### 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)

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Contact Information</th>
<th>Meeting Date</th>
<th>Topic</th>
<th>Project Phase</th>
<th>Comment</th>
<th>Response</th>
</tr>
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<tbody>
<tr>
<td>David Mendelson</td>
<td>N/A</td>
<td><a href="mailto:email@domain.com">email@domain.com</a></td>
<td>11/16/2021</td>
<td>All comments</td>
<td>Phase 1: Proposed Designs Options</td>
<td>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 Zoom-bombers get you down!</td>
<td>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.</td>
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<tr>
<td>Marc Hedlund</td>
<td>N/A</td>
<td><a href="mailto:email@domain.com">email@domain.com</a></td>
<td>11/16/2021</td>
<td>Telegraph, Bancroft</td>
<td>Phase 1: Proposed Designs Options</td>
<td>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 &amp; Telegraph. While overall I’m really encouraged by what I saw 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 &amp; 12 year olds ride their bikes down Telegraph if it were one of their only infrastructural protections. With a car-free Telegraph, we would be biking down to Super Duper, Al’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 also want to advocate for intersection designs in the project review. Especially for cyclists turning onto 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 cyclists far safer for all users. Thank you!</td>
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<td>Charles Siegal</td>
<td>Walk Bike Berkeley</td>
<td>N/A</td>
<td>Unknown</td>
<td>Telegraph</td>
<td>Phase 1: Proposed Designs Options</td>
<td>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 add that I think the proposed designs for Telegraph would be passing on an opportunity to make huge improvements to the street. 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 &amp; 12 year olds ride their bikes down Telegraph if it were one of their only infrastructural protections. With a car-free Telegraph, we would be biking down to Super Duper, Al’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 also want to advocate for intersection designs in the project review. Especially for cyclists turning onto 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 cyclists far safer for all users. Thank you!</td>
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<td>Walk Bike Berkeley</td>
<td>N/A</td>
<td>Unknown</td>
<td>Telegraph</td>
<td>Phase 1: Proposed Designs Options</td>
<td>HI, 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: Shattuck Ave</td>
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**ATTTACHMENT:** Chuck already.
Brandon Yung

Telegraph for People

N/A

N/A

11/19/2021 Telegraph

Phase 1: Proposed Design Options

Hi Eric,

I wanted to share this document that I've been working on to propose a plan that would allow for a car-free Telegraph along the northern three blocks of Telegraph that allow for commercial loading. The biggest challenge, however, is rerouting AC Transit line 6 on the broadwalk, which we actually have found to have a lot of potential to increase ridership. Looking forward to meeting tomorrow!!

Brandon Yung

ATTACHMENT: A Proposal for a car-free Telegraph design

Telegraph for People

Problems: 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 Broaditch to serve a more student populated street and block off the southern end of the three upper blocks of Telegraph Avenue. [Diagram]

Benefits:

- 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 barri
dace.
- AC Transit line 6 to Broaditch and Telegraph stop would be replaced by Broaditch and Heave, meeting more riders where they are, 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 m
ost "dead-end streets," driving naturally at very low speeds.

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 Robb Robbins 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.

Brandon Yung

Telegraph for People

N/A

N/A

11/19/2021 Telegraph

Phase 1: Proposed Design Options

(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 Broaditch, you could create a stop on Channing and Broaditch right outside Crossroads. This would be a central location between Unit 1, 2, and the future dorms on People’s Park as well as Maximo Commons and the Channing Broaditch 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 Broaditch 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 Broaditch. Currently, we are working with Cal FITS to look at AC Transit service data.

Two remaining concerns:

1. Broaditch is designated as a bike boulevard and re-routing line 6 may make the current bike lane configuration difficult.

2. Reconfiguring line 6 to Broaditch adds a total of two new-to-the route and may add time and unpredictability to the schedule of the line.

Replacing the Haste & Telegraph Stop with a stop at Broaditch and Channing would dramatically increase ridership among students. [Map]

Strategic bollard placement to filter out non-essential automobile traffic [Diagram]

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Brandon Yung

Telegraph for People

N/A

N/A

11/19/2021 Telegraph

Phase 1: Proposed Design Options

(cont. comment from Brandon Yung on 11/19/2021):

Goal: Make the northern three blocks of Telegraph car-free while still allowing traffic on through streets and also allow commercial loading in a shared street environment.

Implementation:

1. Reconstruct the street to be all at grade with high-quality, place-making pavement.

2. Block off the northern three blocks with removable barricades at the southern end of each street, preempting north-bound traffic.

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 2 diagram for full street flow rendering] Bollards would be in place as a default and would only be removed with the discretion of TBD for certain purposes.

