, say something like getting that next 20 or 30% of the population to start using bikes or using them more frequently. And I think this means more of a focus on awareness and simpler more-widespread methods that can be implemented in a reasonable time frame rather than elaborate "cycle tracks" that require major funding and planning.</p>	The plan Goal 2 seeks to increase the number of people commuting by bicycle to 20%.
370	Ron Reade	<p><b>School Zones</b>                      While I'm a bit wary of "cycle tracks," especially two-way cycle tracks that could be very dangerous (head-on bike collisions could be very bad given the close proximity and speed differential!), the areas near schools are one area that these could be more useful. A friend who takes his two kids to school by bike pointed out that while the side streets from their house to school are largely comfortable, the busy zones right near and at the schools can be chaotic. He thinks, and I agree, that existing and improved "bike boulevards" could feed into well designed cycle tracks or highly visible bike lanes to get more kids (and parents) riding bikes safely to school.</p>	The recommended Low Stress network includes both Bicycle Boulevards and Class IV separated bikeways, along with Class I paths.
371	Ron Reade	<p><b>Loops, aka Car Sensors</b>                      "Loops" were mentioned a couple of times at the meeting, and while I didn't get to ask, I believe this meant inductive-loop sensors. These sensors are designed to detect large hunks of metal, better known as motor vehicles, and DO NOT work reliably for bicycles, especially newer bicycles that do not contain large amounts of metal! It is very frustrating that the city often paints little bicycle figures on these loops as if somehow painting a bike on them makes them magically detect bikes! Please stop putting sensors designed for motor vehicles and not bicycles all over town, and please for heaven's sake don't include them in a Bicycle Plan</p>	Bicycle detection at signals and crossings can be accomplished through a number of technologies including video, microwave, microradar infrared and inductive loop sensors. Specific treatments will be considered for their efficacy as part of the project design.

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Comment Number	Commenter Name	Comment / Question	City of Berkeley Response
372	Karen Parolek	Part 1: Overall Draft Plan Request Explanation and Suggested Details Include Full LTS 1--2 Network • Add diagram showing only LTS 1--2 Network, without other bike facilities • Review this diagram to close any revealed network gaps Berkeley's bike plan should clearly state that the vision is for a complete LTS 1--2 network. That is alluded to in a number of places, but not clearly stated. Plus, there is not a diagram that shows just that network. The current diagram showing all bikeway facilities is misleading because it includes LTS 3--4 facilities. That makes it difficult to determine whether we really have designed a full LTS 1--2 network.	A new map showing the complete Low Stress network has been added to revised draft.
373	Karen Parolek	The Needs Analysis Chapter conclusion clearly calls for this full LTS 1--2 network, including access to destinations. Page 4--31 in the plan states: "To serve all types of people riding bicycles, a bikeway network must provide continuous low--stress LTS 1 and LTS 2 segments and intersections, from end to end. A single high stress gap on an otherwise low--stress facility can deter use by the majority of Berkeley residents."	A new map showing the complete Low Stress network has been added to revised draft.
374	Karen Parolek	Please add a diagram of just the LTS 1--2 Network, in a form that is simple to communicate. I suggest something similar to Bike East Bay's diagram -- with the Bike Boulevards in Purple and the remaining LTS 1--2 network in green. I don't recommend showing the details, such as the particular facility type, on this diagram, because it adds too much clutter.	A new map showing the complete Low Stress network has been added to revised draft.
375	Karen Parolek	Add LTS 1--2 along Commercial Corridors to the Network Map The Needs Analysis Chapter conclusion clearly states that there is a demand to close bikeway network gaps, including "Commercial street with a density of destinations but no bikeway." To meet this demand, we must include LTS 1--2 facilities along commercial corridors in Berkeley, such as Shattuck, Gilman, University, and Telegraph, which inevitably means class 4 facilities.	A new map showing the complete Low Stress network, including recommended Class IV separated bikeways, has been added to revised draft.
376	Karen Parolek	Include Policy for: • Facilities Class • Pavement Index Table 5--3 is an excellent example of good policy to include in the bike plan. Please add similar tables to: • List the primary class facilities to be used for the LTS 1--2 network: o Class I Multi--use Paths o Class 3E Bike Boulevard on low traffic/low speed streets o Class 4 Vertically--separated bike lane/cycle track on high traffic streets • Associate pavement index to our system o Bike Boulevard: High pavement index o Class I and IV: High pavement index o Remaining Bike Facilities: Medium--high pavement index o Local Streets: Medium pavement index: Please include these, since cyclists still need to get the last block to their house. Therefore, all streets must be maintained at some reasonable level.	A new map showing the complete Low Stress network, including recommended Classes of bikeways, has been added to revised draft.  The City is still in process of developing the recommended pavement quality index for low-stress bikeways.
