

Berkeley Complete Streets Southside Project

Record of Public Comments through February 2022 (does not include public comment from 2/22/22 Berkeley City Council Meeting)

Name	Organization	Contact Information	Meeting	Date	Topic	Project Phase	Comment	Response
David Mendelsohn		dwmendelsohn@gmail.com	N/A	11/10/2021	All corridors	Phase 1: Proposed Design Options	Thanks for the open house. I had looked at the draft plans before the meeting, but hearing about the options in depth was super helpful. Something that came up a lot in our breakout room was the importance of intersection design to the bike network, and that is something that isn't really addressed when looking at the individual street plans in a piecemeal fashion. So I'm looking forward to learning more about intersection plans at the follow up events. Thanks again, and don't let the Zoombombers get you down! ;)	Thank you for your comment on the design options. The upcoming Detailed Engineering Design phase of the project will include intersection design and will consider protected intersections where appropriate.
Marc Hedlund		marc@precipice.org	N/A	11/10/2021	Telegraph, Bancroft	Phase 1: Proposed Design Options	Hi, Eric, Thanks for running the workshop tonight, and I'm sorry you and your team had to deal with all the Zoom-bombing. I appreciate everyone making it work despite that. I had a couple of additional comments on the proposed designs. I live a mile from Bancroft & Telegraph. While overall I'm really encouraged to see this project happening, I did want to express disappointment in the options presented for Telegraph. In my view, this stretch of Telegraph should be car-free. Seeing a "shared lane" option says to me that bikes are not included in the Complete Street definition and that Telegraph, as a level of traffic stress 4 street, will only support the most confident 3% of cyclists in Berkeley. We would never let our 11 & 13 year-olds ride their bikes down Telegraph if sharrows are their only infrastructural protection. With a car-free Telegraph, we would be biking down to Super Duper, Moe's, and Yogurt Park far more often than we do now. By trying to allow cars into the design, we would lose the opportunity to create a fantastic space for people and businesses to thrive. Also, I wanted to advocate for intersection designs in the project reviews. Especially for cyclists turning on or off Bancroft, the need to turn south (towards the other streets in the project, and towards businesses) or north (towards campus) means that whichever side the cycletrack is on, cyclists will need to turn across lanes of car traffic to reach destinations. Protected intersections along Bancroft especially would make those cycletracks far safer for all users. Thank you. -M	Thank you for your comment on the design options. The upcoming Detailed Engineering Design phase of the project will include intersection design and will consider protected intersections where appropriate. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.
Marc Hedlund		marc@precipice.org	N/A	11/16/2021	Telegraph, Bancroft	Phase 1: Proposed Design Options	Hi, Eric, I wanted to add one more comment on the Southside Complete Streets Project. While I'm sure my amateur approach on this misses some key issues, I would like to ask for an additional Telegraph alternative, something along these lines, with car lanes and parking removed: 16' sidewalk/landscaping zone 8' two-way bikeway 4' buffer 12' bus lane 20' sidewalk/landscaping zone Additionally, I would love to see protected intersections along Telegraph and Bancroft, to make bike turns off these streets safer, and designated loading areas on the intersecting streets along Telegraph (e.g., on Durant), just east and west of Telegraph itself, to allow for rideshare, delivery, and other uses along Telegraph. I am supportive of the arguments made by James Butler in Berkeley's today: https://www.berkeleytoday.com/2021/11/16/opinion-make-telegraph-avenue-car-free and of the work done by the Telegraph for People group: https://www.telegraphforpeople.com Thanks again. -M	Thank you for your comment on the design options. The upcoming Detailed Engineering Design phase of the project will include refined cross sections, a refined vision for Telegraph Avenue, and intersection design, and will consider protected intersections where appropriate. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.
Charles Siegal	Walk Bike Berkeley		N/A	Unknown	Telegraph	Phase 1: Proposed Design Options	H, Eric: I am attaching a proposal to make it easier for through traffic to go from Telegraph onto Haste rather than continuing to Bancroft. I think this would be compatible with all the options of Southside Complete Streets and would make them work better by reducing congestion. I hope you find it useful You may have thought of it already. Best, Chuck ATTACHMENT: Divert Through Traffic on Telegraph to Haste There is heavy through traffic that travels north on Telegraph Ave. Currently, it continues north to Bancroft, turns left, and then continues north on Oxford St. or Shattuck Ave. As through traffic, it contributes nothing to neighborhood businesses. There would be obvious benefits to sending this traffic west on Haste rather than Bancroft. It would make Telegraph and Bancroft less congested, increasing pedestrian safety and transit speed and making it easier to convert Bancroft to one lane—and ultimately also to convert Oxford St. to two lanes. This change would be easy to make and would be compatible with many options in the Southside Complete Streets project. Currently, the two main lanes on Telegraph only let traffic go straight ahead, while drivers must use an out-of-the-way turning lane to turn left.	Thank you for your comment on the design options. The upcoming Detailed Engineering Design phase of the project will include refined cross sections and a refined vision for Telegraph Avenue.
Charles Siegal	Walk Bike Berkeley		N/A	Unknown	Telegraph	Phase 1: Proposed Design Options	(CONT from previous comment) Three ways of changing this are worth studying: <ul style="list-style-type: none"> ● Make both the center lane and the left lane left-turn-only and the right-lane straight-ahead-only. ● Make the left lane left-turn-only, the center lane both left-turn and straight-ahead, and the right lane straight-ahead-only. ● Widen the sidewalk on the west side of the street so there are only two traffic lanes, one left-turn only lane and one straight-ahead-only lane. <p>There should also be signs above the intersection telling through traffic to turn left and local traffic to go straight ahead. If there are two left-turn lanes, there should probably be a pedestrian-only signal phase, as there is at Telegraph/Bancroft. It makes no sense to direct through traffic through streets that are congested and filled with pedestrians. If we redirect this traffic down Haste, it can turn north on Shattuck, MLK, or Sacramento, dispersing the traffic so there is less congestion and giving us more leeway to improve Telegraph, Bancroft, and Oxford.</p>	Thank you for your comment on the design options. The upcoming Detailed Engineering Design phase of the project will include refined cross sections and a refined vision for Telegraph Avenue.

Brandon Yung	Telegraph for People	N/A	N/A	11/19/2021	Telegraph	Phase 1: Proposed Design Options	<p>Hi Eric, I wanted to share this document that we've been working on to propose a plan that would allow for a car-free Telegraph along the northern three blocks of Telegraph that allows for commercial loading. The biggest challenge, however, is rerouting AC Transit line 6 on the bowditch, which we actually have found to have a lot of potential to increase ridership. Looking forward to meeting tomorrow!! - Brandon Yung</p> <p>ATTACHMENT: A Proposal for a car-free Telegraph design Telegraph for People Problem: Implementing a car-free Telegraph while also still balancing the need for commercial loading on Telegraph and AC Transit line 6 to operate effectively and efficiently. Proposal: Re-route AC Transit line 6 to Bowditch to serve a more student populated street and block off the southern end of the three upper blocks of Telegraph Avenue. [Diagram]</p> <p>Benefits:</p> <ul style="list-style-type: none"> ● Create a vibrant public plaza space on the upper three blocks of Telegraph with outdoor seating. ● Car traffic is redirected west by the first row of barricades and shunted toward Oxford and Shattuck, keeping with the tradition of the Berkeley barricade. ● AC Transit line 6 Haste and Telegraph stop would be replaced by Bowditch and Haste, meeting more riders where they are at, especially after People's Park becomes housing. ● Commercial loading trucks and emergency vehicles would be able to access the upper three blocks of Telegraph by turning into what would be mini "dead end streets," driving naturally at very low speeds. 	<p>Thank you for your comment on the design options. The upcoming Detailed Engineering Design phase of the project will include refined cross sections and a refined vision for Telegraph Avenue. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.</p>
Brandon Yung	Telegraph for People	N/A	N/A	11/19/2021	Telegraph	Phase 1: Proposed Design Options	<p>(Cont. comment from Brandon Yung on 11/19/2021): Line 6 re-routing After meeting with AC Transit Director Jean Walsh, the agency's concern with rerouting line 6 is that it would take the line service further from where most riders are. The only stop that would change however, is the Haste and Telegraph stop. According to data presented by Toole Design, the Haste Street stop is one of the least used bus stops in all of southside. By re-routing the line on to Bowditch, you could create a stop on Channing and Bowditch right outside Crossroads. This would be a central location between Unit 1, 2, and the future dorms at People's Park as well as Maximo Commons and the Channing Bowditch Apartments. This new stop would be a much more effective route for students in the immediate 2-block area to travel to downtown Berkeley. As you can see, the curb on Bowditch just outside of Cross Roads could easily accommodate a new boarding island by removing parking spaces. This re-route has already been proven by AC Transit. During days that Telegraph Avenue is shut down for street festivals, AC Transit always temporarily re-routes the line to go on to Bowditch. Currently, we are working with Cal ITE to look at AC Transit service data.</p> <p>Two remaining concerns:</p> <ol style="list-style-type: none"> 1. Bowditch is designated as a bike boulevard and re-routing line 6 may make the current bike lane configuration difficult. 2. Reconfiguring line 6 to Bowditch adds a total of two turns to the route and may add time and unpredictability to the schedule of the line. <p>Replacing the Haste & Telegraph Stop with a stop at Bowditch and Channing would dramatically increase ridership among students. [Map]</p> <p>Strategic bollard placement to filter out non-essential automobile traffic [Diagram]</p>	<p>Thank you for your comment on the design options. The upcoming Detailed Engineering Design phase of the project will include refined cross sections and a refined vision for Telegraph Avenue. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.</p>
Brandon Yung	Telegraph for People	N/A	N/A	11/19/2021	Telegraph	Phase 1: Proposed Design Options	<p>(Cont. comment from Brandon Yung on 11/19/2021): Goal: Make the northern three blocks of Telegraph car-free while still also allowing traffic on through streets and also allow commercial loading in a shared street environment.</p> <p>Implementation:</p> <ol style="list-style-type: none"> 1. Reconstruct the street to be all at grade with high quality, place-making pavement. 2. Block off the northernmost three blocks with removable barricades at the southern end of each street, preempting north-bound traffic. <p>Now that the line 6 has been rerouted and improved to maximize ridership, the next challenge is how to filter out private automobile traffic while still allowing commercial loading for private businesses. The answer is to place removable bollard barricades at the southern end of each block stretch of Telegraph. (Refer to page 1 diagram for full street flow redesign.) Bollards would be in place as a default and would only be removed with the discretion of TBID for certain purposes.</p> <p>Removal of metered parking Each block is only 300-feet long and there is no reason why drivers should expect to be able to park immediately outside a business in a neighborhood as dense as Southside. [enter data on Channing parking garage occupancy during peak hours]. Available data suggests that, even at peak hours, there is enough parking in Southside to serve current parking demand. According to a UC Berkeley parking and transportation study, the Channing parking garage only becomes 75-89% full at 12:00 on a weekday. A 2017 parking survey found the Channing garage did not reach target occupancy rates during peak hours at any time during the average October weekday. majority of blockfaces in the two-hour "Premium" paid parking zones were below target occupancy rates of 65%. Removing metered parking from not only would be the logical step to create much needed pedestrian right of way, but could also still lead to municipal revenue by redirecting drivers to the undirected Channing garage.</p>	<p>Thank you for your comment on the design options. The upcoming Detailed Engineering Design phase of the project will include refined cross sections and a refined vision for Telegraph Avenue. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.</p>

Paige Callahan	N/A	paige_callahan@berkeley.edu	N/A	10/28/2021	All corridors	Phase 1: Proposed Design Options	<p>Hi Eric!</p> <p>I hope you are doing well. My name is Paige Callaghan, a graduate student at Cal and a resident of Southside Berkeley. I am emailing you today after seeing the sidewalk notice for the complete streets project, and I have a question regarding this. I am wondering if lighting on the streets falls under this project, and if not, where might I get in contact with people who deal with this. Southside is a very busy neighbourhood with a large student population, yet the street lighting at night is substandard at best. I enjoy going to the gym in the morning around 6 am when it is still dark; however, I have recently had to stop going when it is dark. Although the walk is only 2 blocks, I was chased down Dwight Way in an attempted abduction 3 weeks ago. I think instances such as the one I experienced could be minimized to some extent if streets are better lit, so those walking alone do not have to fear the mass amounts of dark, unlit areas - both on the sidewalks and on the roads.</p> <p>After seeing the project for Southside Complete Streets, I became extremely interested in this, as pedestrian safety - particularly at night, is an area of extreme concern for me, and I hope it may fall under the scope of this project. If you have any information regarding this, please let me know! I am very curious to know if this is something the City of Berkeley is planning to address to any extent soon. Thank you for your time, and for working to make Berkeley a safer, more accessible city. I look forward to hearing from you at your earliest convenience.</p> <p>Sincerely, Paige Callaghan</p>	Thank you for your comment on the design options. Vision Zero is one of the three goals for this project, and pedestrian safety is a priority in all designs. Telegraph Avenue in particular has been noted as a priority to become a pedestrian-oriented corridor. Pedestrian-scale lighting will be incorporated on all four blocks of Telegraph Avenue; details will follow in the future design phases.
Charles Siegel	Walk Bike Berkeley	siegel@preservenet.com	N/A	10/24/2021	Bancroft, Dana	Phase 1: Proposed Design Options	<p>Hi, Eric:</p> <p>I notice a minor error in the PPT. As the Existing Conditions for Bancroft between Dana and Barrow, it shows trees on both sides of Bancroft. In fact, checking on Google street view, I find that there currently is not a single tree on the south side of Bancroft between Dana and Barrow. I think that the sidewalk is currently not wide enough to accommodate trees plus pedestrians. Correcting the error by removing the tree from Existing Conditions will make it clearer that the sidewalk is currently inadequate.</p> <p>Thanks, Chuck</p>	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Charles Siegel	Walk Bike Berkeley	siegel@preservenet.com	N/A	10/21/2021	Telegraph	Phase 1: Proposed Design Options	<p>Hi, Eric:</p> <p>With all the talk about making Telegraph more pedestrian oriented, let me suggest the simplest way to reduce traffic on the street a bit.</p> <ul style="list-style-type: none"> • Currently, when Telegraph reaches Haste, there is one left-turn lane and two straight-ahead lanes. • If we converted that to two left-turn lanes and one straight-ahead lane, I think that would convince much of the through traffic to go west on Haste rather than continuing on Telegraph and going west on Bancroft. <p>Best, Chuck</p>	Thank you for your comment on the design options. The upcoming Detailed Engineering Design phase of the project will include refined cross sections and vision for Telegraph Avenue/Haste Street and will consider your suggestion.
Charles Siegel	Walk Bike Berkeley	siegel@preservenet.com	N/A	10/20/2021	Bancroft	Phase 1: Proposed Design Options	<p>I just realized that I don't see how deliveries would work with a bike track on Bancroft between Dana and Bowditch, two blocks that are solidly lined with businesses. Delivery trucks would have to stop blocking the bike track or blocking one of the two traffic lanes. These are two long blocks, so they would not be able to park on one of the cross streets and walk with the deliveries - and even if they wanted to, there is very little parking on the cross streets. What are your thoughts about that?</p> <p>Would we include a solid curb to prevent them from blocking the bike lanes, forcing them to stop in the traffic lane? If we didn't, some would block the bike track, forcing bikes out into the traffic lanes, which would be very dangerous, particularly for bikes going in the counterflow direction. On Milvia, there are often cars parked in the bike lane when there are events at the High School that draw lots of people -- but it is not near as dangerous to get around them by biking into the traffic lane on Milvia as it would be on Bancroft.</p> <p>Chuck</p>	Thank you for your comment on the design options regarding potential conflicts between loading/unloading activity and bicycle parking on Bancroft between Dana and Bowditch. Curbside management, including curb space allocated for various types of parking, loading, and other uses, will be considered in the detailed engineering design phase.
Charles Siegel	Walk Bike Berkeley	siegel@preservenet.com	N/A	10/20/2021	Bancroft	Phase 1: Proposed Design Options	<p>To: Transportation Commission and Staff Re: Southside Complete Streets</p> <p>The Southside Complete Streets study includes several options for adding bike lanes on Bancroft between Dana and College Ave. I suggest that it should also study an option that improves the street for pedestrians and businesses by using this space to add bulb-outs with parking pockets on the south side of the street -- similar to the bulb-outs and parking pockets that we have on Telegraph between Bancroft and Dwight -- instead of using it for bike lanes. This stretch of Bancroft should be a lively pedestrian street with thriving businesses because it is right next to the most heavily used part of the UC Campus. Instead, it is drab and nondescript because the sidewalk is so narrow that there is no room for outdoor seating or for street trees. When people look across the street from Sproul Plaza and other busy parts of campus, they do not see anything to attract them there.</p> <p>Adding large bulb-outs would make room for trees and cafe seating, which would attract more people from campus, creating a more lively, pedestrian-friendly street and attracting more customers for businesses. This option could also do more for bicyclists than the narrow four-foot bike lanes that are currently proposed. Bikes going up Bancroft can enter campus easily at Dana and continue eastward through campus; there is a good path on campus going as far as College Ave. and beyond. I think we ultimately should also create protected bike lanes on Durant, so bicycles could shift to Durant on Dana and continue eastward. Since Durant is a wider street, we have room for higher quality bike lanes there than we can fit into Bancroft.</p> <p>I am known as a bicycle advocate, but on this stretch of Bancroft, adjacent to the busiest part of campus, I think creating a pedestrian-friendly and business-friendly environment should be the highest priority. Remember that "complete streets" means streets that should work for all users, including pedestrians, and on this stretch of Bancroft, the sidewalk is currently not adequate. Please include this pedestrian-friendly option as one of the options to be studied for Bancroft between Dana and College, so the community can weigh in on it as we decide what to do with this street. I believe it would receive very strong support.</p> <p>Thanks, Charles Siegel</p>	Thank you for your comment on the design options, and for your suggestions on improving the experience for people walking on Bancroft. Vision Zero is one of the three goals for this project, and pedestrian safety is a priority in all designs. The upcoming Detailed Engineering Design phase of the project will include a refined cross sections and intersection design for Bancroft and will consider options for improving safety, comfort, and convenience for people walking as well as opportunities to further pedestrianize Bancroft, potentially using bulbouts or parklets to increase publicly accessible open space along the corridor.