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 or in a neighborhood as dense as Southside. [Refer 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 12:30 am 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 workday. Majority of blockface 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 also could still lead to municipal revenue by redirecting drivers to the undirected Channing garage.

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 Robb Robbins 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.
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<th>Phase</th>
<th>Proposed Design Options</th>
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<tr>
<td>Paige Callaghan</td>
<td><a href="mailto:page@preservenet.com">page@preservenet.com</a></td>
<td>10/24/2021</td>
<td>Bancroft</td>
<td>Phase I: Proposed Design Options</td>
<td>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. Thanks, Chuck.</td>
</tr>
<tr>
<td>Charles Siegel</td>
<td><a href="mailto:walkbikeberkeley@gmail.com">walkbikeberkeley@gmail.com</a></td>
<td>10/24/2021</td>
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<td>Thank you for your comment 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. Thank you for your comments on the design options. Vision Zero is one of the three goals for this project, and pedestrian safety is a priority in all designs. Telegrah 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.</td>
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<td><a href="mailto:walkbikeberkeley@gmail.com">walkbikeberkeley@gmail.com</a></td>
<td>10/21/2021</td>
<td>Telegraph</td>
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<td>Thank you for your comments on the design options. The upcoming Detailed Engineering Design phase of the project will include refined cross sections and vision for Telegraph Avenue/Haas Street and will consider your suggestion. Thank you for your comments 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.</td>
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<td>Charles Siegel</td>
<td><a href="mailto:walkbikeberkeley@gmail.com">walkbikeberkeley@gmail.com</a></td>
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### Breakout Group 1

**Public Workshop #1 11/10/2021 All corridors Phase 1: Proposed Design Options**

**Dana Street**
- Overall support for pilot project
- Enthusiasm for two-way bike lanes, and hardened protection is great
- Did not get to discuss permanent project

**Fulton Street**
- Option 3 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

**Telegraph Avenue**
- Option 4 was most popular
- Need for additional traffic calming mechanisms

**Bancroft Way**
- Concern over bus and bike access to the university side of Bancroft
- Support for a bus lane and bike lane

**Dana Street**
- AC Transit Pilot
  - Shared pedal/bike spaces self-regulate effectively around campus, mixing behind bus stop will not be a problem
  - Reframe reduction of parking as a “good thing” due to environmental benefits
  - Facility on the west good at Dwight
  - Question is how will the intersections work aside from Bancroft and Dwight? Channing, Durant, Haste
  - Having two-way facility will improve north/south mobility
  - Disappointed not to see Bowditch included in this study

**Fulton Street**
- Option 2 creates potential conflict with right-turning vehicles on Dwight

**Bancroft Way**
- Option 2
  - Bike lanes on the campus side makes sense
  - Bikes and peds on campus self-regulate so don’t worry about conflicts at the boarding islands
  - 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 Dana, Fulton, Bancroft Phase 1: Proposed Design Options**

**Dana Street**
- AC Transit Pilot
  - Options 1 and 2 provide conflict with parked vehicles but what will the configuration at Durant intersection look like?
  - Option 2 is preferred to have Option 1 continue to Hearst

**Fulton Street**
- Question is how will the interventions work aside from Bancroft and Dwight? Channing, Durant, Haste

**Bancroft Way**
- Option 2
  - Bike lanes on the campus side makes sense
  - Bikes and peds on campus self-regulate so don’t worry about conflicts at the boarding islands

**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 Telegraph Phase 1: Proposed Design Options**

**Telegraph Avenue**
- Option 2
  - Two-way traffic flow would reduce existing conflicts
  - May create more congestion at the two-block stretch approaching campus and over flow of loading activity onto the street

**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.**
Group 5 Breakout

Public Workshop Phs

11/10/2021

All corridors

Phase 1: Proposed Design Options

Participants brought up that lighting is important for improving pedestrian comfort along the corridors, especially for students leaving late at night from UC Berkeley. Dana commented that there is a lot of good bicycle infrastructure in presentation, but more consideration needed for pedestrians.

Participants asked whether bicycle infrastructure, such as barriers, present opportunity for adding greenery. People 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.

Telegraph received the most feedback, with some participants noting that option 4 could be more radical by blocking all automobile access. A member was less enthusiastic about blocking all vehicle traffic, but was still chosen option 4. A member’s concern was deliveries for commercial business and potential loss of automobile access for cars, though another participant noted that the overwhelming majority of customers arrive by non-automobile modes.

Option 4 can use removable bollards for pedestrian only special events, which may pave the way for full pedestrianization.

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.