377	Karen Parolek	Add "Pilot" Implementation Program Include this to describe best practices being used around the country to test and implement better streets. This would be good reference for the public to understand how these work. Make sure to include the following: • Community outreach before design • Collect "before" data • Implement pilot • Collect "after data" • Community outreach to gather feedback on design and discuss "after" data • Implement any changes needed	A discussion of utilizing a demonstration and pilot project project for implementation has been included in Chapter 6.
378	Karen Parolek	Add Executive Summary and include diagrams from slide show	An Executive Summary can be added to final version if needed. Introduction has been expanded to include an Executive Summar and the Low Stress Network map
379	Karen Parolek	This is critical to help establish a shared understanding and vision to lay the groundwork for future neighborhood conversations about detailed design and implementation. Here's my proposal on how to tell that story: 1. Our existing network has worked to get us to 19% ridership, one of the highest in the nation. But, it's not good enough to meet our climate action plan goals, nor is it visionary enough for the city of Berkeley. 2. We need increased mode shift to meet our climate action plan. 3. Our analysis showed that an additional 71% of Berkeley residents are interested in cycling, but do not feel it is safe enough. Our existing systems are not working for these people. (Show Type of Rider Diagram with Survey Results Percentages) 4. Therefore, we must work to make our network safe enough for this 71% of "Interested but Concerned" to decide to shift mobility mode. Analysis shows that these riders need LTS 1--2 facilities to ride, and that it must go all the way to their destination (Show slide with 4 LTS levels on the left and the types of riders on the right). 5. Needs Analysis Chapter Conclusion Tells Us: a. "To serve all types of people riding bicycles, a bikeway network must provide continuous low--stress LTS 1 and LTS 2 segments and intersections, from end to end. A single high stress gap on an otherwise low--stress facility can deter use by the majority of Berkeley residents." b. Need to lower stress at "High--stress gaps" i. LTS 3 or 4 on any bikeway segment or intersection ii. LTS 2--4 on any bike boulevard segment or intersection c. Need to add low--stress facilities along "Bikeway network demand gaps": i. Neighborhoods with deficiency of bikeway access ii. Commercial streets with a density of destinations but no bikeway 6. Therefore, we've designated a full LTS 1--2 network throughout the city (Show new map here that just shows the LTS 1--2 network, without LTS 3--4 facilities), which is made of two key parts: a. Bike Boulevard System of LTS 1 Low--Volume, Low--Speed Streets with Low--Stress (LTS 1) intersections and limited stops to enable safe, efficient movement across the city • Priority on traffic calming to slow speeds and limit traffic volume for cyclists, pedestrians and residents • Use alternate traffic calming methods rather than stop signs to enable efficient passage for cyclists without requiring them to break the law, while still lowering traffic volume and speed for cyclists, pedestrians and neighbors alike • High Pavement Index b. Remaining Bike Network of LTS 1--2, including • Safe, Efficient Access to Destinations at LTS 1: Typically, this means Class 4 (Vertically-- separated) bike facilities on Moderate-- to High--Volume Streets • Multi--Use Paths	LTS maps have been updated to include percentage of Berkeley residents that specific facility types accommodate. A new map showing the complete Low Stress network, consisting of Bicycle Boulevard, Class IV separated bikeways, and Class I paths, has been added to revised draft.