Breakout Group 1			Public Workshop #1	11/10/2021	All corridors	Phase 1: Proposed Design Options	<p>Dana Street</p> <ul style="list-style-type: none"> -Overall support for pilot project -Enthusiasm for two-way bike lanes, and hardened protection is great -Did not get to discuss permanent project <p>Fulton Street</p> <ul style="list-style-type: none"> -Option 1 was most popular -Support for protected bike lane -Preference for bike lane on the west side of the street due to gas station location -Noted issues transitioning from Oxford to Fulton on a bicycle <p>Telegraph Avenue</p> <ul style="list-style-type: none"> -Support for a car-free Telegraph, with Market St in SF as a model. Option 4 was most popular. -Need more than sharrows (not interested in Option 2) -Concern over rideshare and pickup/delivery congestion -Need for additional traffic calming mechanisms <p>Bancroft Way</p> <ul style="list-style-type: none"> -Concern over bus and bike access to the university side of Bancroft -Interest in removal of any long-term parking on Bancroft -Support for a bus lane and bike lane -Dangerous right-turn on Bancroft and Fulton intersection 	Thank you for your comments on the design options during the November 2021 public workshop. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Breakout Group 2			Public Workshop #1	11/10/2021	Dana, Fulton, Bancroft	Phase 1: Proposed Design Options	<p>Dana Street</p> <ul style="list-style-type: none"> • AC Transit Pilot <ul style="list-style-type: none"> o shared ped/bike spaces self-regulate effectively around campus, mixing behind bus stop will not be a problem o reframe reduction of parking as a "good thing" due to environmental benefits o facility on the west good at Dwight o Question is how will the intersections work aside from Bancroft and Dwight? Channing, Durant, Haste o Having two-way facility will improve north/south mobility o Disappointed not to see Bowditch included in this study <p>Fulton Street</p> <ul style="list-style-type: none"> • Existing <ul style="list-style-type: none"> o Would prefer bike lane on the east side to prevent conflict with vehicles turning right from Durant onto Fulton • Option 1 <ul style="list-style-type: none"> o Eases conflict with parked vehicles but what will the configuration at Durant intersection look like? o Prefer to have Option 1 continue to Hearst • Option 2 <ul style="list-style-type: none"> o Option 2 creates potential conflict with right-turning vehicles on Dwight • Option 3 <ul style="list-style-type: none"> o provides continuation of existing alignment o Hearst Street Redesign is good example of designing streets to avoid mixing of modes <p>Bancroft Way</p> <ul style="list-style-type: none"> • Option 2 <ul style="list-style-type: none"> o Bike lanes on the campus side makes sense o Bikes and peds on campus self-regulate so don't worry about conflicts at the boarding islands o No, Berkeley students do not self-regulate 	Thank you for your comments on the design options during the November 2021 public workshop. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Breakout Group 2			Public Workshop #1	11/10/2021	Telegraph	Phase 1: Proposed Design Options	<ul style="list-style-type: none"> • Option 2 <ul style="list-style-type: none"> o Two-way traffic flow would reduce existing conflicts o May create more congestion at the two-block stretch approaching campus and over flow of loading activity onto the street • Option 3 <ul style="list-style-type: none"> o Need to account for TNC loading o AC Transit needs to reconsider route alignment to provide more straight forward alignment o Is Telegraph a Transit Priority Corridor or an Active Transportation Priority Corridor? Seems to be disagreement between Oakland and Berkeley, and two decades worth of planning has delivered very little • Option 4 <ul style="list-style-type: none"> o Pedestrians should be prioritized given high volumes; option 4 provides more space for people walking o Ironic that this has high ped volumes but feels like the least friendly ped street o close the street to private vehicles o two-way bike lanes and bus only lane from Dwight to Bancroft <ul style="list-style-type: none"> o could be good for economy and local businesses o Been talked about for a long-time. However, the record of ped malls keeping businesses alive is not great o Current bus frequency does not warrant bus only lane o Get rid of private automobiles on this four-block stretch o Might be expensive to implement, maybe a long-term solution o Ped malls could revitalize commercial corridors - 3rd St in Santa Monica example o No! 3rd St in Santa Monica is failure o New Zealand has explored "shared streets" and finds that collisions involving people walking increases o providing grade separation is a safer option because western cultures are not used to "Shared Street" concept, don't know how to share 	Thank you for your comments on the design options during the November 2021 public workshop. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.

Breakout Group 3			Public Workshop #1	11/10/2021	All corridors	Phase 1: Proposed Design Options	<p>Participants brought up that lighting is important for improving pedestrian comfort along the corridors, especially for students leaving late at night from UC Berkeley</p> <p>Further commented that there is a lot of good bicycle infrastructure in presentation, but more consideration needed for pedestrians</p> <p>Participants asked whether bicycle infrastructure, such as barriers, present opportunity for adding greenery</p> <p>City staff in group commented that parks and rec would be in charge of that, who are strapped for resources and find this type of landscaping hard to maintain</p> <p>Telegraph received the most feedback, with some participants noting that option 4 could be more radical by blocking all automobile access</p> <p>EBID member was less enthusiastic about blocking all vehicle traffic, but was still choose option 4</p> <p>EBID member's concern was deliveries for commercial business and potential loss of automobile access for cars, though another participant noted that overwhelming majority of customers arrive by non-automobile modes</p> <p>Telegraph option 4 can use removable bollards for pedestrian only special events, which may pave the way for full pedestrianization</p> <p>UC Berkeley students commented that they are in support of option 2, as it having bike lane on that side would take advantage of bike share, bike parking, and other existing bicycle infrastructure</p>	Thank you for your comments on the design options during the November 2021 public workshop. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Breakout Group 4			Public Workshop #1	11/10/2021	Dana, Fulton	Phase 1: Proposed Design Options	<p>Group discussion largely dominated by younger people and UC Berkeley students who generally supported whatever option was perceived as dedicating the most ROW to peds/bikes. There were a couple of dissenting voices who didn't speak up but shared comments in the chat.</p> <p>Dana:</p> <ul style="list-style-type: none"> - Dana is a great bike route for getting to campus—needs a two-way lane - Appreciation for the traffic calming effect of the "chicane" created by the bus loading area - Need for better pedestrian crossing/signal at Dwight <p>Fulton:</p> <ul style="list-style-type: none"> - Appreciation for Option 1 because of the added greenery - Don't want bikes to have to switch from side to side (because they won't) - Most prefer option 3 with contra-flow lane because it connects better to lanes on Oxford St 	Thank you for your comments on the design options during the November 2021 public workshop. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Breakout Group 4			Public Workshop #1	11/10/2021	Telegraph, Bancroft	Phase 1: Proposed Design Options	<p>Telegraph:</p> <ul style="list-style-type: none"> - Several people disappointed not to see a car-free option o "A street of the people, not of the cars" o Such a configuration would thrive in a vibrant college town like Berkeley o Could at least be car-free on block btwn Bancroft and Durant o What about retractable bollards so businesses can still get deliveries o What about moving AC transit stop? Not heavily used - Desire for more space for outdoor dining, street musicians, chess with strangers - Desire to not lose chaotic character—part of what makes Telegraph special - People afraid to bike on Telegraph currently - Telegraph should be a destination in itself, inviting people to linger - Being able to bike south on Telegraph would be great (Option 1) - Useful to be able to drive on Telegraph to access side streets <p>Bancroft Way:</p> <ul style="list-style-type: none"> - What about a pedestrian scramble at Dana and Bancroft? - Flex posts not a good long-term safety solution for cyclists (car ticklers) o Preference for Option 2 because concrete over flex posts - Much support for sidewalk being wider (scooters) - Dooring is a concern for cyclists, especially given the slope - Can't cyclists walk their bikes for some portions? - Preference for bike lane along north side to minimize conflicts and crossings - Need for designated passenger drop-off places at Sather gate, Zellerbach and Harmon gym - Desire to remove the slip lane - Don't remove the bus lane > transit riders should be the priority 	Thank you for your comments on the design options during the November 2021 public workshop. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Breakout Group 5			Public Workshop #1	11/10/2021	Dana, Fulton	Phase 1: Proposed Design Options	<p>Note: Overall very positive, responsive, appreciative participants. One person in the chat asked who was leading the project, how the workshop was advertise/ who was invited, and said the process was not democratic. They left the group before we could respond.</p> <p>Dana:</p> <ul style="list-style-type: none"> • High-level support for both pilot and permanent • Support bus boarding islands • Support 2-way cycle track, but they work best when long and uninterrupted • Haste/Durant intersection geometry is going to be tricky • A little odd that the parking is on the east side, when the businesses/ destinations are on the west side <p>Fulton:</p> <ul style="list-style-type: none"> • Preference for Options 1 and 3 to prevent drivers from parking on bike lane, and to fully separate cyclists from traffic • See the value in Option 2 if it's cheaper, quicker to get implemented • Support street tress, consider impact of roots to bike lanes and sidewalks • Support SBLs, consider protection for cyclists at intersections (esp from right hooks) 	Thank you for your comments on the design options during the November 2021 public workshop. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.

Breakout Group 5			Public Workshop #1	11/10/2021	Telegraph, Bancroft	Phase 1: Proposed Design Options	<p>Telegraph</p> <ul style="list-style-type: none"> • Current cycling experience on telegraph feels unsafe & uncomfortable • Vocal support for a different, car-free option. Representation from Berkeley student group Telegraph for the People. • If that option is not on the table, vocal support for the flush/ pedestrianized option (4). • Viability, cost concerns about Option 4 • Consensus on need for traffic calming, slower speeds • AC Transit staff support any option that retains/ adds bus lanes • Parking will always be contentious and will require compromises • Option to pilot Option 4 <p>Bancroft</p> <ul style="list-style-type: none"> • Support Options 1 and 2 • Do not support Option 3 (because no bus lane) 	Thank you for your comments on the design options during the November 2021 public workshop. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Breakout Group 6			Public Workshop #1	11/10/2021	All corridors	Phase 1: Proposed Design Options	<p>Group Dynamics</p> <p>Our group was a mix of Berkeley residents who bike and walk, a student, a parent of a student, and a bike/ped advocate. They were polite and engaged. In general, they voiced strong support for separated bikeways and dedicated transit lanes.</p> <p>Dana Street</p> <ul style="list-style-type: none"> • Concern about 12 ft wide lane – fear it will encourage speeding • Overall support for pilot project design • One person was concerned about whether the approach on this project was truly equitable – need to make sure BIPOC and people who don't speak English as a first language are consulted and involved in the process • On permanent option, is there a way to shift the curb extension on the east side of the street (i.e., connect it to the edge of street) so it is not a hazard <p>Fulton Street</p> <ul style="list-style-type: none"> • Support for additional trees/green space in Option 1 • Desire to see something more permanent than paint and posts on Options 2 and 3 (even if parking-protected) • Support for separated bike lanes in Option 1, over Option 2 • Like the way Option 3 works for cross town bike travel <p>Telegraph Ave</p> <ul style="list-style-type: none"> • Lots of support for Option 4, but everyone in the group supported a car-free Telegraph • Some discussion around allowing deliveries and emergency vehicles, perhaps deliveries at certain times only • Also support for dedicated bike facilities, particularly around providing a dedicated way to travel south on a bike on Option 4 • Support for flush street and paving • Some also felt that Dwight should be made two-way with Telegraph closed to cars • Like the idea of being able to close the street for events • Should explore permeable paving 	Thank you for your comments on the design options during the November 2021 public workshop. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Breakout Group 6			Public Workshop #1	11/10/2021	All corridors	Phase 1: Proposed Design Options	<p>(Cont. comments from Breakout Group #6 on 11/10/21):</p> <p>Bancroft</p> <ul style="list-style-type: none"> • Lots of discussion on Option 2 • Several were interested in more walking/sidewalk space, on both sides but especially the south side, and thought parking could be sacrificed to expand the sidewalk • Work with the university to accommodate more parking on campus so on-street parking could be removed • Concern about driveway access across separated bike lane, especially at parking garages • Support for Option 2 with bike lane adjacent to campus, as there are fewer intersections, support for dedicated bus lanes • Opposition to option without transit lane – need fast reliable busses 	Thank you for your comments on the design options during the November 2021 public workshop. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Derek Sagehorn	East Bay Transit Riders Union	N/A	N/A	12/15/2021	All corridors	Phase 1: Proposed Design Options	<p>Mr. Anderson:</p> <p>East Bay Transit Riders Union, a membership organization of bus and other transit riders, writes to provide input on the City of Berkeley's Southside Complete Streets Plan.</p> <p>Telegraph Avenue</p> <p>We support a modified version of option #4 presented for Telegraph Avenue between Dwight and Bancroft. Option #4 includes bus-only lanes and extension of sidewalks; we join Telegraph for People in supporting the travel lane be reserved for bicycles and commercial loading vehicles (no other private car traffic), with the parking space becoming a loading zone.</p> <p>Bancroft Avenue</p> <p>We support option #2 to provide bus lanes and a two-way protected bike lane on the north side of Bancroft Avenue.</p> <p>Dana Street</p> <p>We support the two-way protected bike lane and bus boarding island.</p> <p>Fulton Street</p> <p>We support the two-way protected bike lane presented as option #1 that allows connections to Oxford in both directions.</p> <p>We look forward to continuing to engage in this process and advocate for the needs of bus riders in the Southside.</p>	Thank you for your comments on the design options during the November 2021 public workshop. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Doris Moskowitz	Moe's Books/TBID Board Member	doris@moesbooks.com	TBID Stakeholder Meeting	11/8/2021		Phase 1: Proposed Design Options	"Thank you for coming and trying to make things better around here. My concerns are centered around the 4th block. Please let me know when and if my ideas and concerns may be useful. doris@moesbooks.com "	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Doris Moskowitz	Moe's Books/TBID Board Member	doris@moesbooks.com	TBID Stakeholder Meeting	11/8/2021		Phase 1: Proposed Design Options	Emergency response is really important, need to consider blocking lanes for mental health responses, police and fire; changes to People's Park will push more	Thank you for your comment on the design options. Emergency access will be considered in the designs, and the project team is actively working with the Berkeley Fire Department.
Kevin Gordon	Real Estate Broker/TBID Board President		TBID Stakeholder Meeting	11/8/2021		Phase 1: Proposed Design Options	Pickup and dropoff is hugely important, especially food delivery	Thank you for your comment on the design options. Curbside management, including curbside space allocated for various types of parking, loading, and other uses, will be considered in the upcoming detailed engineering design phase. Economic development issues are a priority of this project, including loading zones which are a priority for Telegraph Avenue.