Group discussion largely dominated by younger people and UC Berkeley students who generally supported whatever option was perceived as dedicating the most SWO to pedestrians. There were a couple of dissenting voices who didn’t speak up but shared comments in the chat.

Dana: Dana is a great bike route for getting to campus—needs a two-way lane.

- Appreciation for the traffic calming effect of the “citycar” created by the bus loading area.
- Need for better pedestrian crossing/lag at Dwight.

Fulton: 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 lanes because it connects better to lanes on Colford 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.

Group 4 Breakout

Public Workshop Phs

11/10/2021

All corridors

Phase 1: Proposed Design Options

Group discussion largely dominated by younger people and UC Berkeley students who generally supported whatever option was perceived as dedicating the most SWO to pedestrians. There were a couple of dissenting voices who didn’t speak up but shared comments in the chat.

Dana: Dana is a great bike route for getting to campus—needs a two-way lane.

- “A street of the people, not of the cars”
- Such a configuration would thrive in a vibrant college town like Berkeley.
- Cool at least be car-free on block from Bancroft and Durant.
- What about retractable bollards or bus stops that can get deliveries.
- What about moving AC transit stop? Not heavily used.

Fulton: 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).

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.

Group 4 Breakout

Public Workshop Phs

11/10/2021

All corridors

Phase 1: Proposed Design Options

Telegraph: Several people disappointed not to see a car-free option.

- A "street of the people, not of the cars”
- Such a configuration would thrive in a vibrant college town like Berkeley.
- Cool at least be car-free on block from Bancroft and Durant.
- What about retractable bollards or bus stops that can get deliveries.
- What about moving AC transit stop? Not heavily used.

Bancroft Way: What about a pedestrian scramble at Dana and Bancroft?

- Few posts not a good long-term solution for cyclists (car tendrins)
- Preference for Option 2 because concrete over flex posts.
- Much support for sidewalk being wider (cyclists).
- Dorsing 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 reduce 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.

Group 5 Breakout

Public Workshop Phs

11/10/2021

All corridors

Phase 1: Proposed Design Options

Note: Overview is very positive, responsive, appreciative participants. One person in the chat asked who was leading the project, how the workshop was advertised/who was invited, and said the process was not democratic. They left the group before we could respond.

Dana: 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.