380	Karen Parolek	Request Explanation and Suggested Details Westbrae LTS 1--2 Network: • Rose St. at LTS 1 • Gilman St at LTS 1--2 Need better east/west connections in Westbrae at LTS 1 for families getting kids to school and activities	Camelia - Cornell - Rose has been added as a new east-west Bicycle Boulevard. Hopkins added as new Complete Streets corridor
381	Karen Parolek	• Make Rose St. an LTS 1 Bike Boulevard from Hopkins St. to Shattuck Ave. with appropriate traffic calming-- This is critical to provide safe access to Jefferson, Crowden and King Schools, including King Pool and Track, Cedar Rose Park, the retail centers at Monterey Ave (via California St.) and at San Pablo Ave., and the north end of Shattuck Ave. Hopkins St. could be an alternative for the LTS 1, but if so, we should still include sharrows or better all along Rose St., since it provides more direct access from Westbrae to the north end of Shattuck Ave.	Camelia - Cornell - Rose has been added as a new east-west Bicycle Boulevard. Hopkins added as new Complete Streets corridor
382	Karen Parolek	• Gilman St from the soccer fields on the west side of I--80 to Hopkins St. -- This is needed to connect to Bay Trail and soccer fields and all commercial activity in Westbrae and Gilman District.	New overcrossing of I-80 near Gilman identified. Would connect to Hopkins / Rose via new Camelia-Cornell Bicycle Boulevard
383	Karen Parolek	• Because of the shift in the street grid on this side of town, there are not easy local streets that provide parallel access to these streets to Gilman and Hopkins/Rose, so we need to provide safe facilities on them directly. Plus, we need full LTS 1 access all the way to the schools and Gilman soccer fields. 9th St. Traffic Calming between University Ave. and Delaware St.: • Fix turning conflict at intersection of 9th St. and University Ave. • Lower wait time at intersection of 9th St. and University Ave. • Lower volume between Delaware St. and University Ave. Need more traffic calming here for Safe Routes to School. There is a steady stream of cars along here every weekday morning as people driving casual carpool from the North Berkeley BART station use this as a cut-- through to avoid University Ave. They travel west down Delaware St. to 9th St, turn South on 9th (at the Diverter), then make a right turn at University Ave. to head for I--80. This creates a high--stress section with high traffic volume along our bike boulevard, as well as conflict points every morning between parents and kids riding to school heading south on 9th Street trying to cross University Ave to go to Rosa Parks and vehicles also traveling south on 9th St, but turning right on to University Ave. to get to the freeway (particularly since they're in a rushed get-- to--the--freeway/get--to--work mindset). One suggestion is to change the intersection at Delaware and San Pablo to require westbound vehicles on Delaware to turn on to San Pablo and not cross it, but allow cyclists to cross (using a similar design as the one on eastbound Allston at MLK, where the bikes can go straight, but cars have to turn.) I'm sure there are other good options. One good idea is a fully-- protected intersection at 9th St/University, with class IV facilities from Delaware to University.	Specific details about traffic calming improvements along the bike boulevard network, including modifying or adding diverters, would be considered during the design phase and associate public outreach for of each recommended project.
384	Karen Parolek	Fix traffic signal timing on 9th at University -- currently there is a 2-- -3 min wait for the light to turn for cyclists traveling along 9th St. I have spoken to many cyclists who avoid 9th Street because of the extra long wait at this intersection, defeating the intention to steer cyclists toward the bike boulevards.	Specific details about traffic calming improvements along the bike boulevard network, including signal timing, would be considered during the design phase and associate public outreach for of each recommended project.

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385	Karen Parolek	Finally, in fixing the turning conflict at 9th/University, remember that the adult cyclists will be on the road, but their children will likely be on the sidewalk, so the road cyclists need to be able to stay in the right lane. Perhaps a No Right Turn on Red is appropriate here during morning rush hour.	Specific details about traffic calming improvements along the bike boulevard network, including signal timing, would be considered during the design phase and associate public outreach for of each recommended project.
386	Karen Parolek	9th St. Traffic Calming between University Ave. and Dwight Ave Need more traffic calming here for Safe Routes to School – Even though traffic volume here is low, traffic speed can get very high because the road is so wide, which makes it scary for parents riding their kids to Rosa Parks School. I suggest a new traffic diverter somewhere along here, or using the extra wide street to put in protected bike lanes. California St. Traffic Calming between University Ave. and Dwight Ave Need more traffic calming – Similar to 9th St., even though traffic volume here is likely low, traffic speed can get very high because the road is so wide, which makes it scary to family cyclists. I suggest a new traffic diverter somewhere along here, or using the extra wide street to put in protected bike lanes. Convert California St. and 9th St. bike lanes to bike boulevards Convert the remaining bike lanes along both to full bike boulevards to create a shared street experience (as long as you add more traffic calming as suggested above).	Specific details about traffic calming improvements along the bike boulevard network would be considered during the design phase and associate public outreach for of each recommended project.