Craig Becker	Telegraph Business Improvement District Board of Directors		TBID Stakeholder Meeting	11/8/2021		Phase 1: Proposed Design Options	During BRT, everyone opposed turning Telegraph two-way or adding a bus-only lane	Thank you for your comment on the design options. Transit performance is one of the three goals for this project and Telegraph has been identified as a transit priority corridor in recent local planning efforts; transit operations are a priority for Telegraph Avenue.
Craig Becker	Telegraph Business Improvement District Board of Directors		TBID Stakeholder Meeting	11/8/2021		Phase 1: Proposed Design Options	Good reason to keep it two lanes of traffic - this is the main route into the district and campus	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Craig Becker	Telegraph Business Improvement District Board of Directors		TBID Stakeholder Meeting	11/8/2021		Phase 1: Proposed Design Options	No real option other than double-parking for deliveries; where will 18 wheelers make deliveries; what about fire trucks, trash trucks, police, etc	Thank you for your comment on the design options. Emergency access will be considered in the designs, and the project team is actively working with the Berkeley Fire Department. Curbside management, including curb space allocated for various types of parking, loading, and other uses, will be considered in the upcoming detailed engineering design phase. Economic development issues are a priority of this project, including loading zones which are a priority for Telegraph Avenue.
Craig Becker	Telegraph Business Improvement District Board of Directors		TBID Stakeholder Meeting	11/8/2021		Phase 1: Proposed Design Options	Why is this being considered again, when the district rejected these ideas as part of BRT 11 years ago?	Thank you for your comment on the design options. Transit performance is one of the three goals for this project and Telegraph has been identified as a transit priority corridor in recent local planning efforts; transit operations are a priority for Telegraph Avenue.
Kieron Slaughter	City of Berkeley Office of Economic Development/Telegraph Business Improvement District Board of Directors		TBID Stakeholder Meeting	11/8/2021		Phase 1: Proposed Design Options	Would like Telegraph to operate like the amazing "complete" commercial street it could be, without historic obstructions, double-parking, zig-zagging	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Kieron Slaughter	City of Berkeley Office of Economic Development/Telegraph Business Improvement District Board of Directors		TBID Stakeholder Meeting	11/8/2021		Phase 1: Proposed Design Options	Needs to have two-way access for bikes, buses, and cars on Telegraph	Thank you for your comment on the design options. Transit performance is one of the three goals for this project and Telegraph has been identified as a transit priority corridor in recent local planning efforts; transit operations are a priority for Telegraph Avenue. There is not enough cross-sectional width to accommodate two-way traffic for all modes without placing buses in a shared traffic lane with all other cars and trucks, and negatively impacting transit service and travel times.
Kieron Slaughter	City of Berkeley Office of Economic Development/Telegraph Business Improvement District Board of Directors		TBID Stakeholder Meeting	11/8/2021		Phase 1: Proposed Design Options	Prioritize making a connection from Downtown Berkeley to Telegraph (bikes, buses, cars)	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Kieron Slaughter	City of Berkeley Office of Economic Development/Telegraph Business Improvement District Board of Directors		TBID Stakeholder Meeting	11/8/2021		Phase 1: Proposed Design Options	Double left turn lanes are really dangerous for pedestrians	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Jen Loy	UC Berkeley/Telegraph Business Improvement District Board of Directors		TBID Stakeholder Meeting	11/8/2021		Phase 1: Proposed Design Options	Will help push out to UC campus and help get the word out	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Walton	Transportation Commission		Transportation Commission Meeting	10/21/2021		Phase 1: Proposed Design Options	Disability commission presentation (need to reach out to disability community)	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Liang	Transportation Commission		Transportation Commission Meeting	10/21/2021		Phase 1: Proposed Design Options	Ped scrambles, especially at Durant; where are we getting ped volumes for Bancroft from? north or south side? Contraflow is an excellent design idea. Two-way streets aren't necessarily safer for pedestrians because there are twice as many vehicle conflicts with crossing peds	Intersection design and signal operations will be considered as part of the upcoming detailed engineering design phase of the project.
Bruzzone	Transportation Commission		Transportation Commission Meeting	10/21/2021		Phase 1: Proposed Design Options	agree that Bancroft should have wider sidewalks, possibly at the cost of parking; narrow sidewalks on Bancroft are blighting the southside commercial area and vitality	Thank you for your suggestions on improving the experience for people walking on Bancroft. Vision Zero is one of the three goals for this project, and pedestrian safety is a priority in all designs. The upcoming Detailed Engineering Design phase of the project will include a refined cross sections and intersection design for Bancroft and will consider options for improving safety, comfort, and convenience for people walking as well as opportunities to further pedestrianize Bancroft, potentially using bulbouts or parklets to increase publicly accessible open space along the corridor and potentially widening the sidewalk subject to construction budget funding weighed against other community priorities such as Telegraph Avenue.

Parolek	Transportation Commission		Transportation Commission Meeting	10/21/2021		Phase 1: Proposed Design Options	Option 4 is exciting and conveys a shared street mentality; should study as 15 mph street; be aware bikes will ride contraflow if the street is slowed and calmed; can this be made a pedestrian and transit mall; beautification aspect with permeable pavement and integrating trees into the streets; pedestrian scale lighting; can we make these streets feel like generous pedestrian places; agree about wider sidewalks on Bancroft, look at parking utilization; raised bikeways provide additional buffer for pedestrians from roadway and vehicle lanes	Thank you for your suggestions on improving the experience for people walking on Bancroft. Vision Zero is one of the three goals for this project, and pedestrian safety is a priority in all designs. The upcoming Detailed Engineering Design phase of the project will include a refined cross sections and intersection design for Bancroft and will consider options for improving safety, comfort, and convenience for people walking as well as opportunities to further pedestrianize Bancroft, potentially using bulbouts or parklets to increase publicly accessible open space along the corridor and potentially widening the sidewalk subject to construction budget funding weighed against other community priorities such as Telegraph Avenue. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.
Zander	Transportation Commission		Transportation Commission Meeting	10/21/2021		Phase 1: Proposed Design Options	not doing permeable pavers, but just regular pavers; wonderful to see more pedestrian space for Telegraph, would be good to see more pedestrian space considerations in all project alternatives on all corridors; would be good to talk about pro/con of experience with existing bus and bike facilities on Bancroft; do the two-way streets require other two-way streets?	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Gosselin	Transportation Commission		Transportation Commission Meeting	10/21/2021		Phase 1: Proposed Design Options	Supports other commissioners, esp Opt 4 for Telegraph	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Ghosh	Transportation Commission		Transportation Commission Meeting	10/21/2021		Phase 1: Proposed Design Options	really appreciated the graphics; clarify graphics in terms of location of streets and relation to campus, neighborhood, etc. Excited about ped friendly slow street on Telegraph; there may be options for green infrastructure, wants greening and street trees; can Telegraph bridge the town/gown divide and connect across Bancroft to Sproul Plaza; on Telegraph would prefer the option that allows buses to move as efficiently on this street as possible; is there a design solution that is a self-enforcing bus only lane or more enforcement of the bus only lane to keep out cars; can we narrow lanes below 10', esp on Bancroft; would like an overall sense of how these options would fit together, how do we communicate to street users how to use the new street configuration; need to know how improvements connect to existing facilities at project boundaries; slip lane at Fulton/Bancroft is very challenging; landscaping and trees are a critical element of the street design	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Walton	Transportation Commission		Transportation Commission Meeting	11/18/2021		Phase 1: Proposed Design Options	~Encourage reaching out to places of worship which may have more diverse stakeholders ~ Good to engage early with fire and police	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Ghosh	Transportation Commission		Transportation Commission Meeting	11/18/2021		Phase 1: Proposed Design Options	~ Where is the car-free option (Telegraph Opt 4 doesn't show car-free) ~ Love the sidewalk decals ~ What is the point of the outreach if it doesn't result in reorienting our goals for this project? ~ Vision for Telegraph is decades old; surprised that car-free option wasn't included ~ Car-free Telegraph is the appropriate option ~ Options should have included no private vehicles, but keep option for loading ~ Start car-free at Haste ~ Do what is best for buses ~ Car-free might be phase 2, need to be prepared for this ~ Parking should not be on Telegraph ~ Telegraph/Channing Garage is underutilized ~ Preferred alternative should reflect the different ways that the streets esp Telegraph can be operated ~ Anticipate a world where we are less dependent on cars ~ Preferred alternative needs to inspire the TC, not the other way around ~ Will car-free Telegraph be good for businesses? Businesses will likely be overwhelmed by the placemaking benefits of car-free Telegraph	Thank you for your comment on the alternatives. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.
Gosselin	Transportation Commission		Transportation Commission Meeting	11/18/2021		Phase 1: Proposed Design Options	~ Car-free Telegraph might be outside the project scope, but it's good that it is being considered ~ Telegraph Option 4	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Parolek	Transportation Commission		Transportation Commission Meeting	11/18/2021		Phase 1: Proposed Design Options	~ Need to respond to climate emergency and rapidly changing ~ Can we build this as Phase 1 and set us up for a Phase 2 that would be a car-free option? ~ One lane on Telegraph should be a bus only lane and the other a cycle track; need a "bus first" option per the City's transit first policy ~ Bus service to area is absolutely a top priority - would the pedestrian street slow down buses	Thank you for your comment on the alternatives. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.

Charles Siegal, Ben Gerhardstein, Dave Campbell	Walk Bike Berkeley; Bike East Bay		N/A	11/17/2021	Phase 1: Proposed Design Options	<p>Thank you for working hard to advance needed safety improvements and connectivity on streets in Southside: many have struggled for years (decades) to keep people safe moving around the area, and this project moves us a long way in the right direction.</p> <p>Bike East Bay and Walk Bike Berkeley support these high-level goals for this project:</p> <ul style="list-style-type: none"> • Better connecting the Telegraph and Downtown business districts. These two districts will greatly benefit when they function as one large Cal area destination. • Improving transit times with more frequent bus service and better bus reliability. <p>With these two goals as primary concerns, Bike East Bay and Walk Bike Berkeley support the following options for Southside Complete Streets.</p> <p>Telegraph Ave: We support Option 4, Sidewalk-Level Paving. In addition, we support:</p> <ul style="list-style-type: none"> • Encouraging through traffic to turn left at Haste St by modifying the Haste/Telegraph intersection, in order to reduce congestion. 	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Charles Siegal, Ben Gerhardstein, Dave Campbell	Walk Bike Berkeley; Bike East Bay		N/A	11/17/2021	Phase 1: Proposed Design Options	<p>(Cont. comment from Walk Bike Berkeley and Bike East Bay from 11/17/2021):</p> <p>Bancroft Way</p> <ul style="list-style-type: none"> • College to Dana: We support one traffic lane, an exclusive bus lane, and a two-way bike track, as in Options 1 and 2. • Fulton to Shattuck: We support one traffic lane, an exclusive bus lane, and a two-way bike track, as in Option 2. We are open to having the bike track on either the north or south side of the street, but of course, it should be on the same side along the entire length of Bancroft . <p>In addition, we support:</p> <ul style="list-style-type: none"> • From Dana to College: Removing parking to widen the sidewalk on the south side of the street where it would be helpful to support businesses and pedestrians. • At Bancroft/Fulton: Removing the slip-right turn lane. <p>Fulton Street: We support Option 1, two-way bike track on the east side of the street. In addition, we support</p> <ul style="list-style-type: none"> • In a future project, extending this bike track north to create a two-way bike track on Oxford St. adjacent to campus. <p>Dana St: We support the proposed option.</p> <p>Thank you in advance for considering our input and we look forward to construction starting in 2023. Charles Siegal and Ben Gerhardstein, Walk Bike Berkeley Dave Campbell. Bike East Bay</p>	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Berkeley Commission on Disability Commissioner comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021	Phase 1: Proposed Design Options	Is the floating parking bikeway buffer clear so it can be used as an access aisle?	Thank you for your comment on the design options. Access aisles will be provided to and from accessible parking spaces and sidewalk; this will be in the bikeway buffer for accessible floating parking spaces.
Berkeley Commission on Disability Commissioner comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021	Phase 1: Proposed Design Options	How would the bikeway be marked so that the facility is legible to low vision cyclists?	Thank you for your comment on the design options. Bikeway markings will be considered in the upcoming Detailed Engineering Design phase of the project..
Berkeley Commission on Disability Commissioner comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021	Phase 1: Proposed Design Options	Are the curbs next to the floating parking bikeway rolled or vertical?	Thank you for your comment on the design options. Civil design details, including curb design, will be considered in the upcoming Detailed Engineering Design phase of the project.

Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	What is being done to alert cyclists to parked pedestrians crossing the bikeway? Need bikes to slow down, especially alongside blue zones	Thank you for your comment on the design options. Design of potential conflict points between modes will be further developed during the upcoming detailed engineering design phase of the project.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	The buffer width may not be wide enough to deploy the wheelchair ramp, and/or may result in the person in a wheelchair ending up in the path of travel of fast-moving bikes in the adjacent bikeway	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	Concerned about accessible vans not having direct access to the sidewalk	Thank you for your comment on the design options. Accessible parking and loading spaces will be included during the upcoming detailed engineering design phase of the project.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	Two-way bikeway with raised medians need highly reflective markings on the raised islands	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	Need some way to communicate to cyclists to get them to slow down if our intent is to have people on bikes and in wheelchairs sharing space in protected bikeways	Thank you for your comment on the design options. Design of potential conflict points between modes will be further developed during the upcoming detailed engineering design phase of the project.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	Suggest engaging with CIL and Lighthouse for the blind are good resources for detailed design comments	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.

Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	Need ample daylighting to allow pedestrians to see oncoming vehicles when waiting to cross, especially low vision pedestrians	Thank you for your comment on the design options. Design of potential conflict points between modes will be further developed during the upcoming detailed engineering design phase of the project.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	Is the width of the bikeway sufficient for three-wheel bikes/trikes?	Thank you for your comments on the design options. Generally speaking the bikeway widths are sufficient for three-wheeled "trike" cycles.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	For bus boarding islands, how wide are they, and what kind of detectible environment is there? Are the curb ramps accessible and navigable by people in wheelchairs and also low vision and blind people?	Thank you for your comment on the design options. Bus boarding islands will meet ADA and AC Transit design standards, follow transit design best practices, and be designed to be accessible.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	What determines where the crosswalks to the bus boarding islands are located? What determines where crosswalks are located in general?	Thank you for your comment on the design options. Design of potential conflict points between modes will be further developed during the upcoming detailed engineering design phase of the project.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	Designs shouldn't make it more difficult for disabled people to transfer from accessible vans and paratransit	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	How visible are the crosswalks to the bus boarding islands at night? Possible safety issue in terms of low vision/blind pedestrians vs cyclists	Thank you for your comment on the design options. Design of potential conflict points between modes will be further developed during the upcoming detailed engineering design phase of the project.

Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	How do the bikeways impact emergency response, Fire Dept, etc?	Thank you for your comments on the design options. Emergency access will be considered in the designs, and the project team is actively working with the Berkeley Fire Department.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	ADA American Pacific Center study of needs of diverse community of older adults and those with disabilities	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	Most complaints about accessible parking come from disabled drivers, not disabled passengers	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	CBC requirement for 4" vertical curb for visual impaired detectability between sidewalk/walkway and roadway or other travel way with vehicles	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	Preserving parking maybe shouldn't be such a high priority on streets with only a handful of parking spaces	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	Would encourage more contact with the blind community	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.

Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	Would encourage more contact with the blind community	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors. Future outreach will attempt to better engage the blind community in addition to ongoing engagement with the Commission on Disability.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	Happy to see sidewalk widths and widening being considered	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	Need to have a strong connection to the community in terms of input	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	With regard to shared streets, the design practice isn't there yet with regard to accessibility and inclusivity, detectibility and navigation, directions are confusing with shared streets	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	People currently use the street in unacknowledged ways; existing bike lanes on other streets are used for safety and mobility, especially by people who can't use transit due to wheelchair being too large	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	Need to address lack of accessible parking spaces and blue zones on side streets	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors. The final designs of the project corridors will exceed PROWAG requirements for provision of blue zones.

Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	Plaza configuration could be really useful for people in wheelchairs to provide more space (especially in larger chairs)	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Berkeley Commission on Disability Commission er comments as recorded by City of Berkeley staff at Commission on Disability meeting	Commission on Disability		Commission on Disability	12/8/2021		Phase 1: Proposed Design Options	What about places for people to park bikes?	Thank you for your comments on the design options. Bicycle parking will be considered during the upcoming detailed engineering design phase of the project.
Comments from Telegraph Business Improvement Board Members recorded by City of Berkeley staff during site walk with TBID Board	Telegraph Business Improvement District		TBID Stakeholder Meeting - Site Walk	12/14/2021		Phase 1: Proposed Design Options	Commercial and passenger loading zones: o Moe's Book Store loading zone: Used for both customer drop-off of book sales and also pick-up of outgoing book sales being shipped to customers. USPS truck has daily pick-up and routinely double-parks due to lack of loading zone space availability in front of Moe's. o UPS truck double-parking also observed outside loading zone between Durant and Bancroft o Food delivery pickup needs adequate loading zones o TNCs need adequate passenger loading zones	Thank you for your comments on the design options. Curbside management, including curb space allocated for various types of parking, loading, and other uses, will be considered during the upcoming detailed engineering design phase of the project.
Comments from Telegraph Business Improvement Board Members recorded by City of Berkeley staff during site walk with TBID Board	Telegraph Business Improvement District		TBID Stakeholder Meeting - Site Walk	12/14/2021		Phase 1: Proposed Design Options	(Cont. comment from TBID on 12/14/2021): Sidewalk improvements are a priority: o Consistency of sidewalks to avoid a "hodge podge" look and present a clearer, cleaner visual appearance for the district o Address deferred maintenance and fix trip hazards o Prioritize sidewalk improvements, maintenance, and widening over on-street transportation improvements o On the 2nd block (Durant to Channing), some of the highest pedestrian volumes in the district; people stepping into the street and into the parking bays because of crowded/blocked sidewalks due to customers queuing outside small shops, parking meters, and other obstructions; should be a priority for sidewalk widening	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Comments from Telegraph Business Improvement Board Members recorded by City of Berkeley staff during site walk with TBID Board	Telegraph Business Improvement District		TBID Stakeholder Meeting - Site Walk	12/14/2021		Phase 1: Proposed Design Options	(Cont. comment from TBID on 12/14/2021): Buses: o Need option with buses operating in both directions on Telegraph, Dana is too far away in terms of SB bus routes and access to the district o "No one arrives by bus, not in 30 years running a business here" o Can bus lanes be used by TNCs? o Don't want to see buses "blazing up the street and through the district"	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Comments from Telegraph Business Improvement Board Members recorded by City of Berkeley staff during site walk with TBID Board	Telegraph Business Improvement District		TBID Stakeholder Meeting - Site Walk	12/14/2021		Phase 1: Proposed Design Options	(Cont. comment from TBID on 12/14/2021): Other comments: o One lane only for private vehicles would be "disastrous" o Cars move very fast up the street when traffic is light; cars slalom around double-parked delivery vehicles during busier times o How do we highlight the visibility of storefronts; will moving parking away from the curb to put a bike lane there obscure the visibility of the storefronts from the view of passing drivers? o It is easier to get from the district to downtown than from downtown to the district, even though the distances are identical o Electric bikes and scooters will also be using the bikeways; need to design for pedestrian safety with these faster-moving bikes/scooters	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
Dave Campbell	Bike East Bay		Transportation Commission	1/20/2022	All corridors	Phase 2: Recommended Design Options	oSupport of staff recommendations oWould still like to see a contra-flow bike lane if possible, but OK with Bowditch and Dana as the bikeways through this area	Thank you for your comments on the design options. Comments received were recorded by the design team staff as input into the refinement of the recommended design option for each of the project corridors.

Brandon Yung	Telegraph for People		Transportation Commission	1/20/2022	Telegraph	Phase 2: Recommended Design Options	<ul style="list-style-type: none"> o Telegraph For People o Not in support of Option 4 o Urge Council to remove cars from Telegraph from Haste to Bancroft 	The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.
Craig Becker	TBID Board Member, merchant		Transportation Commission	1/20/2022	Telegraph	Phase 2: Recommended Design Options	<ul style="list-style-type: none"> o TBID Board Member and merchant o Telegraph has only one bus line - the bus only lane is unnecessary o TBID almost unanimous that the bus only lane is not needed - not an efficient use of the space o Private cars should be able to use the street, need to be able to reach the Telegraph Channing garage via Telegraph Ave 	Thank you for your comment on the preferred design options. Transit is one of the three goals for this project and Telegraph has been identified as a transit priority corridor in recent local planning efforts; therefore, transit operations are a priority for Telegraph Avenue. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.
Alex Knox	TBID Executive Director		Transportation Commission	1/20/2022	Telegraph	Phase 2: Recommended Design Options	<ul style="list-style-type: none"> o Would like to see two-way bicycle traffic on Telegraph o Bus only lane is not the right fit o Prioritize sharing the space more evenly among modes o Prioritize loading zones 	Thank you for your comment on the preferred design options. Transit is one of the three goals for this project and Telegraph has been identified as a transit priority corridor in recent local planning efforts; therefore, transit operations are a priority for Telegraph Avenue. Economic Development is one of the three goals for this project, and as an essential commercial corridor loading zones are a high priority for Telegraph Avenue.
Jordan Burns			Transportation Commission	1/20/2022	Telegraph	Phase 2: Recommended Design Options	<ul style="list-style-type: none"> o Car-free option for Telegraph Ave 	The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.
Charles Siegal	Walk Bike Berkeley		Online Open House #2	1/27/2022	All corridors	Phase 2: Recommended Design Options	<p>Hi, Eric: Thanks for running an excellent workshop yesterday. Here are a few comments for you and the consultants about the proposals presented there. I strongly favor the overall proposal, and want to stay on track and get to Council in February, but there are a few details that I think must be changed:</p> <p>Remove the slip-right-turn lane at Bancroft/Fulton: Slip-right-turn lanes are dangerous, because the wide turning radius makes people drive faster. This one would be particularly dangerous for bicyclists who are traveling north on the proposed bike track on Fulton and who continue north to Oxford. Fast-moving cars using this lane would be unlikely to see these bicyclists: as they move from the turn lane to the street, drivers would have to look over their left shoulder to see whether bikes are coming, and most won't do this. By contrast, if we removed the turning lane and had an ordinary intersection, drivers would turn more slowly and bicyclists would cross Fulton right in front of drivers, where they are very visible, making the intersection much safer.</p> <p>This lane also makes the intersection less pedestrian-friendly. UC plans to build student housing on the southeast corner, and the LRDP calls for replacing Edwards Field with classroom buildings, so this intersection will eventually be very heavily used by pedestrians. If we had a free-right-turn lane at University/Shattuck, imagine how much less pedestrian-friendly that intersection would be. Some day, Bancroft/Fulton will also be a busy pedestrian intersection, and we should design it accordingly.</p>	Thank you for your comment on the preferred design options. The corner treatment for the right-turn slip lane from Bancroft Way onto Fulton Street will be determined during the detailed engineering design phase. Potential improvements for consideration include closing the right turn slip lane, or signal controlling the slip lane to protect pedestrian and bicycle crossings.

Charles Siegal	Walk Bike Berkeley		Online Open House #2	1/27/2022	All corridors	Phase 2: Recommended Design Options	<p>(Cont. comment from Charles Siegal on 1/27/2022): Widen Bancroft Sidewalks and do NOT add parking on Bancroft: The proposal calls for adding parking on the north side of Bancroft west of Dana. This would be a big mistake because it would interfere with the bus lane. Drivers would stop in the bus lane to parallel park and would cross it get out of parking spaces. Drivers already block the bus lane on Bancroft, and it would be foolish to invite them to block it even more often. In addition, there has been no public support for these parking spaces that I know of. Instead of using this street-width for parking, we should use it to widen sidewalks. West of Dana, we could widen the sidewalk on the south side by 10 or 12 feet or widen the sidewalks on both sides by 5 or 6 feet. In either case, we would make room to plant large trees that would make Bancroft much more attractive and pedestrian-friendly than it is now. On the block east of Dana, we should reduce parking to add pedestrian bulbouts with trees on the south side of the street in places where they could help businesses. For example, there is a pizza restaurant on the first floor of the student housing at Bancroft/Dana, which is a busy pedestrian location that we could make more attractive by adding bulbouts with cafe seating. And we clearly should add bulbouts with trees and cafe seating on Bancroft near Telegraph: We could make this intersection much more attractive by adding a large bulbout with cafe seating at the southeast corner of Bancroft/Telegraph, where there are several restaurants.</p> <p>Plan for a Pedestrian Telegraph: I realize that we cannot come up with a plan for a car-free Telegraph in time for the February Council meeting, but I think the plan we send to council should outline a process and a timeline for future planning to make Telegraph car-free (of course, with the exception of buses, deliveries, and loading).</p> <p>Thanks very much for all your work on Southside Complete Streets, Charles Siegal</p>	Thank you for your comment on the preferred design options. Potential sidewalk widening along Bancroft Way will be considered during the detailed engineering design phase, subject to available construction budget weighed against other community priorities such as Telegraph Avenue. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.
Breakout Group #2			Online Open House #2	1/27/2022	All corridors	Phase 2: Recommended Design Options	<p>Breakout Room #2:</p> <ul style="list-style-type: none"> • Marc Hedlund – excited about protected bike lanes • Matt Taecker – worked on Telegraph Public Realm Plan, a precursor to the proposed concept • Iso Bryce – no space for doordash, uber, lyft, etc. On Durant at restaurants. Also drop off for apartment buildings. Where will they go/stop? Response: Design team will work on the details in the detailed design phase. • Matt Taecker – also voices this same concern about loading. Fulton lends itself to being a skinny street solution. • Nick Grosh – restaurants along Durant gets serviced by doordash, same concern about food delivery loading space. Perhaps encourages bike food delivery? • Jean – Option to remove slip lane – is there a reason to NOT remove it? It should be removed for safety reasons. Response: sometimes large vehicle requires large turn radius. Current slip lane at Fulton/Bancroft is outdated; newer design has a sharper angle like entry to a roundabout. Existing geometry can benefit pedestrians (shorter distance) crossing Fulton. Option to improve ped safety is to create a raised crossing; need to look into this too. Also adjacent property by UC Berkeley slated to be developed by UC Berkeley – do we wait for UC to redesign? Has been on City's plans to remove since about 2010. • Excited to see protected bicycle treatments on Bancroft and Fulton • Didn't see space for door dash/uber/ etc. drop-offs Issue along Durant at restaurants and drop-offs for Apt buildings. Please point out loading zones • Fulton btwn Bancroft and Durant more comfortable with lack of loading zones • Lots of doordash, etc activity can be done by bike; better for the environment, safety, everything 	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.
Breakout Group #2			Online Open House #2	1/27/2022	All corridors	Phase 2: Recommended Design Options	<p>(Cont. comments from Breakout Group #2 on 1/27/2022):</p> <ul style="list-style-type: none"> • Option to remove slip lane: any reason not to remove? • A: Sometimes the turning vehicle is a large one that requires a large radius, could increase ped crossing length. See Boulder, Austin for good retrofit examples • Both Bancroft and Fulton: slip lane can be confusing. Durant and Fulton confusing for left turns, long crosswalk for peds. • Bancroft and Fulton can be confusing for bikes. • Seeing cars parking in protected bike lanes in Oakland, now it's happening in Berkeley we need measures to prevent it • Dana plan looks like it adds parking spaces, what part of the plan goals does that achieve • A: not adding parking, existing parking is on the west side, moving it to the east side. Losing parking spaces on every block • Can we see overall parking loss for the project? • Are there ways to consider making sure crossings to campus driveways away from intersections are bike/wheelchair accessible, maybe raise the bike lane to curb level? • A: Floating parking allows for those types of transitions • BID is poised to endorse option 3 2-way Bancroft. Other options don't do much for the local economy • Also opportunity for beautification and green infrastructure; we should strive for trees in key locations • Could we get custom bollards with a cal bear or something to do some placemaking? • Has there been any look at a quick build or less expensive approach to option 5? • Support for option 5 car-free Telegraph; could really make Telegraph vital • As bike advocate I see 32 priorities are good ped, good business and good transit, I think 4b is the closest to reaching that goal; where can loading happen on side streets instead of Telegraph? • One of the merchants who pay taxes asked for any of this; lots of vacancies; putting the nail in the coffin 	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.
Breakout Group			Online Open House #2	1/27/2022	Fulton	Phase 2: Recommended Design Options	<p>Breakout Room #1: Fulton:</p> <p>James Butler, Car-free Telegraph – Need raised components to encourage vehicles to stop/slow down. Response: drainage issues Liza Lutzker – Prioritize peds over cars. Fulton/Channing – Channing is bike blvd. EBLT in conflict with others – multiple conflict points. Suggest prohibit LT onto Channing EB. Durant/Fulton – extend green median to the south to slow cars and provide ped refuge. Dave Sorrell – intersections should be raised to slow vehicles, including the slip lane, on Bancroft, etc. Priority should be to slow cars as much as possible. Make single occupant vehicles more difficult and encourage alternative and active transit. Liza Lutzker – Add ped crossing on east side of street at Dana/Dwight. Jacob, Car-free Telegraph – Bancroft - people block bus-only lane causing backups. Paint red – apply this concept to Dana.</p>	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.