Fulton: 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 trees, consider impacts of roots to bike lanes and sidewalks.
- Support SBUs, consider protection for cyclists at intersections (e.g. 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.
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<th>11/10/2021</th>
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</thead>
<tbody>
<tr>
<td><strong>Share Your Thoughts on Design Options</strong></td>
<td><strong>Telegraph</strong></td>
<td><strong>Telegraph, Bancroft</strong></td>
<td><strong>Group 5</strong></td>
<td><strong>Group 6</strong></td>
<td><strong>Group 6</strong></td>
<td><strong>Group 6</strong></td>
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<td><strong>Our group saw a mix of Berkeley residents who bike and walk, a student, a parent of a student, and a bike shop advocate. They were polite and engaged. In general, they voiced strong support for separated bikeways and dedicated transit lanes.</strong></td>
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<tr>
<td><strong>Telegraph Ave</strong></td>
<td><strong>Bancroft</strong></td>
<td><strong>Dana Street</strong></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td><strong>Concerns may be useful. <a href="mailto:doris@moesbooks.com">doris@moesbooks.com</a></strong></td>
<td></td>
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<tr>
<td><strong>Fulton Street</strong></td>
<td><strong>Support for additional tree/green space in Option 1</strong></td>
<td></td>
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<tr>
<td><strong>Telegraph Ave</strong></td>
<td><strong>Support for Option 4, but everyone in the group supported a car-free Telegraph</strong></td>
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<tr>
<td><strong>Bancroft</strong></td>
<td><strong>Biweekly meetings interested in more walking/sidewalk space, on both sides but especially the south side, and thought parking could be sacrificed to expand the sidewalk.</strong></td>
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<td><strong>Group 6</strong></td>
<td><strong>Work with the university to accommodate more parking on campus, on-street parking could be removed</strong></td>
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<td><strong>Mr. Anderson</strong></td>
<td><strong>We support a modified version of option #4 presented for Telegraph Avenue beween 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 buses and commercial loading vehicles (no other private car traffic), with the parking space becoming a loading zone.</strong></td>
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<tr>
<td><strong>Bancroft Avenue</strong></td>
<td><strong>We support option #2 to provide bus lanes and a two-way protected bike lane on the north side of Bancroft Avenue.</strong></td>
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<tr>
<td><strong>Dana Street</strong></td>
<td><strong>We support the two-way protected bike lane and bus boarding island.</strong></td>
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<tr>
<td><strong>Fulton Street</strong></td>
<td><strong>We support the two-way protected bike lane presented as option #1, that allows connections to Deford in both directions.</strong></td>
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<td></td>
<td><strong>We look forward to continuing to engage in this process and advocate for the needs of bus riders in the Southside.</strong></td>
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<tr>
<td>Name</td>
<td>Organization</td>
<td>Date</td>
<td>Design Options</td>
<td>Comments</td>
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<tr>
<td>Craig Becker</td>
<td>Telegraph Business Improvement District Board of Directors</td>
<td>11/8/21</td>
<td>Phase I: Proposed Design Options</td>
<td>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.</td>
<td></td>
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<tr>
<td>Kieron Slaughter</td>
<td>City of Berkeley Office of Economic Development/Telegraph Business Improvement District Board of Directors</td>
<td>11/8/21</td>
<td>Phase I: Proposed Design Options</td>
<td>Why is this being considered again, when the district rejected these ideas as part of BRT 11 years ago? 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.</td>
<td></td>
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<tr>
<td>Kieron Slaughter</td>
<td>City of Berkeley Office of Economic Development/Telegraph Business Improvement District Board of Directors</td>
<td>11/8/21</td>
<td>Phase I: Proposed Design Options</td>
<td>Would like Telegraph to operate like the amazing &quot;complete&quot; 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.</td>
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<tr>
<td>Kieron Slaughter</td>
<td>City of Berkeley Office of Economic Development/Telegraph Business Improvement District Board of Directors</td>
<td>11/8/21</td>
<td>Phase I: Proposed Design Options</td>
<td>Needs to have two-way access for bikes, buses, and cars on 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.</td>
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<tr>
<td>Kieron Slaughter</td>
<td>City of Berkeley Office of Economic Development/Telegraph Business Improvement District Board of Directors</td>
<td>11/8/21</td>
<td>Phase I: Proposed Design Options</td>
<td>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.</td>
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<tr>
<td>Kieron Slaughter</td>
<td>City of Berkeley Office of Economic Development/Telegraph Business Improvement District Board of Directors</td>
<td>11/8/21</td>
<td>Phase I: Proposed Design Options</td>
<td>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.</td>
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<tr>
<td>Craig Becker</td>
<td>UC Berkeley/Telegraph Business Improvement District Board of Directors</td>
<td>11/8/21</td>
<td>Phase I: Proposed Design Options</td>
<td>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.</td>
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<tr>
<td>Walter</td>
<td>Transportation Commission</td>
<td>1/31/21</td>
<td>Phase I: Proposed Design Options</td>
<td>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.</td>
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<tr>
<td>Kieron Slaughter</td>
<td>Transportation Commission</td>
<td>1/31/21</td>
<td>Phase I: Proposed Design Options</td>
<td>Red scarlets, especially at Empire; where are we getting and volumes for Bancroft? north or south side? Control flow is an excellent design idea. Two-way streets aren't necessarily safer for pedestrians because there are twice as many vehicle conflicts with crossing seas. 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.</td>
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<tr>
<td>Bruceezo</td>
<td>Transportation Commission</td>
<td>1/31/21</td>
<td>Phase I: Proposed Design Options</td>
<td>Agree that Bancroft should have wider sidewalks, possibly at the cost of parking; narrow sidewalks on Bancroft are blighting the southside commercial area and utility. Thank you for your suggestions on improving the experience for people walking on Bancroft. Union Zeno 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 pavers to increase public accessibility, open space along the corridor and potentially widening the sidewalk subject to preservation budget funding weighted against other community priorities such as Telegraph Avenue.</td>
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<tr>
<td>Name</td>
<td>Transportation Commission</td>
<td>Meeting Date</td>
<td>Phase I Proposed Design Options</td>
<td>Comments</td>
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| Parolek    | Transportation Commission | 1/11/2021          | Phase I Proposed Design Options                                                                 | Thank you for your comments on the design options. Comments received were |}
|            |                           |                    | Option 4 is exciting and conveys a shared street mentality; should study as 15 mph street; | recorded by the design team staff as input into the selection of a preferred | recorded by the design team staff as input into the selection of a preferred |
|            |                           |                    | be aware of how it would work on Telegraph Avenue; transit is the backbone of our | alternative for each of the project corridors. | alternative for each of the project corridors. |
|            |                           |                    | transportation network; this design option is a great way to approach this |                                                            |                                                            |
|            |                           |                    | project; it’s a great way to think about how to enhance Telegraph Avenue |                                                            |                                                            |
|            |                           |                    | in terms of pedestrian and cyclist safety. |                                                            |                                                            |
| Gosselin   | Transportation Commission | 1/11/2021          | Phase I Proposed Design Options                                                                 | 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 |
|            |                           |                    | Supports other commissioners, esp Opt 4 for Telegraph | recorded by the design team staff as input into the selection of a preferred |
| Ghosh      | Transportation Commission | 1/11/2021          | Phase I Proposed Design Options                                                                 | alternative for each of the project corridors. | alternative for each of the project corridors. |