387	Karen Parolek	HAWK at Addison St. crossing 6th St. Need HAWK at Addison St. crossing 6th St., given the volume of traffic and width of street along 6th St., and given that Addison will be a bike boulevard Improve all sign---only facilities to sharrow, or remove from map "Sign---only" facilities are ineffective and should not be shown on the map. Preference is to improve those to sharrow or better. LTS 1 connecting Milvia/Josephine Bike Boulevard to Solano Ave. Need LTS 1 facility to connect to Solano from Milvia/Josephine Bike Boulevard: • The Alameda from Solano Ave. to Hopkins • Hopkins from The Alameda to Josephine – to meet LTS 1, need to upgrade bike lane, likely to class IV bikeways	Recommended bicycle boulevard crossings follow a treatment progression intended to meet a minimum LTS 2. The effectiveness of any given treatment would be studied, and additional treatments considered as needed. Specific design details including actuation will be considered during the design phase and associated public outreach for each recommended project.
388	Karen Parolek	I like the idea of reducing the number of stop signs on Bicycle Boulevards if it can be done without compromising traffic calming. HOWEVER, to my mind the most pressing need of the Bicycle Boulevards is signals at the intersections with arterials. I would like to see either new signals installed at those points or changes in the designation of streets to make streets that already have signals into Bicycle Boulevards (for example, Delaware works better than Virginia as a bike route because it has signals at Sacramento and San Pablo. It's unusually wide, there is plenty of room to stripe bike lanes on each side. Why not just make it a B.B.?)  I think providing signals at arterial crossings should be a higher priority than removal of stop signs. Signals #1, stop signs #2.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
389	Kristin Leimkuhler	Dear Mr. Anderson,  I am with the Friends of Ohlone Park. We have been studying the Bike Master Plan that will be discussed at tonight's Bike Subcommittee meeting and are confused about part of it. What improvements are planned for the bike path that is currently along Hearst Avenue between California and Milvia, and cuts across Ohlone Park to Delaware at Sacramento?  We are of two minds after looking at the plans: 1. There is no planned change to the bike path itself, but there are planned improvements to the connection points at California, McGee and Milvia, OR 2. There is a plan to widen the current pedestrian path to allow bikes to have easier access to it as well. (as well as improvements to the connection points).  Can you please clarify which of these is the plan?  For the record, we feel strongly that the "share the path" concept of the Ohlone Greenway, where pedestrians and bikes share one path, was only feasible in the beginning, when bike traffic was minimal. We have seen (happily) a large increase in the number of cyclists using the Greenway and Hearst Ave Bike Lane, but in the section where the two users are combined between Sacramento and California) there have been numerous close calls. We are currently polling our neighbors on the idea of separating those two paths.  Also, the bike lanes on Hearst as they exist now are not safe. They are too narrow, and the pavement is uneven in many areas because it acts as a gutter and the seam in is the middle of the lane. As a result many people ride on the sidewalk in the park, which creates its own problems. We believe that some bold ideas are needed to tackle this weak link in an otherwise strong bike route, which will become even more vital once the cycle track on Milvia is implemented.  I hope you can respond to me today by phone or email with clarification on 1 and 2 above. I have another meeting tonight but am hoping someone from our organization can come and provide comment.	The Ohlone Greenway improvement project calls for pathway widening (including separated bicycle and pedestrian spaces where feasible), improved lighting, and improved crossings along the length of the Ohlone Greenway within Berkeley. In addition Hearst Ave is recommended as a Class IV Complete Streets Corridor project to provide a separated and parallel on-street facility. Along the Ohlone Linear park pathway improvements would emphasize pedestrian crossing safety and mixing zones at connection points. Specific design details will be considered during the design phase and associated public outreach for each recommended project.
390	Kristin Leimkuhler	This is extremely helpful and basically is what we assumed. We've looked at the width of that street and some of the issues. The existing tree plantings should have been about 4-6ft farther north into the park when they were done, they are the biggest problem. And although it isn't impossible to consider moving a "cycle track" from MLK to California into the park, it would require substantial moving of the existing fencing for the basketball court, playground at McGee, newly constructed dog park.  I do think you should at least study whether a one way Hearst Avenue, with a cycle track, would be feasible. A challenge to this is that Hearst is used by emergency vehicles whenever University Avenue is congested, but that is almost always going West, as they can come back on University Ave. If Hearst was one way and had a cycle track on the north side of Hearst that followed a different route when it entered the park at California and hugged the south side of the park it would create a seamless connection with Milvia and the rest of the Ohlone Greenway and provide a scenic ride as well.  One of our problems in the California/ Sacramento block is maintaining a "quiet/slow zone" where the elderly and young children can play without getting run down by the constant stream of cycles. The only solution we can think of is rerouting the bikes to the south of the boulders, by using bollards or bumps to make the per section undesirable to bikes.  Right now the pavement is painted with Slow Zone and that is completely ineffective.  As far as improving the existing bike lane experience along Hearst, here are some basic ideas: the Northwest corner of MLK and Hearst could easily be modified to allow more bike lane width, but it would taper down quickly. coloring the pavement to make it more visible working with Parks to prune or remove shrubs along Hearst so they do not push cyclists into traffic installing some speed humps to slow vehicles, especially around Grant Street making the pavement more level so it is safer to ride on planning lighting for night use and to guide riders where they enter the park.  But these are all of limited value because the width of the lane is still inadequate. I'm so sorry I can't make the meeting tonight, and that we are just finding out about this on the very last day of public comment. Would it be helpful if we draft a letter from our organization, to make sure that Hearst Avenue is still a focus for improvement?	The Ohlone Greenway improvement project calls for pathway widening (including separated bicycle and pedestrian spaces where feasible), improved lighting, and improved crossings along the length of the Ohlone Greenway within Berkeley. In addition Hearst Ave is recommended as a Class IV Complete Streets Corridor project to provide a separated and parallel on-street facility. Along the Ohlone Linear park pathway improvements would emphasize pedestrian crossing safety and mixing zones at connection points. Specific design details will be considered during the design phase and associated public outreach for each recommended project.