Breakout Group			Online Open House #2	1/27/2022	Bancroft	Phase 2: Recommended Design Options	<p>Breakout Room #1: Bancroft: Rebecca Mirvish, Car free Telegraph – adding parking along north side near RSF. Against this. Should widen the sidewalk there. Lots of pedestrians coming out of RSF. Also where Covid testing exists now. Jordan Burns – agrees with previous comment. Avoid having cars crossing bus lane. Ellsworth/Bancroft intersection – feels dangerous by cars making NBLT. Would like to see it closed to cars. Improve sightlines and block cars with concrete, not the current flexposts and paint. Response: also concern about cars inching out and blocking the bike lane. Jacob, Car-free telegraph. Supports expanding sidewalk in front of RSF/eliminate parking. Or green infrastructure to capture stormwater runoff. Lots of water in this area when it rains. Also slip lane – good if you’re in a bus – suggest making the slip lane bus only. Kieron Slaughter, CoB. Speaking in role of Telegraph TBID committee member. Supports Option 3 for Bancroft – two-way flow. This is supported by previous plan/study. Relook at this, will help businesses on south side of Bancroft. Should have data to support inclusion of bus-only lane – how much time is really saved? Wants to see stronger connection to downtown. Make slip lane bus only. James Butler – supports widening sidewalk in front of RSF. South side of slip lane – parking lot exit dangerous sightlines with cycletrack. Dave Sorrell – that garage is UC’s. Acknowledges concerns, especially for WB bikes (downhill), with sight lines. No plans to close this garage, but will look into providing additional guidance to drivers exiting this garage. Paul A. Vojta – will Bancroft be converted to 2-way? Response: preferred alternative is not for 2-way. Beth Thomas, CoB – Previous public comments were in favor of Options 1 and 2, overwhelming support for these two options. Liza Lutzker – asked to widen sidewalk on south side of Bancroft. Could help with increased business. Concerns about signal phasing at Shattuck/Bancroft. Potential conflict with cycletrack and Shattuck cars. Slip lane – never in favor of it; concerned about pedestrian safety; would like to see it blocked for the time being. Beth Thomas – Shattuck/Bancroft – bike crossing would be separate signal phase from left turn traffic.</p>	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.
Breakout Group			Online Open House #2	1/27/2022	Telegraph	Phase 2: Recommended Design Options	<p>Breakout Room #1: Telegraph: Ryan Parks - Operational aspect of closing Telegraph to vehicles would slow down the project, we would not meet grant funding deadlines. Jordan Burns – supports car-free Telegraph. Wants City staff to communicate this support to Council. Car-free could be open to loading vehicles, just closed to private vehicles. James Butler – can’t separate operational and physical modifications to Telegraph. Can’t understand thinking behind this separation. Jacob – car-free Telegraph supporter. Peds travel through Telegraph; car-free could make it a place to hang out. Outdoor dining. Open walkway to campus. Kieron Slaughter – wants a unique, groundbreaking project for Telegraph. Used to support 2-way traffic on Telegraph, but now supports car-free Telegraph. Give the space to vendors, artists, cyclists, people. Put a cycle track on Telegraph. Formalize the locations for transportation – bikes, buses. Bus lane is not necessarily warranted – can we move buses to Bowditch? Rebecca Mirvish – supports car-free Telegraph. Supports Telegraph for the People (“Option 5”) plan. Could be extension of Sproul Plaza. Make Telegraph more pedestrian friendly. https://www.telegraphforpeople.com/option-five Pari Parajuli – supports “Option 5”, a car-free Telegraph. Beth Thomas, CoB – make voices heard at City Council; keep engaging. Trying to keep project moving forward and not lose grant funding.</p>	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.
Breakout Group			Online Open House #2	1/27/2022	All corridors	Phase 2: Recommended Design Options	<p>Breakout Room #2: Excited to see protected bicycle treatments on Bancroft and Fulton I don’t see space for door dash/uber/ etc. drop-offs Issue along Durant at restaurants and drop-offs for Apt buildings. Please point out loading zones Fulton btwn Bancroft and Durant more comfortable with lack of loading zones Lots of doordash, etc activity can be done by bike; better for the environment, safety, everything Option to remove slip lane: any reason not to remove? A: Sometimes the turning vehicle is a large one that requires a large radius, could increase ped crossing length. See Boulder, Austin for good retrofit examples Both Bancroft and Fulton: slip lane can be confusing. Durant and Fulton confusing for left turns, long crosswalk for peds. Bancroft and Fulton can be confusing for bikes. Seeing cars parking in protected bike lanes in Oakland, now it’s happening in Berkeley we need measures to prevent it Dana plan looks like it adds parking spaces, what part of the plan goals does that achieve A: not adding parking, existing parking is on the west side, moving it to the east side. Losing parking spaces on every block Can we see overall parking loss for the project? Are there ways to consider making sure crossings to campus driveways away from intersections are bike/wheelchair accessible, maybe raise the bike lane to curb level? A: Floating parking allows for those types of transitions TBID is poised to endorse option 3 2-way Bancroft. Other options don’t do much for the local economy Also opportunity for beautification and green infrastructure; we should strive for trees in key locations Could we get custom bollards with a cal bear or something to do some placemaking? Has there been any look at a quick build or less expensive approach to option 5? Support for option 5 car-free Telegraph; could really make Telegraph vital As bike advocate I see 32 priorities are good ped, good business and good transit, I think 4b is the closest to reaching that goal; where can loading happen on side streets instead of Telegraph? None of the merchants who pay taxes asked for any of this; lots of vacancies; putting the nail in the coffin</p>	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.
Breakout Group			Online Open House #2	1/27/2022	Fulton	Phase 2: Recommended Design Options	<p>Breakout Room #3: Fulton •Ehuck – Eliminate slip lane @ Bancroft and Fulton – particularly for northbound cyclists. Difficult for autos to see oncoming bikes when utilizing slip lane •Sam – 2nd chuck – also narrow the crossing across Fulton •Phone number – resident on Channing since 1991. Bikes walks and drives. Doesn’t have computer and cannot because he does not have computer. Want to know if presenters have any experience living in this area. Every time you take away a parking space/lane of traffic, you create more congestion, longer drivetimes, greater environmental pollution as a result of these delays. Never received a notice of any previous meeting – wants a broader approach. •Judith – is confused about moving the bike lane on Fulton •Bruce- on busy streets, residents are minority users of the streets, it is public domain and should be maximized for all users, rather than just catering to residents- consider extending bulb outs in to the crosswalk •Ben – “Fulton looks good!”</p>	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.

Breakout Group			Online Open House #2	1/27/2022	Dana	Phase 2: Recommended Design Options	Breakout Room #3: Dana •Ben – I think it is solid, straightforward •Sam – concern to get the crosswalk at Dwight short enough, otherwise looks great •Steven – If you are going north on Tele- how do you cut through to Dana? •Judith- where there are lights, and there may be a conflict because of where the bike lane is, will there be a separate light for bikes only, and another (phase) for cars? I ride on the west side so I can avoid the people making the left hand turns so I can go straight on Fulton.	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.
Breakout Group			Online Open House #2	1/27/2022	Bancroft	Phase 2: Recommended Design Options	Breakout Room #3:Bancroft •Chuck- a mistake to add parking on the north side of Bancroft between Ellsworth and Fulton, bus traffic flow means people will have to parallel park in the bus lane – don't need bus bulbs if there is a bus lane – would rather widen sidewalk on south side than add parking on north side. •Sam – adding parking on the north side of the bus lane is “really stupid” and should not be done. Already people are in the bus lane all the time – if you invite people to cross the bus lane is asking for obstructions to the bus lane. We really need to widen the south side sidewalk. Cramped, no one walks there for a reason (design). Move the slip lane (oxford). 2 way design for cars from Shattuck to milvia looks great. Concrete protection is excellent and should be maximized. Focus on daylighting. Not his first choice but realizes the operational benefits. •Ben – same train that sam and chuck were on – put parking against bus lane is bad idea. Where does widening the southside sidewalk sit? Slip lane should go. Daylighting at intersections should be aggressive. Especially important for cyclists moving fast going west. •Tom – Bancroft way east of Dana – two way cycle track will continue all the way to Piedmont? Concern for how folks will access the two way cycle track from the easter end •Steven – keeping white zone on north side – where else are they appropriate? •Nicholas – on Bancroft there are commercial business like to frequent.	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.
Breakout Group			Online Open House #2	1/27/2022	Telegraph	Phase 2: Recommended Design Options	Breakout Room #3:Telegraph •Mark – Endorse the idea of a car free telegraph – encourage people to reduce their usage of cars – something that we can no longer put off. Wildfires, drought – critical reasons why we need to reduce reliance of cars. •Sam – 2nd Mark. Happy they included the car free drawings. Proves there is no reason to put this off for another ten years. Telegraph is the 2nd most pedestrianized street in the east bay – does not see how a car free telegraph is in conflict with the existing use of the street. Option for double parking of TNCs on Dwight and haste, already allowed on Durant. Already a sign at haste and telegraph asking cars to go left to go downtown. We keep going out of our way to cater to cars. Berkeley is looked at as a beacon for change, need to continue that spirit. “put our words into action”. •Nicholas- what kind of opportunities will businesses have to the expanded space? Wondering about café's – Driving through that area is the worst, there is no reason for cars to be driving through there •Charles – decades ago the City widened the sidewalk on Center, and when it did businesses added seating – thinks it is a good idea. •Ben- Very much in support of tele being a ped street. City staff doesn't feel that they have they can not do that with this process. If that is the case, feels strongly, staff should be bringing to council this plan (for a car free tele). IF we are building option 4, then what is the plan to make option 5 not a ten year process. •Sam – Toole and public works should be actively asking council to move forward on a car free telegraph. Now is the time. •Bruce Dughi – supports car free telegraph. Now is a good time for it •Nicholas – is there any way to make it unpleasant as possible for cars. •David (phone number)- vigorously opposed to a car free telegraph. On most political issues is far to the left, but would like to say that a car free telegraph avenue is “magical thinking”. Historically speaking was at its most lively, there was vehicular traffic as well pedestrian traffic – all those things can coexist peacefully and simultaneously. Will hurt the businesses. Many cultural and economic forces are at play. Less places cars can filter through, the more the traffic is displaced. •Tom – likes the bike lockers for people shopping on telegraph	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.
Marna Owen			Online Open House #2 (submitted written Q&A)	1/27/2022	Telegraph	Phase 2: Recommended Design Options	What happened to Option 5?	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors. Many participants in the Southside Complete Streets Project public engagement process have expressed interest in a "car free" Telegraph Avenue. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing. The recommended design for Telegraph Avenue was selected, in part, because it is the most flexible, logical, and intuitive option to permit the City to operate the street differently, including vehicle restrictions, if the City Council and the community decide to go forward in that direction.
Marc Hedlund			Online Open House #2 (submitted written Q&A)	1/27/2022		Phase 2: Recommended Design Options	Really happy to see protected intersections in the design concepts!	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.
Pari Parajuli			Online Open House #2 (submitted written Q&A)	1/27/2022		Phase 2: Recommended Design Options	Hi! Where can I find the slides with all the information from the beginning of the call?	All meeting slides are available online at the project website: berkeleysouthsidecompletestreets.org

Steven Dunbar			Online Open House #2 (submitted written Q&A)	1/27/2022	Bancroft	Phase 2: Recommended Design Options	Possible to have raised crossings at high-use driveways on Bancroft to slow traffic crossing and entering driveways? Obviously signage at driveways to look both ways is helpful, but slowing the crossings down is even more effective imo - Steven Dunbar, Advocacy Chair for Bike East Bay and engineer at Gillig Bus, speaking for myself only	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.
Judah Marsden			Online Open House #2 (submitted written Q&A)	1/27/2022	Telegraph	Phase 2: Recommended Design Options	As students at UC Berkeley, we want a Telegraph that is safer and more enjoyable for pedestrians, cyclists, and transit riders. We want to be able to walk down Telegraph without being pushed onto cramped sidewalks. We don't want to worry about fast-moving and unpredictable traffic when we cross the street. We want to be able to ride our bikes on Telegraph to get to class. Thank you for the work on all 4 design options but I recommend considering an option 5 for a car free telegraph. Check it out: https://www.telegraphforpeople.com/option-five	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors. Many participants in the Southside Complete Streets Project public engagement process have expressed interest in a "car free" Telegraph Avenue. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing. The recommended design for Telegraph Avenue was selected, in part, because it is the most flexible, logical, and intuitive option to permit the City to operate the street differently, including vehicle restrictions, if the City Council and the community decide to go forward in that direction.
Steven Dunbar			Online Open House #2 (submitted written Q&A)	1/27/2022		Phase 2: Recommended Design Options	Is there a proposed method of bike detection, and can/will there be detection slightly in advance of the intersection rather than only right at the intersection?	Thank you for your comments on the design options during the January 2022 Public Workshop #2. The upcoming detailed engineering design phase will include signal design, including bicycle detection types and locations.
Steven Dunbar			Online Open House #2 (submitted written Q&A)	1/27/2022		Phase 2: Recommended Design Options	I do note that the concrete island will slow turns especially into tight driveways, raising might be just a good addition to that strategy for any wider driveways	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.
Steven Dunbar			Online Open House #2 (submitted written Q&A)	1/27/2022	Bancroft	Phase 2: Recommended Design Options	Could you define when the bus only lane on that last segment of Bancroft would be worthwhile? What transfers might be affected as growth continues and traffic slows? Could we define that now so we know when to transition it?	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors. City of Berkeley and AC Transit will continue to monitor and evaluate the performance of bus-only lanes and transit operations generally, post-project.
Alex Knox	TBID Executive Director		Online Open House #2 (submitted written Q&A)	1/27/2022		Phase 2: Recommended Design Options	How does a bus priority right-turn work?	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors. Transit signal priority designs can include queue jumps, extended green phases for transit, or other signal timing solutions.
Steven Dunbar			Online Open House #2 (submitted written Q&A)	1/27/2022	Telegraph	Phase 2: Recommended Design Options	Understanding the push that has happened for Telegraph, a major reason for that is the lack of connection to these new bike routes (like on Dana) if you're already on Telegraph. The left turns are not comfortable. Although it's slightly outside of the scoped area, it's impacted by these changes. Can I suggest adding a 2-stage turn box at Parker or Blake in order to cut over to Dana?	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors. The upcoming Detailed Engineering Design phase of the project will include more detailed intersection designs, and will consider protected intersections where appropriate.
Pari Parajuli			Online Open House #2 (submitted written Q&A)	1/27/2022		Phase 2: Recommended Design Options	Hi! It would be helpful to have the slides during the breakout rooms and during discussion! I also wanted to have more information about the responses which aren't outlined in the website FAQs	Slides were made available during breakout room sessions, and have also been posted online at the project website (berkeleysouthsidecompletestreets.org)
Marna Owen			Online Open House #2 (submitted written Q&A)	1/27/2022	Telegraph	Phase 2: Recommended Design Options	I'm glad you are designing it so that we can eventually have a car free (or low car) environment on Telegraph	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.