|            |                           |                    | really appreciated the graphics; clarify graphics in terms of location of streets and |                                                            |                                                            |
|            |                           |                    | relation to campus, neighborhood, etc. Exited about ped friendly slow street on |                                                            |                                                            |
|            |                           |                    | Telegraph; there may be options for green infrastructure, wants greening and |                                                            |                                                            |
|            |                           |                    | street trees; Telegraph Bridge is the new white elephant 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; there is a design |                                                            |                                                            |
|            |                           |                    | solution that is a self-reinforcing bus only lane or more enforcement of the |                                                            |                                                            |
|            |                           |                    | bus only lane to keep out cars; can we narrow lanes below 12? On Telegraph; |                                                            |                                                            |
|            |                           |                    | would be a better option than alternatives, because it is a |                                                            |                                                            |
|            |                           |                    | self-reinforcing bus only lane or more enforcement of the bus only lane to |                                                            |                                                            |
|            |                           |                    | keep out cars. |                                                            |                                                            |
|            |                           |                    | Eve appreciated the graphics; clarify graphics in terms of location of streets and |                                                            |                                                            |
|            |                           |                    | relation to campus, neighborhood, etc. Exited about ped friendly slow street on |                                                            |                                                            |
|            |                           |                    | Telegraph; there may be options for green infrastructure, wants greening and |                                                            |                                                            |
|            |                           |                    | street trees; Telegraph Bridge is the new white elephant 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; there is a design |                                                            |                                                            |
|            |                           |                    | solution that is a self-reinforcing bus only lane or more enforcement of the |                                                            |                                                            |
|            |                           |                    | bus only lane to keep out cars; can we narrow lanes below 12? On Telegraph; |                                                            |                                                            |
|            |                           |                    | would be a better option than alternatives, because it is a |                                                            |                                                            |
|            |                           |                    | self-reinforcing bus only lane or more enforcement of the bus only lane to |                                                            |                                                            |
|            |                           |                    | keep out cars. |                                                            |                                                            |
| Ghosh      | Transportation Commission | 1/16/2021          | Phase I Proposed Design Options                                                                 | Thank you for your comments on the alternative. The Southside Complete | recorded by the design team staff as input into the selection of a preferred |
|            |                           |                    | Distinguish reaching out to places of worship which may have more diverse | Streets Project focuses on the built environment, making physical changes to | alternative for each of the project corridors. |
|            |                           |                    | stakeholders; Good to engage early with the public | 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. |                                                            |
|            |                           |                    |                                                            | 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 |
|            |                           |                    |                                                            | recorded by the design team staff as input into the selection of a preferred |
|            |                           |                    |                                                            | alternative for each of the project corridors. | alternative for each of the project corridors. |
|            |                           |                    |                                                            | 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. |                                                            |
| Ghosh      | Transportation Commission | 1/11/2021          | Phase I Proposed Design Options                                                                 | Thank you for your comments on the alternative. | recorded by the design team staff as input into the selection of a preferred |
|            |                           |                    | Where is the car-free option (Telegraph Opt 4 doesn’t show car-free) | alternative for each of the project corridors. | alternative for each of the project corridors. |
|            |                           |                    | Love the sidewalk decals |                                                            |
|            |                           |                    | What is the point of the sidewalk if it doesn’t result in restraining 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 include no private vehicles, but keep option for loading |                                                            |                                                            |
|            |                           |                    | Start car-free at Valencia |                                                            |
|            |                           |                    | 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 (Cheering Garage is understood) |                                                            |
|            |                           |                    | 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 |                                                            |                                                            |
| Ghosh      | Transportation Commission | 11/18/2021         | Phase I Proposed Design Options                                                                 | 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 |
|            |                           |                    | Car-free Telegraph might be outside the project scope, but it’s good that it is being | alternative for each of the project corridors. | alternative for each of the project corridors. |
|            |                           |                    | considered |                                                            |
|            |                           |                    | Telegraph Option 4 |                                                            |
| Parolek    | Transportation Commission | 11/18/2021         | Phase I Proposed Design Options                                                                 | Thank you for your comments on the alternative. | recorded by the design team staff as input into the selection of a preferred |
|            |                           |                    | Need to respond to climate emergency and rapidly changing | alternative for each of the project corridors. | alternative for each of the project corridors. |
|            |                           |                    | Can we build this as Phase 1 and set up for a Phase 2 if 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 working hard to advance needed safety improvements and connectivity on streets in Southside. Many have struggled for years (and decades) to keep people safe moving around the area, and this project moves us a long way in the right direction.