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391	Kristin Leimkuhler	<p>Mr Anderson,</p> <p>Thank you so much for your response. At the moment the project we are proposing spans the Parks, Public Works and Transportation Departments. We have not yet presented anything to the Parks Department, but we have an ongoing communication with Scott Ferris. So if you contacted him he wouldn't know anything about it yet. We are presenting to him on Oct 19th. This is the way that parts of the Ohlone Safe Pathways Project break out, as far as we can tell:</p> <p>Parks Department: Relocating, adding or improving pathways Improving or adding lighting that is not attached to streetlights Changing Landscaping Public Works Lighting that is attached to streetlights or on streets Changes in pavement or drainage along streets Transportation Bike Lanes - improvements and relocation Signage or directional indicators in pavement for bike lanes Connecting with Master Plan for Pedestrian/ Bike access</p> <p>Most of what we want to do is related to LIGHTING - adding fixtures to make it a continuous well lit path, adding fixtures lower down on existing power poles, pruning trees to allow the light to be on the paths below. We would like the lighting to work for BOTH bikes and pets, and to plan for that we need to understand better what the master plan entails for these blocks, between Milvia and Sacramento.</p> <p>We've studied the diagrams and information on pages 15, 21 and figure 5-22 from the "Recommendations Reduced" Section of the Public Draft Plan, but it still isn't clear to us.</p>	The Ohlone Greenway improvement project calls for pathway widening (including separated bicycle and pedestrian spaces where feasible), improved lighting, and improved crossings along the length of the Ohlone Greenway within Berkeley. In addition Hearst Ave is recommended as a Class IV Complete Streets Corridor project to provide a separated and parallel on-street facility. Along the Ohlone Linear park pathway improvements would emphasize pedestrian crossing safety and mixing zones at connection points. Specific design details will be considered during the design phase and associated public outreach for each recommended project.
392	Kristin Leimkuhler	<p>I am with the Friends of Ohlone Park, a neighborhood group affiliated under the Berkeley Partners for Parks. We have been assessing our neighbors about priorities for projects in Ohlone Park, and we are developing a proposal we are calling the Ohlone Safe Pathways Project. The goals of this project are to develop short and longterm plans to make the access through and alongside Ohlone Park safer for pedestrians and walkers. It includes: improvements to lighting, so that there are continuously lit routes, examining where the pedestrian and bike paths are connected and intersect and whether they should be separated and what signage or pavement indicators should show that, and examining the Hearst Ave bike lane between Milvia and California which is heavily used but has both uneven pavement and a width which is uneven and extremely narrow in some spots. We have been working with park blueprints and mapping block by block the existing lighting and identifying problems and obstacles, and plan on presenting this proposal to the Parks Staff at a community of October 19th. But we also understand that there may be an existing longterm plan to enhance Bike Traffic along Hearst Ave, so we'd love a chance to discuss this with you and know what is being considered.</p>	The Ohlone Greenway improvement project calls for pathway widening (including separated bicycle and pedestrian spaces where feasible), improved lighting, and improved crossings along the length of the Ohlone Greenway within Berkeley. In addition Hearst Ave is recommended as a Class IV Complete Streets Corridor project to provide a separated and parallel on-street facility. Along the Ohlone Linear park pathway improvements would emphasize pedestrian crossing safety and mixing zones at connection points. Specific design details will be considered during the design phase and associated public outreach for each recommended project.