James Butler			Online Open House #2 (submitted written Q&A)	1/27/2022	All corridors	Phase 2: Recommended Design Options	Why can't people loading use the bus lane?	Thank you for your comments on the design options during the January 2022 Public Workshop #2. Comments received during the public workshop were addressed verbally by facilitators in the breakout room discussions and recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors. Loading zones will be provided to discourage loading in the bus lane, so transit travel times are not impacted.
Kelly Hammargren			4x6 City Council Committee Meeting	1/28/2022	All corridors	Phase 2: Recommended Design Options	oNative tree plantings are critically important for this project oWider sidewalks are really important oNeed more consistency in terms of bikeway designs citywide	Thank you for your comment on the preferred design options. The upcoming detailed engineering design phase will assess existing trees and consider native tree species in newly landscaped areas.
Brandon Yung	Telegraph for People		4x6 City Council Committee Meeting	1/28/2022	Telegraph	Phase 2: Recommended Design Options	Happy to see the additional Option 4 variations that move closer to car-free street operations	Thank you for your comment on the preferred design options. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.
Riya Master	UC Berkeley ASUC		4x6 City Council Committee Meeting	1/28/2022	Telegraph	Phase 2: Recommended Design Options	oVery happy with the recommended option oSupports car-free option	Thank you for your comment on the preferred design options. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.
Davina Srioudom	UC Berkeley ASUC		4x6 City Council Committee Meeting	1/28/2022	Bancroft	Phase 2: Recommended Design Options	oRemoval of RT slip lane at Bancroft/Fulton oWiden sidewalk on south side of Bancroft, not adding parking back in	Thank you for your comment on the preferred design options. The corner treatment for the right-turn slip lane from Bancroft Way onto Fulton Street will be determined during the detailed engineering design phase. Potential improvements for consideration include closing the right turn slip lane, or signal controlling the slip lane to protect pedestrian and bicycle crossings. Thank you for your suggestions on improving the experience for people walking on Bancroft. Vision Zero is one of the three goals for this project, and pedestrian safety is a priority in all designs. The upcoming Detailed Engineering Design phase of the project will include a refined cross sections and intersection design for Bancroft and will consider options for improving safety, comfort, and convenience for people walking as well as opportunities to further pedestrianize Bancroft, potentially using bulbouts or parklets to increase publicly accessible open space along the corridor and potentially widening the sidewalk subject to construction budget funding weighed against other community priorities such as Telegraph Avenue.
Lucy Andrews	UC Berkeley ASUC		4x6 City Council Committee Meeting	1/28/2022	Bancroft	Phase 2: Recommended Design Options	oRemoval of RT slip lane at Bancroft/Fulton oWiden sidewalk on south side of Bancroft, not adding parking back in oWants hard infrastructure protected bikeways oPrioritize 2 way bikeway on Bancroft	Thank you for your comment on the preferred design options. The corner treatment for the right-turn slip lane from Bancroft Way onto Fulton Street will be determined during the detailed engineering design phase. Potential improvements for consideration include closing the right turn slip lane, or signal controlling the slip lane to protect pedestrian and bicycle crossings. Thank you for your suggestions on improving the experience for people walking on Bancroft. Vision Zero is one of the three goals for this project, and pedestrian safety is a priority in all designs. The upcoming Detailed Engineering Design phase of the project will include a refined cross sections and intersection design for Bancroft and will consider options for improving safety, comfort, and convenience for people walking as well as opportunities to further pedestrianize Bancroft, potentially using bulbouts or parklets to increase publicly accessible open space along the corridor and potentially widening the sidewalk subject to construction budget funding weighed against other community priorities such as Telegraph Avenue. Bikeway design will be determined during the upcoming detailed engineering design phase, but all bikeway concepts assume raised concrete island or parking protected designs.

Connor Patrick Jackson	UC Berkeley ASUC		4x6 City Council Committee Meeting	1/28/2022	Bancroft	Phase 2: Recommended Design Options	<ul style="list-style-type: none"> o Removal of RT slip lane at Bancroft/Fulton o Widen sidewalk on south side of Bancroft, not adding parking back in o Wants hard infrastructure protected bikeways o Prioritize 2 way bikeway on Bancroft o Need a process to study and prioritize how we use our curb space for parking, loading, etc 	Thank you for your comment on the preferred design options. The corner treatment for the right-turn slip lane from Bancroft Way onto Fulton Street will be determined during the detailed engineering design phase. Potential improvements for consideration include closing the right turn slip lane, or signal controlling the slip lane to protect pedestrian and bicycle crossings. Thank you for your suggestions on improving the experience for people walking on Bancroft. Vision Zero is one of the three goals for this project, and pedestrian safety is a priority in all designs. The upcoming Detailed Engineering Design phase of the project will include a refined cross sections and intersection design for Bancroft and will consider options for improving safety, comfort, and convenience for people walking as well as opportunities to further pedestrianize Bancroft, potentially using bulbouts or parklets to increase publicly accessible open space along the corridor and potentially widening the sidewalk subject to construction budget funding weighed against other community priorities such as Telegraph Avenue. Bikeway design will be determined during the upcoming detailed engineering design phase, but all bikeway concepts assume raised concrete island or parking protected designs. Thank you for your comment on the preferred design options. Curbside management, including curb space allocated for various types of parking, loading, and other uses, will be considered in the next design phase.
Philip Lim			N/A	2/4/2022	Bancroft	Phase 2: Recommended Design Options	<p>Dear City Manager Williams-Ridley and Senior Transportation Planner Anderson,</p> <p>I received the postcard in the mail on January 18, 2022 regarding the Berkeley Southside Complete Streets project. Among the information contained was an announcement about the second virtual presentation to be held on January 27, 2022.</p> <p>I want to share an experience I had a couple of years ago on the north sidewalk of Bancroft Way between Fulton Street/Oxford Street and Dana Street. This area is encompassed by the project.</p> <p>I walked east on the sidewalk in front of the Recreational Sports Facility. Not where the patio adjacent to the sidewalk that leads to the entrance doors is. Rather the part of the facility west of that which has a long wall that starts as the side of a staircase on the west end, and rises to ten feet high, or thereabout, and then slants lower until it is three feet high, or thereabout, on the east end. The wall abuts the northern end of the sidewalk.</p> <p>The experience occurred some time after Bancroft Way was reconfigured. I consider it was 2017 when the reconfiguration began. Part of the reconfiguration included removal of the on-street parking spaces on the northern side of the street. In their place was formed a dedicated lane for buses to travel through.</p> <p>People were walking towards me from the east. What I did in response was step off the sidewalk and onto the street. Only after having done so did I realize my dire mistake. I could have been killed horribly. I am not ashamed to state Jesus Christ prevented any buses from materializing at that moment. That there were no buses was a miracle. This is not a matter of a single bus line sporadically utilizing the bus lane. There are multiple AC Transit bus lines moving through the lane, including the 51 and the 6. The former of which is currently scheduled to run every twelve minutes during peak weekday times. In addition, UC Berkeley has its own buses that move through the lane.</p>	The recommended design option for Bancroft proposes to keep the street 1-way and to restore parking on the north side of Bancroft between Dana and Fulton, which would provide an additional 7' of parking buffer between the sidewalk and the bus only lane.
Philip Lim			N/A	2/4/2022	Bancroft	Phase 2: Recommended Design Options	<p>(Cont. comment from Philip Lim on 2/4/2022):</p> <p>If Bancroft Way had not been reconfigured in the manner I described in the paragraph before the previous one, then I would not have faced the danger I described in the previous paragraph. I would have been between parked vehicles when I stepped off the sidewalk. I digress, but I suppose there are the dangers of a driver or drivers about to move a parked vehicle or vehicles after I stepped onto the street. Through years of experience however, I would have been aware of these dangers. Such as by looking through the vehicles' windows and by listening for motors running. But looking in the distance to see if a bus (or any type of automobile) was approaching in the lane formerly occupied by street parking is not something I was conditioned to do. Prior to 2017, it was a rarity, if there were any, in the city to have a driving lane off the curb for long stretches without a bus stop within that stretch.</p> <p>I feel glad to have shared my near-death experience with those having administration in that area. I want to offer my input, which can prevent what could have happened to me from actually happening to others.</p> <p>Restore on-street parking on the north side of Bancroft Way between Fulton Street/Oxford Street and Dana Street. In consideration of the bus stop that is to the west of the end of Ellsworth Street, some spaces can be removed so that buses can pull out comfortably.</p> <p>The on-street parking is a buffer for pedestrians walking on the north sidewalk. The previously mentioned wall restricts space on the north end of the sidewalk. The existing bus lane is inches from the curb. Pedestrians are confined in between. What makes the situation especially severe is the high volume of people utilizing this sidewalk during certain times of the day. A reason for this is the physical campus of the university restricts alternative routes to the north for people who want to go to Shattuck Avenue north of Bancroft Way. The north sidewalk is the most efficient route, distance-wise, for many.</p>	The recommended design option for Bancroft proposes to keep the street 1-way and to restore parking on the north side of Bancroft between Dana and Fulton, which would provide an additional 7' of parking buffer between the sidewalk and the bus only lane.

Philip Lim		limphilipk@yahoo.com	N/A	2/4/2022	Bancroft	Phase 2: Recommended Design Options	<p>(Cont. comment from Philip Lim on 2/4/2022):</p> <p>Many sidewalks in Berkeley have two sections; three if the curb is counted separately. There is the paved section as the primary thoroughfare. There is another section between the paved section and the curb often consisting of natural composition like dirt, grass, trees, and rocks. This section acts as a buffer. The north sidewalk of Bancroft Way abutted by the wall does not have this type of section. So pedestrians potentially walk close to the southern edge when a crowd forms when people moving east and west coalesce. This is dangerous with a moving bus perhaps just inches away from them.</p> <p>I recommend removing the eastbound bicycle path to help create the space needed for restoring the parking spaces on the northern side of the street. Bicyclists can go east on Durant Avenue. They do so anyway currently. I consider they do so, in part, because of their own conditioning to ride with the flow of traffic. The eastbound bicycle path does not begin until east of Fulton Street/Oxford Street. Those who take this path therefore are starting from points other than from Bancroft Way west of Fulton Street/Oxford Street, unless they are riding against traffic east of Shattuck Avenue or walking their bicycles on the Bancroft Way sidewalk.</p>	The recommended design option for Bancroft proposes to keep the street 1-way and to restore parking on the north side of Bancroft between Dana and Fulton, which would provide an additional 7' of parking buffer between the sidewalk and the bus only lane.
Philip Lim		limphilipk@yahoo.com	N/A	2/4/2022	Bancroft	Phase 2: Recommended Design Options	<p>(Cont. comment from Philip Lim on 2/4/2022):</p> <p>As further support for removal of the eastbound bicycle lane, I witnessed a near collision on February 2, 2022 in the evening. For motorists who approach Bancroft Way from Ellsworth Street and are forced to turn left, there are two barriers removing the right-hand lane from being used to turn left. Planted on one of the barriers is signage warning drivers to look both ways for both bicyclists and pedestrians. No such signage exists for pedestrians wishing to go from the adjacent southeast corner of Bancroft Way and Ellsworth Street to the north sidewalk of Bancroft Way. And there should not be. What I witnessed was a young woman standing on the southeast corner of Bancroft Way and Ellsworth Street waiting to go to the north sidewalk of Bancroft Way. She was looking to her right at the oncoming one-way traffic. To the understanding of my memory, I saw the lights flashing on the street lanes which indicated she pressed the button notifying oncoming traffic of her intention to enter the street. She eventually saw it was safe to enter the street. Meanwhile, I saw a bicyclist riding east in the eastbound bicycle lane. The bicyclist passed the plane of the southwest corner of Bancroft Way and Ellsworth Street. The bicyclist proceeded to continue to pass the plane of the southeast corner without coming to a complete, sustained stop. As the bicyclist did so, the pedestrian who had been focusing on the one-way oncoming traffic to her right, began to step into the street. My opinion is she obviously did not notice the bicyclist until very late because she did not look left well before deciding to enter the street proper. The bicyclist and the pedestrian so very narrowly missed each other. I was standing about three yards away, east of the southeast corner. Therefore, I was able to see the bicyclist's reaction as she rode past me. To my surprise, I saw that she was petulant. She said something in contempt, but while looking forward, not at the pedestrian. Nevertheless, she probably said something about the pedestrian needing to watch out. I was indignant as the bicyclist should have yielded until, at minimum, eye contact was made. In both my incident and this one, there was the presence of a moving lane adjacent to the gutter that did not exist before the reconfiguration.</p>	The recommended design option for Bancroft proposes to keep the street 1-way and to restore parking on the north side of Bancroft between Dana and Fulton, which would provide an additional 7' of parking buffer between the sidewalk and the bus only lane.
Philip Lim		limphilipk@yahoo.com	N/A	2/4/2022	Bancroft	Phase 2: Recommended Design Options	<p>(Cont. comment from Philip Lim on 2/4/2022):</p> <p>I have made other observations of Bancroft Way since my incident. The bus lane, when no buses are present, gives an opportunity for drivers on Bancroft Way intending to turn right onto Oxford Street to gain speed in that lane before making the turn. Previously, the parked vehicles prevented drivers from merging sooner. The parked vehicles also impaired visibility of the sidewalk. Thus forcing drivers to also drive more slowly before turning. The benefits of these being to the pedestrians on the northeast corner of Bancroft Way and Fulton Street/Oxford Street who walk to the island on the northern side of Bancroft Way via the short walkway for which turning vehicles go over.</p> <p>I also observed on, at minimum, one occasion a bus moving very slowly through the bus lane. The possibility exists the reason for this is to time the approach to the next stop to better match the bus schedule. However, my opinion for the slow driving is because of the reason I described almost happening to me. The bus driver is aware of pedestrians, or potential pedestrians, on the sidewalk a few feet from the side of the bus.</p> <p>Sincerely, Philip Lim</p>	The recommended design option for Bancroft proposes to keep the street 1-way and to restore parking on the north side of Bancroft between Dana and Fulton, which would provide an additional 7' of parking buffer between the sidewalk and the bus only lane.
Philip Lim		limphilipk@yahoo.com	N/A	2/11/2021	Bancroft and multiple project area corridors	Phase 2: Recommended Design Options	<p>Dear Senior Transportation Planner Anderson,</p> <p>No, I did not virtually attend the January 27, 2022 event. I did read most or all of the Berkeley Southside Complete Streets website. The first sentence of the third paragraph on the website states, "The Southside Complete Streets Project will apply the vision and goals identified in previous planning efforts to create a cohesive street design." In the next paragraph, a recommendation from the Southside Area Plan is mentioned, which is "...conversion of Bancroft Way, Durant Avenue, and Dana Street from one-way to two-way streets to improve transit reliability and pedestrian and bicycle safety; calm traffic; and improve vehicle circulation." I conclude the preceding recommendation could become part of the Berkeley Southside Complete Streets project implementation. I imagine Bancroft Way and Durant Avenue as two-way streets would be like amplified versions of the two-way portion of Dwight Way that is east of Seventh Street.</p> <p>Picture on this portion of Dwight Way the following, but not simultaneously in the same location:</p> <ol style="list-style-type: none"> 1. AC Transit line 36 2. private passenger vehicles backing into on-street parking spaces 3. delivery trucks and vans 4. garbage and recycling trucks 	The recommended design option for Bancroft proposes to keep the street 1-way and to restore parking on the north side of Bancroft between Dana and Fulton, which would provide an additional 7' of parking buffer between the sidewalk and the bus only lane.