Bike East Bay and Walk Bike Berkeley support these high-level goals for this project:

- 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.

With these two goals as primary concerns, Bike East Bay and Walk Bike Berkeley support the following options for Southside Complete Streets.

**Telegraph Ave:** We support Option 4, Sidewalk-Level Paving. In addition, we support:
- Encouraging through traffic to turn left at Haste St by modifying the Haste/Telegraph intersection in order to reduce congestion.

**Bancroft Way:**
- 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.
- In addition, we support:
  - 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.

**Fulton Street:** We support Option 1, two-way bike track on the east side of the street. In addition, we support:
- In a future project, extending this bike track north to create a two-way bike track on Oxford St. adjacent to campus.

**Dana St:** We support the proposed option.

Thank you in advance for considering our input and we look forward to construction starting in 2023.

Charles Siegel and Ben Gerhardstein, Walk Bike Berkeley

Dave Campbell, Bike East Bay
<table>
<thead>
<tr>
<th>Berkeley Commission on Disability</th>
<th>Commission on Disability</th>
<th>11/2/2021 Phase 1 Proposed Design Options</th>
<th>&quot;What is being done to alert cyclists to parked pedestrians crossing the bikeway? Need bikes to slow down, especially alongside blue zones.&quot;</th>
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<tbody>
<tr>
<td>Berkeley Commission on Disability</td>
<td>Commission on Disability</td>
<td>11/2/2021 Phase 1 Proposed Design Options</td>
<td>&quot;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.&quot;</td>
</tr>
<tr>
<td>Berkeley Commission on Disability</td>
<td>Commission on Disability</td>
<td>11/2/2021 Phase 1 Proposed Design Options</td>
<td>&quot;Concerned about accessible vans not having direct access to the sidewalk.&quot;</td>
</tr>
<tr>
<td>Berkeley Commission on Disability</td>
<td>Commission on Disability</td>
<td>11/2/2021 Phase 1 Proposed Design Options</td>
<td>&quot;Two-way bikeway with raised medians need highly reflective markings on the raised islands.&quot;</td>
</tr>
<tr>
<td>Berkeley Commission on Disability</td>
<td>Commission on Disability</td>
<td>11/2/2021 Phase 1 Proposed Design Options</td>
<td>&quot;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.&quot;</td>
</tr>
<tr>
<td>Berkeley Commission on Disability</td>
<td>Commission on Disability</td>
<td>11/2/2021 Phase 1 Proposed Design Options</td>
<td>&quot;Suggest engaging with CAL and Lighthouse for the Blind are good resources for detailed design comments.&quot;</td>
</tr>
</tbody>
</table>

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.

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.

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.

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.

Thank you for your comments 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.
| Commission on Disability | Comments as recorded by City of Berkeley staff at Commission on Disability meeting | 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.

| Commission on Disability | Comments as recorded by City of Berkeley staff at Commission on Disability meeting | 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.

| Commission on Disability | Comments as recorded by City of Berkeley staff at Commission on Disability meeting | 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.

| Commission on Disability | Comments as recorded by City of Berkeley staff at Commission on Disability meeting | 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.

| Commission on Disability | Comments as recorded by City of Berkeley staff at Commission on Disability meeting | 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.

| Commission on Disability | Comments as recorded by City of Berkeley staff at Commission on Disability meeting | 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 on Disability | 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 on Disability | 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 on Disability | 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 on Disability | Phase 1 Proposed Design Options | CBC requirement for 4” vertical curb for visual detectibility 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 on Disability | 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.