393	Kristin Leimkuhler	<p>I am with the Friends of Ohlone Park. We have been studying the Bike Master Plan that will be discussed at tonight's Bike Subcommittee meeting and are confused about part of it. What improvements are planned for the bike path that is currently along Hearst Avenue between California and Milvia, and cuts across Ohlone Park to Delaware at Sacramento?</p> <p>We are of two minds after looking at the plans: 1. There is no planned change to the bike path itself, but there are planned improvements to the connection points at California, McGee and Milvia, OR 2. There is a plan to widen the current pedestrian path to allow bikes to have easier access to it as well. (as well as improvements to the connection points).</p> <p>Can you please clarify which of these is the plan?</p> <p>For the record, we feel strongly that the "share the path" concept of the Ohlone Greenway, where pedestrians and bikes share one path, was only feasible in the beginning, when bike traffic was minimal. We have seen (happily) a large increase in the number of cyclists using the Greenway and Hearst Ave Bike Lane, but in the section where the two users are combined between Sacramento and California) there have been numerous close calls. We are currently polling our neighbors on the idea of separating those two paths.</p> <p>Also, the bike lanes on Hearst as they exist now are not safe. They are too narrow, and the pavement is uneven in many areas because it acts as a gutter and the seam in is the middle of the lane. As a result many people ride on the sidewalk in the park, which creates its own problems. We believe that some bold ideas are needed to tackle this weak link in an otherwise strong bike route, which will become even more vital once the cycle track on Milvia is implemented.</p> <p>I hope you can respond to me today by phone or email with clarification on 1 and 2 above. I have another meeting tonight but am hoping someone from our organization can come and provide comment.</p>	The Ohlone Greenway improvement project calls for pathway widening (including separated bicycle and pedestrian spaces where feasible), improved lighting, and improved crossings along the length of the Ohlone Greenway within Berkeley. In addition Hearst Ave is recommended as a Class IV Complete Streets Corridor project to provide a separated and parallel on-street facility. Along the Ohlone Linear park pathway improvements would emphasize pedestrian crossing safety and mixing zones at connection points. Specific design details will be considered during the design phase and associated public outreach for each recommended project.
394	John Steere	<p>Thank you, Eric, for giving the grace period and equally importantly for providing a greater context and an explanation for the alternative route/corridor that the City proposes to use south of Bancroft for extending this Class I trail, instead of extending it through the Santa Fe ROW alignment owned and unused by the city as a greenway alignment. I can appreciate the rationale you presented as to what the City chose not to do this. We will make the case for why the Santa Fe ROW should also be completed as a public greenway, as the City has owned it for 40 years and has committed in its General Plan to develop as open space and as a greenway and as there has been continuing community interest in seeing it be developed as a garden greenway, as has Berkeley Partners for Parks. The fact that the City has sold off 3 lots that has created obstacles for 2 blocks out of the 8 south of Strawberry Creek Park and its terminus at Spiral Garden (Oregon), should not mean that this opportunity be abandoned. The workaround for this section would be to re-direct the greenway to a bike boulevard or class 1 on West Street. This is explored in a 2005 Rails to Trails Study on the history and opportunities for the S. Berkeley section of the Santa Fe ROW, which I'll include in our comments. We'll flesh out these comments in the letter to be sent. I will send the letter directly to you and will at your suggestion include the Parks Dept. in our communication. Should that be Scott Ferris and/or Deborah Chernin or other?</p>	Noted
395	Roger Pritchard	<p>If the City really wants to encourage bike riding, it has to create smooth surfaces for bikes to ride on. Pavement surfaces in the Bike Plan. The goal of the Plan is to encourage many more people in Berkeley to ride bikes. The bike plan, whose current draft is some 107 pages long, addresses throughout its length many and various safety issues. That's impressive. However, as far as I can tell, it devotes no more than 2 to 3 inches on one page to pavement surfaces: "Policy OM-1. Maintain designated bikeways to be comfortable and free of hazards to bicycling. Actions: • Incorporate a higher standard of care for designated bikeways into guidelines and timetables for maintenance activities, including repaving. • Identify and regularly update annual maintenance costs for bikeways; ensure proper funding levels for routine bicycle-related maintenance activities. • Consider maintenance needs during design of physically protected bikeways to ensure proper maintenance after construction. • Consider other operational issues such as parking and traffic enforcement and traffic operations during design of physically protected bikeways and intersections to ensure proper operation and enforcement." The principle stated here is "Maintain designated bikeways to be comfortable and free of hazards to bicycling." The actions are general: 'higher standard of care' and so on. There is no effort to operationalize the actions, such as with a list of pavements in a