Philip Lim		limphilipk@yahoo.com	N/A	2/11/2021	Bancroft and multiple project area corridors	Phase 2: Recommended Design Options	<p>(Cont. comment from Philip Lim on 2/11/2021): In your experience as either a driver, passenger or pedestrian on Dwight Way, you may have witnessed how the automobiles in the preceding list interact with traffic behind them. Taking the first item on the list, when a bus pulls into a stop, at times it does so at an angle whereby the rear of the bus juts out. Some drivers feel uncomfortable squeezing between the rear and the median strip. So they wait for oncoming traffic to clear, merge left into the oncoming traffic lane and then pass the bus. Even when the rear of the bus does not jut out, the space seems narrow enough that some drivers may merge into the oncoming traffic lane anyway. Entering the lane of oncoming traffic can be potentially dangerous. A limited number of drivers may stop and wait for the bus to pull back into the driving lane. Then continue following behind the bus. This decision can lead to a line of waiting vehicles behind.</p> <p>A similar predicament to the bus confronts the motorist behind a driver who wants to back into an on-street parking space. Motorists either wait for the parking vehicle to clear and proceed straight, or merge left into the oncoming traffic lane and then pass.</p> <p>The first two automobiles on the list have in common that the motorist behind the bus and the vehicle about to be parked has a reasonable expectation the moving lane ahead will clear of the said bus, or vehicle about to be parked, in a certain amount of time. However, a motorist does not have such an expectation when a delivery van or truck that is parked in the moving lane for lack of on-street parking will clear the lane. In most, if not all, situations, the motorist behind the van or truck will merge left into the oncoming traffic lane to go around the van or truck. Otherwise the motorist will be blocking traffic along with the delivery van or truck. In the cases of garbage and recycling trucks, motorists behind them have to merge left into the oncoming traffic lane. Because as you can imagine, the garbage and recycling trucks make intermittent stops along the block while in the driving lane. I have never seen a driver stop and go in tandem with that.</p>	The recommended design option for Bancroft proposes to keep the street 1-way and to restore parking on the north side of Bancroft between Dana and Fulton, which would provide an additional 7' of parking buffer between the sidewalk and the bus only lane.
Philip Lim		limphilipk@yahoo.com	N/A	2/11/2021	Bancroft and multiple project area corridors	Phase 2: Recommended Design Options	<p>(Cont. comment from Philip Lim on 2/11/2021): Dwight Way is similar to Bancroft Way and Durant Avenue in that these streets proper are relatively narrow. Bancroft Way is somewhat wider on a certain block or blocks. To widen the sidewalk would partially or wholly offset this extra width however. Imagining Bancroft Way and Durant Avenue as two-way streets like Dwight Way, I envision stalled traffic occurring quite frequently. Instead of a single bus line, the 36, which utilizes a smaller size bus most of the time, Bancroft Way and Durant Avenue have multiple bus lines with regular-size buses. So at each stop, motorists behind the buses have to make the same decision to pass or wait in the manner I described in the third paragraph of this message. But the frequency of this occurring will be far greater.</p> <p>Many portions of Durant Avenue are much more densely populated than Dwight Way. This implies significantly more delivery vans and trucks making temporary stops in the driving lane. Both Bancroft Way and Durant Avenue have more businesses than Dwight Way, which also implies more deliveries of inventory. Delivery vans and trucks would be much more of a serious impediment to traffic flow than buses because they do not stop at designated areas set apart for them as a bus would. There is also the matter of limited parking for residents. As such, temporarily parking in the southern-most lane (on Durant Avenue) is resorted to for unloading or loading items. Continuing to do this on a one-lane throughway could also impede traffic.</p> <p>My assumption is, like Dwight Way, Bancroft Way and Durant Avenue would have a single lane for each way of traffic when on-street parking is included on both sides of the street. Perhaps by now you can understand what I meant by Bancroft Way and Durant Avenue as two-way streets being amplified versions of the two-way portion of Dwight Way east of Seventh Street.</p>	The recommended design option for Bancroft proposes to keep the street 1-way and to restore parking on the north side of Bancroft between Dana and Fulton, which would provide an additional 7' of parking buffer between the sidewalk and the bus only lane.
Philip Lim		limphilipk@yahoo.com	N/A	2/11/2021	Bancroft and multiple project area corridors	Phase 2: Recommended Design Options	<p>(Cont. comment from Philip Lim on 2/11/2021): I have not even mentioned bicyclists yet. That can be harrowing to drive on Dwight Way when approaching a bicyclist and needing to pass. The space is so narrow. To the collective credit of Berkeley bicyclists, most appear to refrain from taking Dwight Way if possible and feasible; opting instead to take Channing Way. I do not know if a significant number of bicyclists will refrain from taking Bancroft Way and Durant Avenue if either or both become two way streets however.</p> <p>Suppose on-street parking is removed to make room for a dedicated bus lane. To do so would be to return to the issue I originally typed to City Manager Williams-Ridley and you about per my email message below. Having a dedicated bus lane such as that currently exists on Bancroft Way is akin to a BART train station platform and the train tracks next to it. Perhaps while waiting for a train, you have heard the prerecorded male voice over the intercom state, or state something similar to, the following: 'Please do not walk on the edge of the platform. The yellow tiles represent a safety zone for your protection.' The yellow tiles are analogous to the portion of the sidewalk often made of natural composition that I mentioned in my original email message. The north sidewalk of Bancroft Way where my incident occurred does not have such a portion. Therefore, I contend pedestrians who walk near the edge of the sidewalk do so in a manner analogous to a BART patron or patrons who walk on the yellow tiles. Even if the sidewalk was widened this would hold true. In large part because of the freer nature of public sidewalks compared to BART train station platforms. An example is, as tempting as that would be to ride a skateboard on the smooth surface of a platform, people generally do not do so. However, people feel freer to ride a skateboard on a public sidewalk. Sometimes pedestrians step aside to avoid thier path. When that part of the sidewalk happens to be congested when they do, I assert pedestrians could utilize the area close to the curb. Thus endangering them, especially should they step off of it. Another example is when there is rain. Open umbrellas are going to cause people to space apart more. I assert people are not conditioned to have vehicles moving at street-speed level alongside them as they walk. And even if they were, the freer nature of traversing a public sidewalk (as contrasted to walking on a BART train station platform, for example), gives license to unpredictable behavior by other pedestrians. A necessary reaction may be to step on to the street proper. I consider a dedicated bus lane is dangerous, when the lane is adjacent to the gutter. If such a lane was farther into the street, then that would be a different matter. My main contention is a dedicated lane next to the sidewalk for any type of vehicle to move uninterrupted is dangerous for pedestrians.</p>	The recommended design option for Bancroft proposes to keep the street 1-way and to restore parking on the north side of Bancroft between Dana and Fulton, which would provide an additional 7' of parking buffer between the sidewalk and the bus only lane.
Philip Lim		limphilipk@yahoo.com	N/A	2/11/2021	Bancroft and multiple project area corridors	Phase 2: Recommended Design Options	<p>(Cont. comment from Philip Lim on 2/4/2022): And I think turning Bancroft Way and Durant Avenue into two-way streets is inadvisable. Especially in this era of proliferated home delivery orders through the Internet. On a separate, but related matter, the first AC Transit line I mentioned in my original email message below should have been 51B, not 51.</p> <p>Sincerely, Philip Lim</p>	The recommended design option for Bancroft proposes to keep the street 1-way and to restore parking on the north side of Bancroft between Dana and Fulton, which would provide an additional 7' of parking buffer between the sidewalk and the bus only lane.
Beverly Greene	Transportation Commission			1/21/2022	Preferred Design Option	Phase 2: Recommended Design Options	<p>AC Transit supports bus only lanes on Telegraph and Bancroft, and</p> <ul style="list-style-type: none"> - Telegraph Opt 3 and 4 are supported - How would Option 4 support passengers boarding - Give attention to operational considerations for how to run buses on a curbside street <p>UC Berkeley area is the largest transit node in the AC Transit district</p>	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.

Adrian Leung	Transportation Commission			1/20/2022	Preferred Design Option	Phase 2: Recommended Design Options	<ul style="list-style-type: none"> oWhy is there no car-free option? oWants a clear road map for a car-free option 	Thank you for your comments on the preferred design options. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.
Kate Gosselin	Transportation Commission			1/20/2022	Preferred Design Option	Phase 2: Recommended Design Options	<ul style="list-style-type: none"> oWhy is there no car-free option? 	Thank you for your comments on the preferred design options. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.
Kim Walton	Transportation Commission			1/20/2022	Preferred Design Option	Phase 2: Recommended Design Options	<ul style="list-style-type: none"> oNeed to be mindful of the education piece of the public engagement, and helping people understand the different treatments and options oPedestrian wayfinding oThink about what happens when some of these treatments go in - how does this change how people use the space? 	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.
Karen Parolek	Transportation Commission			1/20/2022	Preferred Design Option	Phase 2: Recommended Design Options	<ul style="list-style-type: none"> oAlso supports car-free Telegraph Ave oBus priority lane should be the top priority in each of the options oCurbless is a good option, and crosswalks along Telegraph should be kept at sidewalk level oPaving and street materials are really important: stamped, colored concrete that looks like pavers/brick oLighting is also really important oWould like to see Option 4 with no vehicles and a two-way oWould be great to see graphics of how Option 4 could be converted to a car-free graphic oNeed to make Bancroft an appealing pedestrian connection to Downtown, a greenway connection oWiden sidewalk on business side, plant street trees, make an appealing corridor oBikes on business side is a good idea 	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.
Liza Lutzker	Transportation Commission			1/20/2022	Preferred Design Option	Phase 2: Recommended Design Options	<ul style="list-style-type: none"> oWhy is there no car-free option? oWants a clear road map for a car-free option oPublic engagement was extensive and showed that there is a huge desire for a car-free option oOption 3 	Thank you for your comments on the preferred design options. The Southside Complete Streets Project focuses on the built environment, making physical changes to the streets, not on operational changes like restricting access to certain types of vehicles. Every element of these projects was from a City Council referral or from a City Council adopted plan or policy, or a planning document from a partner agency or organization that supports City policies and has gone through a public process. None of these previous plans, policies, referrals, or planning documents have directed staff to look at car-free operations for Telegraph Avenue, so it is outside the scope of the current project. On February 22, 2022 the Berkeley City Council approved a referral from Council Member Rigel Robinson to study car-free operations on Telegraph Avenue. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.
Barnali Ghosh	Transportation Commission			1/20/2022	Preferred Design Option	Phase 2: Recommended Design Options	<ul style="list-style-type: none"> oPresentation wasn't clear that there was so much public support around car-free Telegraph; need to be clear that we heard this, and also laying out how we are parsing this and trying to carry this issue forward oNeed to communicate clearly about how the project results in spaces and places oNeed to think about landscaping, pollinator corridors oSupports raised crosswalks; Shattuck/Center is too subtle oStormwater management is a big issue, needs to be address progressively with green infrastructure; need to identify stormwater improvement and GI opportunity areas oWhat about bus stop improvements such as bus shelters? Need to make sure each stop has a comfortable place to stand 	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.
Anthony Bruzzone	Transportation Commission			1/20/2022	Preferred Design Option	Phase 2: Recommended Design Options	<ul style="list-style-type: none"> oShould recommend Option 4 and not condition it 	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors.

Kieron Slaughter	City of Berkeley Office of Economic Development/Telegraph Business Improvement District Board of Directors			1/27/2022	Preferred Design Option	Phase 2: Recommended Design Options	<p>Bancroft</p> <ul style="list-style-type: none"> •Our preferred concept is Option 3 for 2-way. There is already adopted policy for 2-way. Struggling with the process, hard to reconcile with this when there are previous studies done that say that 2-way traffic is safer for pedestrians and cyclists. Would like data on bus travel speeds and trade-offs with other improvements. Upper Bancroft doesn't warrant a bus-only lane. • Challenges the notion that the Bancroft Option 3 is somehow unsafe or ranks poorly on safety compared to other options. Requests additional information or technical data to back up that claim. •Supports Option 3 for Bancroft – two-way flow. This is supported by previous plan/study. Relook at this, will help businesses on south side of Bancroft. Should have data to support inclusion of bus-only lane – how much time is really saved? Wants to see stronger connection to downtown. Make slip lane bus only. • Really want a groundbreaking project and a reboot for Telegraph. We have the history here, just have to reimagine the space. Also have to formalize the different modes (ie. buses, bike riders, family bike rides entering the car-free street). The proposed bus lane isn't a fully warranted bus lane because there is still right-turning traffic. •Currently, Telegraph is one of the only commercial corridors without any outdoor dining or parklets. The last two blocks shouldn't receive any different treatment than the first two blocks. • wants a unique, groundbreaking project for Telegraph. Used to support 2-way traffic on Telegraph, but now supports car-free Telegraph. Give the space to vendors, artists, cyclists, people. Put a cycle track on Telegraph. Formalize the locations for transportation – bikes, buses. Bus lane is not necessarily warranted – can we move buses to Bowditch? <p>Asked how this Complete Streets project could deviate and conflict with existing plans without a plan amendment.</p>	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors during the upcoming detailed engineering design phase of the project. The City and consultants are committed to continuing to work with the business community to refine these designs to best meet the needs of merchants and property owners while continuing to meet the project goals.
Comments from Downtown Business Association Board Members recorded by City of Berkeley Staff at DBA Board Meeting	Downtown Business Association			2/3/2022	Preferred Design Option	<p>Bancroft from Shattuck to Milvia:</p> <ul style="list-style-type: none"> oNeed more parking and loading zones on this block oNeed loading zone for 18 wheeler on Bancroft at Shattuck oShould the street be made one-way to preserve parking on both sides? <p>Bancroft from Fulton to Shattuck:</p> <ul style="list-style-type: none"> oConcrete barriers are unnecessary oNew development at Car Wash site has entrance onto Bancroft oIs the parking access aisle necessary? oConsider converting some of the concrete islands to loading zones oWhere are the yellow zones? oWhat about yellow zone around corner on Fulton at NW corner oLoading zones around corner are not sufficient oBus lane will be blocked by loading oNeed loading zones oBusinesses on NW corner Bancroft/Fulton will be highly sensitive to parking loss oBus lane will "kill the block" in terms of the ability to lease the merchant spaces on Bancroft on the NW corner of Bancroft/Fulton oNo one bikes to businesses on this block oBetter place for bikeway would be on Durant <p>Bike lanes are integral to project ADA access aisle is important, probably not going to go away, and also doesn't gain much in terms of a traffic lane or parking/loading Businesses contribute to transit subsidy requirements for residential developments; bus lanes are an extra burden because they compromise the viability of the ground floor commercial spaces that is also required by the City The issue is not parking, it's access</p>	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors during the upcoming detailed engineering design phase of the project. The City and consultants are committed to continuing to work with the business community to refine these designs to best meet the needs of merchants and property owners while continuing to meet the project goals.	
Daryl Ross	Caffe Strada	N/A		2/17/2022	All project corridors	<p>Phase 2: Recommended Design Options</p> <p>Dear Mayor Arreguin and Council Members: Please accept the following comments with regard to the Southside Complete Streets Project ("Project") in Agenda Item 27 for the City of Berkeley ("City") City Council meeting scheduled for February 22, 2022. My name is Daryl Ross and I own the property at the corner of College and Bancroft that is comprised of Caffe Strada, the Bancroft Hotel and a parking lot. The property has been in my family since 1979 and I have owned and operated Caffe Strada for over 33 years and the Bancroft Hotel for over 28 years. I am a Cal grad (Philosophy '85) and know this corner of Berkeley very well. In general, I have concerns for the vitality of the area that are based on my many years of experience in this neighborhood. The changes to the streets that are being proposed will have a negative effect on businesses and on the culture of the campus and the community at large.</p> <p>I did not receive notice of the Southside Complete Streets Project Despite being an interested stakeholder that owns and operates historic and cultural landmarks in the area proposed for development, it has only recently come to my attention that the City is again considering significant changes to Bancroft Way. In the past, when the City has considered major changes that would affect my businesses and property, I was contacted directly from officials in the City and from the TBID to inform me and to solicit my engagement. Unfortunately, this time around, no effort was made to contact me directly about this new round of proposed major changes that will affect the street that my businesses are on.1 Going forward, I request that the City consider me an interested party and keep me informed concerning the Project and any other project in the vicinity of Bancroft Way and College Avenue. In the past, I have provided and/or directed staff to ample materials relevant to the development of the Southside area. I would be happy to do the same now as the Project moves forward.</p>	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors during the upcoming detailed engineering design phase of the project. The City and consultants are committed to continuing to work with the business community to refine these designs to best meet the needs of merchants and property owners while continuing to meet the project goals.	