<p>| Berkeley Commission on Disability | Commission on Disability | 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. |</p>
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<tr>
<th>Date</th>
<th>Section</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/8/2021</td>
<td>Phase I</td>
<td>Would encourage more contact with the blind community</td>
</tr>
<tr>
<td>12/8/2021</td>
<td>Phase I</td>
<td>Happy to see sidewalk widths and widening being considered</td>
</tr>
<tr>
<td>12/8/2021</td>
<td>Phase I</td>
<td>Need to have a strong connection to the community in terms of input</td>
</tr>
<tr>
<td>12/8/2021</td>
<td>Phase I</td>
<td>With regard to shared streets, the design practice isn't there yet with regard to accessibility and inclusivity, detectability and navigation, directions are confusing with shared streets</td>
</tr>
<tr>
<td>12/8/2021</td>
<td>Phase I</td>
<td>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</td>
</tr>
<tr>
<td>12/8/2021</td>
<td>Phase I</td>
<td>Need to address lack of accessible parking spaces and blue zones on side streets</td>
</tr>
</tbody>
</table>

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.
**Bicycles**

- **Design Options**
  - What about places for people to park bikes?
  - Support of staff recommendations

- **Other comments**
  - Would still like to see a contra-flow bike lane if possible, but OK with Bowditch and Dana as the bikeways through this area
  - Need option with buses operating in both directions on Telegraph, Dana is too far away in terms of BART bus routes and access to the district
  - No one arrives by bus, not in 30 years running a business here
  - Food delivery pickup needs adequate loading zones

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**Sections and Comments**

<table>
<thead>
<tr>
<th>Section</th>
<th>Comments</th>
<th>Date</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
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<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Bicycle parking will be</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>June 2021</strong></td>
<td>Phase 1: Proposed Design Options</td>
<td>11/9/2021</td>
<td>Plaza configuration could be really useful for people in wheelchairs to provide more space (especially in larger chains)</td>
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<tr>
<td><strong>June 2021</strong></td>
<td>Phase 1: Proposed Design Options</td>
<td>11/9/2021</td>
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<tr>
<td><strong>Phase 2: Recommended Design Options</strong></td>
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<td>1/10/2022</td>
<td>Would still like to see a contra-flow bike lane if possible, but OK with Bowditch and Dana as the bikeways through this area</td>
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**Notes**

- Comments received were recorded by the design team staff as input into the selection of a preferred alternative for each of the project corridors.
- Bicycle parking will be considered during the upcoming detailed engineering design phase of the project.
- 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.
<table>
<thead>
<tr>
<th>Name</th>
<th>Role</th>
<th>Transportation Commission</th>
<th>Date</th>
<th>Option</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brandon H.</td>
<td>Telegraph For People</td>
<td>Phase 2 Recommended</td>
<td>1/10/2022</td>
<td>Design Options</td>
<td>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. This study will be included in a future project phase or follow-on study effort, yet to be determined as of this writing.</td>
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<tr>
<td>Craig Redler</td>
<td>F&amp;B Board Member, merchant</td>
<td>Phase 2 Recommended</td>
<td>1/10/2022</td>
<td>Design Options</td>
<td>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.</td>
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<td>Alex Knox</td>
<td>TBD Executive Director</td>
<td>Phase 2 Recommended</td>
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<td>Charles Web</td>
<td>Walk/Bike Berkeley</td>
<td>Phase 2 Recommended</td>
<td>1/27/2022</td>
<td>Design Options</td>
<td>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.</td>
</tr>
</tbody>
</table>
Breakout Room #2:

- Option to remove slip lane: any reason not to remove?
- Always the turning vehicle in a large lane that requires a large radius, could increase ped crossing length. See Boulder, Austin for good retrofit examples
- Both Bancroft and Fulton slip lanes can be confusing
- Could we consider bike and pedestrian bulbouts on Bancroft, or could we consider removing it?

Breakout Room #1:

- As an advocate, I see 32 priorities are good for pedestrians, good for business and good for transit. I think 4b is the closest to reaching that goal; where can loading happen on side?
- Support for option 5 car-free Telegraph; could really make Telegraph vital

Breakout Group #2:

- Has there been any look at a quick build or less expensive approach to option 5?
- Could we get custom bollards with a Cal bear or something to do some placemaking?
- Also opportunity for beautification and green infrastructure; we should strive for trees in key locations
- TBID is poised to endorse option 3 2-way Bancroft. Other options don’t do much for the local economy
- A: Floating parking allows for those types of transitions
- 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?

Thank you for your comment on the preferred design options. Potential sidewalk adding 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 bike 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 Room #1:
Bancroft:
- Rebecca Mlinar: Car-free Telegraph – adding parking along north side near RSF. Against this. Should widen the sidewalk here. 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. "Sharrow/ Bancroft intersection – feels dangerous by cars making NBLT. Should like to see it closed to cars. Improve sidewalks and block cars with concrete, not the current fleeces and paint. Responders also concern about cars-restricting out and blocking the bike lane.
- Jacobs: Car-free Telegraph. Supports expanding sidewalk in front of RSF/delaine 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. Revisit this 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 deserves stronger sidewalks with cyclistrack.
- Dave Carroll – that garage is ULC. Acknowledge concerns, especially for bike lanes (bicycles), with eight lanes. No plans to close this garage, but will look into providing additional guidance to drivers exiting the garage.
- Paul R. Potr – will Bancroft be converted to 2-way? Responders preferred alternative is not for 2-way.
- Beth Thomas, CoB: Previous public comments were in favor of Options 2 and 3, overwhelmingly support 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 cyclistrack and Shattuck cars. Slip lane – never in favor of it, concerned about pedestrian safety; would like to see it blockaded for the time being.
- Beth Thomas – Shattuck/Bancroft – bike crossing would be separate signal phase from left turn traffic.