condition unfit for the 'smooth surfaces' principle that is required for the 'interested but concerned'; or with a timetable for upgrading the surfaces of bike routes. Conclusion: this important issue is being glossed over and the Plan is therefore likely to fail in its goal. If the City does not address the concerns of the "interested but concerned", the Bike Plan will fail these 71% and they will not increase their riding of bikes in Berkeley.Champions for this principle among City staff and Transportation Commission members. No one in a position to do so has emerged to champion this 'smooth surfaces' issue in the Bike Plan so far. I have been involved in advocating for smooth pavements (at Bike Subcommittee, Bike Plan Public Events with Alta Planning, Transportation Committee, Public Works Committee and with relevant City staff in Transportation and Engineering Divisions of Public Works) for about 2 years and have seen no change in advocacy for smooth pavements by those who could in fact make a significant difference. Transportation Division and Engineering Divisions in the Public Works Dept.: Vehicles – trucks, cars, motorcycles and bikes – ride on pavement surfaces. The responsibility for resurfacing and repairing City streets, however, lies not with Transportation but with Engineering, with review by the Public Works Commission which passes its recommendations on to the City Council. There seems to be a structural problem here. The overarching challenge has been the necessity of triaging City streets because funding has been really inadequate to keep all street surfaces in good repair. Although it is the case that bike routes are supposed to be elevated above other neighborhood streets for resurfacing, this has not consistently happened in practice over the decade and a half since the last bike plan. The evidence is the state of many bike routes compared with many non-bike routes. I do fully sympathize with the Engineering Division of Public Works which has had to carry out this triage approach. At the same time, it is the case that most bike routes are not maintained to a 'smooth surface' standard. The consequence is that the 'interested but concerned' are very unlikely to increase their use of bicycling in Berkeley.</p>	The plan includes Policy OM-1 "Maintain designated bikeways to be comfortable and free of hazards to bicycling" which includes several actions related to appropriate minimum pavement standards and repaving schedules for the bikeway network.

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Comments received during the Bicycle Plan Update Public Review Draft public comment period from August 29, 2016 to October 3, 2016.

Comment Number	Commenter Name	Comment / Question	City of Berkeley Reponse
396	John Brennan	Thanks for this. And here I thought that the likely agenda was to add stop signs! (I believe we need to add stop signs - particularly on the corner of Piedmond & Russell where we have seen several near accidents and near misses as cars swing around the corner fast and then speed up.) But getting rid of stop signs...absurd really. Seriously, WTF? I have added a few interested parties and will do my best to represent at the event on the 29th. Short of that, we could consider some sort of litigation given the real risks to the small children and other pedestrians on the street.	Berkeley's Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Intersections along Bicycle Boulevards will be evaluated as part of neighborhood-level public outreach and involvement, to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicles cut-through traffic. Figure 5-10 in the Public Draft Plan has been revised to remove specific stop sign removal recommendations.
397	Rob Strong	I attended the August 29, workshop and having just reviewed the entire public draft, I want to say BRAVO and provide my initial input. The most exciting, valuable new proposal (my MVP) is the recommended bike boulevard on Addison Street from the UC campus to the I-80 overpass, parallel to University Avenue. Additionally, the other recommended Tier 1 priority projects for improved safety on the existing boulevards and Class 2 routes, such as Milvia, Hearst, Oxford/Fulton and Bancroft Streets, serving the campus and downtown area are important network improvements. I agree that priority should be given to correcting safety deficiencies and improving the heart of the City's bike boulevards, Class 1 and 2 network used by and attracting the greatest number of potential cyclists. In general, I "STRONGLY SUPPORT" the recommended 2016 Berkeley Bike Plan Update.	Noted
398	Rob Strong	I do have some suggestions and critical comments that should be considered regarding a few details, however, so I will outline them for public hearing purposes: Safety- Figures 5-9 and 6-1 show the recommended bike boulevard crossing improvements for safety and the Tier 1 Priority Projects to the overall bike facilities network. But the safety improvements on Bowditch/Hillegass, California/King, Ninth and Virginia Street bike boulevards are inappropriately deferred from Tier 1 until Tier 2 (2025-2035).	The Draft Plan uses a prioritization methodology consistent with City transportation policy as well as county and state funding agencies. This methodology is intended to help Berkeley compete more effectively for available grant funding resources. The reality of project delivery may be more opportunistic, and might in some cases piggyback on larger projects such as repaving, or take advantage of particular outside grant funding initiatives, such that lower tier projects are implemented before higher tier projects in certain cases.