Daryl Ross	Caffe Strada		N/A	2/17/2022	All project corridors	Phase 2: Recommended Design Options	<p>(Cont. comment from Daryl Ross on 2/17/2022): The proposed street changes should be evaluated for their potential impacts on local businesses While I support the City's efforts to improve city streets, I have several concerns about how these proposed changes will affect the character, accessibility, safety and economic recovery of the area and in turn alter the dynamics of the community interactions which are facilitated by businesses and public spaces. In particular, while Caffe Strada is enjoyed for its coffee and quick service, it is perhaps best known for its outdoor patio area which seamlessly connects gatherings of people at the cafe with the activity on the sidewalk and street. The cafe is not only a landmark in the City, it is also an important part of the Berkeley community. Caffe Strada, like other businesses in the area, is part of the fabric of the community. The proposed changes to Bancroft Way should be evaluated for their potential impact on such businesses.</p> <p>The timing of the Project could have negative impact on the recovery efforts of local business In general, I believe that that changing street configurations in the area at this time could have a negative impact on recovery efforts. Covid has put many Berkeley establishments out of business. Many others are still trying to recover from the past two years of closures and reduced patronage. It is ill-timed for the City to consider making such significant changes when businesses are still trying to climb out from the economic effects of covid. The construction alone for the Project will impact all businesses on the street. Even if it is a year or two before things start, it is reasonable to expect that we will still be in recovery. If the street changes prove to be harmful, it may provide the final blow to some businesses. Hitting Berkeley businesses when they are down may make it impossible to continue.</p> <p>No changes should be made to Bancroft Way above Bowditch Street: I respectfully request that no changes be made to Bancroft Way above Bowditch Street as the proposed options to change that area will make the corner of Bancroft Way and College Avenue less safe and be harmful to the existing character which significantly contributes to the community experience of the area. Notably, the slope of the street is more significant above Bowditch and the largest percentage of businesses and bike traffic are below Bowditch Street. The City should maintain and/or incorporate the following functional elements into the design of the Southside Complete Streets Project. Alternatively, I ask, at a minimum, that the city maintained and/or incorporate the following elements, as appropriate, throughout Bancroft Way, but in particular above Bowditch Street and at the corner of College and Bancroft.</p>	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors during the upcoming detailed engineering design phase of the project. The City and consultants are committed to continuing to work with the business community to refine these designs to best meet the needs of merchants and property owners while continuing to meet the project goals.
Daryl Ross	Caffe Strada		N/A	2/17/2022	Preferred Design Option	Phase 2: Recommended Design Options	<p>(Cont. comment from Daryl Ross on 2/17/2022): 1. The Crosswalk should remain in the same location. A significant feature that makes the corner of Bancroft and College unique and safe is the location of the west crosswalk that that crosses Bancroft, connecting the campus to the south side of the street. This crosswalk is offset from the corner of the intersection, and allows traffic from College turning onto Bancroft to not block the crosswalk while waiting for another vehicle to clear and allows drivers to recognize and stop for pedestrians in the crosswalk. This element must remain regardless of any changes to the street. 2. The bicycle lane should not extend into the crosswalk. If there is to be a dedicated buffered bike lane and offset parking, those elements should start west of Bowditch. In any event, bicycle lanes should not extend into the intersection, so that cars turning onto Bancroft will not interfere with bicycle traffic and bicycle traffic will not interfere with pedestrian traffic crossing Bancroft. Such feature would not be unusual as it is typical for dedicated bike lanes to recognize the interruption that occurs at an intersection. There is also the consideration that the downward slope of Bancroft westward above Bowditch Street is significant (9 percent between Piedmont and College with some sections as steep as 13 percent). The addition of dedicated bicycle lanes in that area, where riders feel they have the right of way, could result in an increase in cyclist-pedestrian collisions, in particular if sufficient buffer space is not provided. This is another reason to start the dedicated bicycle lane below Bowditch.</p>	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors during the upcoming detailed engineering design phase of the project. The City and consultants are committed to continuing to work with the business community to refine these designs to best meet the needs of merchants and property owners while continuing to meet the project goals.
Daryl Ross	Caffe Strada		N/A	2/17/2022	Preferred Design Option	Phase 2: Recommended Design Options	<p>(Cont. comment from Daryl Ross on 2/17/2022): 3. Passenger loading areas should remain. In addition to Caffe Strada and the Bancroft Hotel, there are several businesses along Bancroft Way which depend on accessibility by clientele through the use of passenger drop off areas. It is important that the City's Southside City Streets Project not just focus on traffic flow, but also on business access. Accordingly, passenger loading zones should not be replaced with hourly parking. The businesses need these drop off areas. 4. Delivery areas and times should remain. Much like being accessible to customers, receiving supplies is essential for all businesses. Delivery trucks service the University as well as the businesses in the area including my own. Even in its current configuration, delivery trucks sometimes double park along Bancroft Way. Supply chain and delivery disruptions are now a common occurrence. As such, if there are limited delivery time windows and less loading zones delivery drivers will skip those customers for the day. Such deliveries may be rescheduled for a later date, however, the failure to receive supplies in a timely manner would result in a loss of revenue or worse. Accordingly, it is critical that delivery areas not be restricted and delivery times not be imposed in order to avoid harm to local businesses. 5. Bancroft Way should remain a one-way street with two traffic lanes. With the option the City is considering, traffic congestion should be a concern. Currently, Bancroft Way is relatively free of congestion and does not suffer from the traffic blockage and delays that are so common to two-way College Ave. The only time there is congestion, is when the street is reduced to one lane due to construction. At those times, traffic flow is severely restricted. This is concerning because the City is proposing to turn Bancroft Way into a single traffic lane with a dedicated bus lane. Such a change will only create permanent congestion</p> <p>Thank you in advance for your consideration of my concerns. I look forward to working with the city as the Project moves forward.</p>	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors during the upcoming detailed engineering design phase of the project. The City and consultants are committed to continuing to work with the business community to refine these designs to best meet the needs of merchants and property owners while continuing to meet the project goals.
John Caner	Downtown Berkley Association		N/A	2/16/2022	Telegraph Avenue, Bancroft Way	Phase 2: Recommended Design Options	<p>Dear Mayor and City Council: First, we support the goals and principles of the Southside Complete Street Project, and in particular the cyclist and pedestrian safety features of the project, including the two-way bikeway link upper Bancroft the new Milvia Bikeway. Safety is paramount. Second, we want you to be aware that the DBA and our stakeholders were not made aware of this project until January 26, 2022, with a presentation to our board on February 3, 2022. Staff writes that "In 2020, City staff also conducted preliminary outreach with the Telegraph Business Improvement district (TBID). While most of the project is in the TBID district, three blocks of the project are in the Downtown Berkeley Association (DBA) district: Bancroft from Shattuck to Milvia, and then Fulton from Bancroft to Durant. Not including the DBA and our stakeholders in outreach and discussion of options until now was a big oversight.</p>	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors during the upcoming detailed engineering design phase of the project. The City and consultants are committed to continuing to work with the business community to refine these designs to best meet the needs of merchants and property owners while continuing to meet the project goals.

John Caner	Downtown Berkley Association	N/A	2/16/2022	Preferred Design Option	Phase 2: Recommended Design Options	<p>(Cont. comment from John Caner on 2/16/2022): Third, we need to point out that Bancroft between Shattuck and Milvia is a very different street, than upper Bancroft. The street narrows significantly at Fulton (approximately narrower by ten feet). Moreover, we have several merchants, office buildings, and apartment buildings on the northside--as well as southside--of Bancroft, compared to campus on the northside of upper Bancroft.</p> <p>HENCE, we are requesting a critical change Bancroft Way Conceptual Design Option #1: The Dedicated Bus Lane on Bancroft between Fulton and Shattuck should be omitted from this block to allow for Loading & Unloading / Parking / UCB Shuttle Stop on the northside of the street. For this oneblock buses would share a single traffic lane until they turn right on Shattuck. On both sides of Bancroft our merchants, office tenants, and apartment dwellers need a lane for deliveries, rideshare pickups, and customer access to survive and thrive, as per the goal to "support the economic and cultural vitality..." of this part of our neighborhood.</p> <p>Please note that we believe the two-way street in Option 3 is not practical on this narrower block of Bancroft between Fulton & Shattuck, given the other needed program elements. (The block is currently one-way). Also, putting the bikeway on northside of street in Option 2, seems ill advised since the current bikeway is on the southside east of Fulton. Also a bikeway on the northside risks safety conflict with right turns onto Oxford and Shattuck.</p> <p>The block of Bancroft between Shattuck and Milvia is currently two-way. We are flexible on that design, whether it is one-way or two-way. One-way would allow loading/unloading on both sides of street, but this block does not have the same density of merchants, offices, and apartments as the prior block. We would like to discuss with staff which option makes most sense, balancing the safety and economic vitality issues for this block. For example, one idea is adding a stoplight at Bancroft and Milvia to make the intersection safer for cyclists, drivers, and pedestrians, particularly when high school students are on way to and from school or on lunch break.</p>	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors during the upcoming detailed engineering design phase of the project. The City and consultants are committed to continuing to work with the business community to refine these designs to best meet the needs of merchants and property owners while continuing to meet the project goals.
John Caner	Downtown Berkley Association	N/A	2/16/2022	Preferred Design Option	Phase 2: Recommended Design Options	<p>(Cont. comment from John Caner on 2/16/2022): Lastly, we support the bikeway on Fulton between Bancroft and Durant, on either the east or west side of street, as long as we maintain loading/unloading and parking on west side of Fulton to support Great China and other merchants down the block.</p> <p>Sincerely, John Caner, CEO Cc: City Clerk, City Manager, Transportation Department Tai Yu, Great China Restaurant Rita Cooper, Oddfellows Building Grant Shoaf, Mechanics Bank Milea Fagar, Harvest Properties (Masonic Building) Laksh Lakireddy, Vindium Real Estate (2126 Bancroft Way, Ursa Apartments, The Corder Building, Morse Block, Broad Apartment Building, 2028 Bancroft Way, Berkeley Park Apartments) Amir Massih East Beach Capital (Developer Car Wash Property) Todd Henry (UC Berkeley / Banway Building) Heather Cummins, Berkeley Public Library</p>	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors during the upcoming detailed engineering design phase of the project. The City and consultants are committed to continuing to work with the business community to refine these designs to best meet the needs of merchants and property owners while continuing to meet the project goals.
Comments from Telegraph Business Improvement Board Members submitted via written comment	Telegraph Business Improvement District	N/A	2/8/2022	Preferred Design Option	Phase 2: Recommended Design Options	<p>The Telegraph Business Improvement District Board of Directors has adopted a set of priorities and design recommendations for the Southside Complete Streets Project. Our recommendations are related to the Telegraph Ave. and Bancroft Way corridors with a focus on the commercial areas within the TBID boundary.</p> <p>Overall we want the project to provide traffic calming and slower vehicle speeds; include 2-way access for bikes/scooters, and add pedestrian-scale lighting. We also place an emphasis on improving the pedestrian environment with wider, more attractive sidewalks and added pedestrian safety measures.</p> <p>Our position relative to the Telegraph Ave. and Bancroft Way corridors are outlined below (images uploaded here: https://berkeleysouthsidecompletestreets.files.wordpress.com/2022/02/tbid1.png, https://berkeleysouthsidecompletestreets.files.wordpress.com/2022/02/tbd2.png).</p> <p>We support this layout as follows: - The design includes: o A two-way protected bike lane o A shared traffic lane o Commercial loading bays o No bus-only lane - The bike lane is flush with the curb and marked with bollards. If a curb is used to separate the bike lane, then the bike lanes should be at street level.</p> <p>Request that the City investigate and analyze: o having loading zones on both sides of the street, and o making the loading zones continuous.</p>	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors during the upcoming detailed engineering design phase of the project. The City and consultants are committed to continuing to work with the business community to refine these designs to best meet the needs of merchants and property owners while continuing to meet the project goals.

Comments from Telegraph Business Improvement Board Members submitted via written comment	Telegraph Business Improvement District	N/A	2/8/2022	Preferred Design Option	Phase 2: Recommended Design Options	<p>(Cont. Comment from TBID on 2/8/2022): Additionally, we request that the following components be prioritized as part of the project: The City prioritize making the parking garage safe and accessible. A flush street design is supported if: o Bike lanes are delineated or protected, and o It doesn't compromise the feasibility of completing improvements across all 4 blocks. - Commercial loading must be maintained but parking in not required on Telegraph. - Equal treatment to all 4 blocks. - The project should be compatible with the "Telegraph Plaza" vision for the Dwight Triangle and should not preempt the closure of the slip-turn lane.</p> <p>The following notes outline the basis for our position: - It follows adopted policy in the Bike Master Plan to analyze a Two-Way Cycle Track on Telegraph. It's also consistent with the Climate Action Plan, Vision Zero and numerous other City policies. - It provides maximum space for bikes, scooters, pedestrians and vendors and makes Telegraph Avenue a destination and place, not a drive through. - Looking forward this design promotes future analysis of a pedestrian and bike only corridor, which could include re-routing the AC Transit bus #6 to Bowditch. - Supporting the contraflow lane on Telegraph is a priority. - Prefer the street being level with the sidewalks as recommended by the Transportation Commission and the City's option 4. Funds should be diverted from Dana St. if necessary to make this happen. Continuous sidewalks and loading lanes are more desirable. o Loading bays can create pedestrian bottlenecks on the sidewalk like we have now. The overall impression of our sidewalks being too narrow is determined by the narrowest stretches. They also make it difficult for trucks to get in and out of the loading zones. - There would be no more parking on Telegraph unless at night in the loading zone. - For the protective barrier between traffic and the bike lane(s), we prefer bollards over curbs or planters. When the street is closed to traffic, bollards allow better mid-block access to businesses for pedestrians. (image uploaded here: https://berkeleyouthsidecompletestreets.files.wordpress.com/2022/02/tbid3.png)</p>	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors during the upcoming detailed engineering design phase of the project. The City and consultants are committed to continuing to work with the business community to refine these designs to best meet the needs of merchants and property owners while continuing to meet the project goals.
Comments from Telegraph Business Improvement Board Members submitted via written comment	Telegraph Business Improvement District	N/A	2/8/2022	Preferred Design Option	Phase 2: Recommended Design Options	<p>(Cont. Comment from TBID on 2/8/2022): We support Option 3 as follows: • Keeps cycle track on South side • Converts to two-way vehicle traffic • Some or all of the existing bus-only can be kept but it should not be extended. • College and Bancroft need safety improvements • The parking lane does not need to be on the north side and may be better next to the cycle track on the south side.</p>	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors during the upcoming detailed engineering design phase of the project. The City and consultants are committed to continuing to work with the business community to refine these designs to best meet the needs of merchants and property owners while continuing to meet the project goals.
Comments from Telegraph Business Improvement Board Members submitted via written comment	Telegraph Business Improvement District	N/A	2/8/2022	Preferred Design Option	Phase 2: Recommended Design Options	<p>The following notes outline the basis for our position: • Two way vehicle traffic provides a new direct connection between the Downtown and Telegraph Business District providing a mutual benefit. • Option 3 follows the adopted policy in the Southside Plan to convert Bancroft back to two-Way traffic. • Western Bancroft is already two-way and drivers are forced to turn and find another way to reach the visual destination-the International House. • Brings shoppers, visitors and tourists around the perimeter of Cal and the TBID and leads them to "the beginning" or "top" of the Shopping District and will support all of the business on Bancroft. • One way streets are bad for business and Telegraph would be the only main commercial business district with several one way streets making it difficult to navigate and access businesses. • Two-way traffic on Bancroft is a way to improve wayfinding and circulation around the campus. • The Dana/Bancroft area is highly utilized by cyclists coming to campus; and infrastructure should funnel them to Barrow or Spieker Plaza around the Upper Sproul dismount area. Preference to see commuter cyclists purposely directed to Dana-Spieker Plaza or Bowditch/Hillegas-Barrow Lane. • The South side of the street needs managed loading, particularly between Bowditch and Dana. Double parked commercial vehicles interfere with the bus lane; Want to avoid double parking related congestion. • Hope to see safety improvements to the College and Bancroft intersection: we'd like to see slowing traffic, improved sidewalks, raised intersection, etc. • Bancroft has huge volumes of pedestrians crossing it; two way conversion may slow traffic and help wayfinding but may also increase the direction and number of pedestrian conflicts particularly if intersections like College and Bowditch remain unsignalized.</p>	Thank you for your comments on the recommended design options. Comments received were recorded by the design team staff as input into the refinement of the selected recommended design option for each of the project corridors during the upcoming detailed engineering design phase of the project. The City and consultants are committed to continuing to work with the business community to refine these designs to best meet the needs of merchants and property owners while continuing to meet the project goals.