399	Rob Strong	Other Tier 1 Priority Improvements- The focus of Tier 1 recommended improvements are concentrated in the central area serving the UC campus and downtown. But if funding and pending studies of other central streets restrict the ability to do some of these system improvements, the suburban segments such as King Street might be deferred until Tier 2.	The Draft Plan uses a prioritization methodology consistent with City transportation policy as well as county and state funding agencies. This methodology is intended to help Berkeley compete more effectively for available grant funding resources. The reality of project delivery may be more opportunistic, and might in some cases piggyback on larger projects such as repaving, or take advantage of particular outside grant funding initiatives, such that lower tier projects are implemented before higher tier projects in certain cases.
400	Rob Strong	Tier 2 Priority Improvements- As noted above, there are several important central area projects and many in the more suburban part of the City that are not included in Tier 1. In my opinion, the existing bike boulevards, Class 1 and 2 facilities should be distinguished and prioritized before most of the many new routes proposed. For example, while new bike boulevards and routes such as Woolsey, Grant and 6th Streets are desirable, the upgrades to the existing system such as Virginia or Ninth Street are more important. Priority should also be given to Class 1 and 2 new facilities such as the Mabel/West path and bike boulevard and the Harmon/65th Street boulevard parallel to Alcatraz Avenue rather than internal Class 3 routes. But the most critical concern regarding Tier 1 and 2 priorities is the exclusion of Gilman/Hopkins Streets serving the northern part of the network.	The Draft Plan uses a prioritization methodology consistent with City transportation policy as well as county and state funding agencies. This methodology is intended to help Berkeley compete more effectively for available grant funding resources. The reality of project delivery may be more opportunistic, and might in some cases piggyback on larger projects such as repaving, or take advantage of particular outside grant funding initiatives, such that lower tier projects are implemented before higher tier projects in certain cases.
401	Rob Strong	Tier 3 Priority Projects- It is evident that many desirable projects, particularly in northeastern hillside areas of the City, such as Spruce Street, Wildcat Canyon Road and Grizzly Peak Boulevard, are deferred until Tier 3 or later. The real scope of inadequacy can be observed by comparison of figure 6-2, priority projects, with figure 5-1, Recommended Network Improvements and Future Studies. If Berkeley is seriously committed to becoming one of the best biking cities in California and the rest of the world, more money must be directed to faster and more complete implementation. Safer connections such as Spruce Street between UC campus and Tilden Park or Adeline Avenue between central Berkeley and Oakland or Emeryville are needed now, not after twenty more years.	The Draft Plan uses a prioritization methodology consistent with City transportation policy as well as county and state funding agencies. This methodology is intended to help Berkeley compete more effectively for available grant funding resources. The reality of project delivery may be more opportunistic, and might in some cases piggyback on larger projects such as repaving, or take advantage of particular outside grant funding initiatives, such that lower tier projects are implemented before higher tier projects in certain cases.
402	Rob Strong	Future Studies- The update recommends future "complete street corridor" studies on so many major and collector streets that it just illustrates a lack of adequate focus. State Highways such as San Pablo and Ashby Avenues should be distinguished from the City's major streets such as Shattuck, Adeline and Telegraph Avenues. Priority should be given to Gilman/Hopkins Streets, Alcatraz, and College Avenues. In my opinion, it is more appropriate to use the pending Specific Plans, such as the Adeline Avenue Corridor study, and propose immediate improvements rather than further future studies.	Complete streets corridor recommendations on major streets have been revised to include a recommended bikeway facility type, including additional Class IV separated bikeways. Complete Streets studies may be led by different agencies, City of Berkeley, Alameda CTC, or Caltrans, depending on the corridor.
403	Rob Strong	Conclusion- The City's Public Works and Planning Departments as well as Alta Planning and Design Consultants should be complimented on the challenging job of producing the public review draft. Now Bike East Bay, Grizzly Peak Cyclists, Berkeley Bike Club, the Chamber of Commerce, UC Berkeley and other groups and organizations as well as individuals should submit comments for 2016 consideration. The public hearings and adoption by Transportation and Planning Commissions and City Council will hopefully be followed by ambitious, accelerated implementation projects. The future of our air quality, transportation and land use goals and policies as well as climate change reduction are at stake. I want to "Bike Better Berkeley" and rapid implementation of this plan will certainly help!	Noted