Breakout Room #2:
Fulton:
- Ben – Fulton looks good!
- 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.
- Judith – is confused about moving the bike lane on Fulton.
- Jordan Burns – supports expanding sidewalk in front of Telegraph. "Fulton looks good!" for bike treatments on Bancroft and Fulton can be confusing for bikes.
- Option to remove slip lane: any reason not to remove?
- 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 Broadway?
- Par Parajy – supports "Option 5", car-free Telegraph.
- Beth Thomas, CoB – makes voices heard at City Council; keep engaging. Trying to keep project moving forward and not lose grant funding.

Breakout Room #3:
Allardice:
- Excited to see protected bicycle treatments on Bancroft and Fulton. If done right, will not obstruct business. Supports car-free Telegraph. därn’t see space for door dash/uber etc. can do something for buildings. Please point out loading zones. Fulton-bro Bancroft and Durant more comfortable with lack of loading zones.
- James Butler – 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.
- Jordan Burns – agrees with previous comment. Avoid having cars crossing bus lane. Sharrow/Bancroft intersection – feels dangerous by cars making NBLT. Should like to see it closed to cars. Improve sidewalks and block cars with concrete, not the current fleeces and paint. Responders also concern about cars-restricting out and blocking the bike lane.
- Jacobs: 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 Broadway?
- Par Parajy: supports "Option 5", car-free Telegraph.
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Breakout Room #4:
Fulton:
- Jordyn – Eliminate slip lane @ Bancroft and Fulton – particularly for northbound cyclists. Difficult for autos to see oncoming bikes when utilizing slip lane
- Ben – 2nd chuck – also narrow the crossing across Fulton
- Micah turkey – resident on Channing since 1991. Bike walks and drives. Doesn’t have computer and cannot because he does not have computer. Want to know if parents/professionals 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.
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- Beth Thomas – Fulton looks good!"
### Breakout Room #2: Telegraph

- **Room**: 2nd Mark
- **Comment**: Encourage people to use a car-free telegraph. Somalia is acceptable, but the city cannot put them out. Wildfire, drought, and critical reasons why we need to reduce reliance on cars.
- **Room**: 2nd Mark
- **Comment**: People who are interested in the car-free telegraph should put it to work instead of the expanded space. According to our research, this is a good idea.
- **Room**: Ben
- **Comment**: **Buenos Aires** supports car-free Telegraph. How is a good time for it?
- **Room**: Ben
- **Comment**: There is no way to make it unpleasant for cars.
- **Room**: Daniel
- **Comment**: Opposite of a car-free Telegraph. In most political issues, it is far to the left, but would like to say that a car-free Telegraph Avenue is

### Breakout Room #3: Telegraph

- **Room**: Ben
- **Comment**: I think it is solid, straightforward.
- **Room**: Bruce Dughi
- **Comment**: Supports car-free Telegraph. Now is a good time for it.
- **Room**: Nicholas
- **Comment**: On Bancroft, there are commercial businesses. Where else are they appropriate?
- **Room**: Steven
- **Comment**: Keeping white zone on north side - where else are they appropriate?

### Breakout Room #3: Breakout Group 2

- **Room**: Breakout Group 2
- **Comment**: Building option 4, then what is the plan to make option 5 not a ten year process.
- **Room**: Charles
- **Comment**: Decades ago the City widened the sidewalk on Center, and when it did businesses added seating.
- **Room**: Sam
- **Comment**: On Bancroft, there are commercial businesses. Where else are they appropriate?
- **Room**: Nicholas
- **Comment**: On Bancroft, there are commercial/business like to frequent.
- **Room**: Steven
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### Breakout Room #3: Breakout Group 1

- **Room**: Breakout Group 1
- **Comment**: Nicholas - on Bancroft there are commercial businesses. Where else are they appropriate?
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### Breakout Room #2: Dana

- **Room**: Dana
- **Comment**: I think it is solid, straightforward.
- **Room**: Bruce Dughi
- **Comment**: Supports car-free Dana. Now is a good time for it.
- **Room**: Charles
- **Comment**: A mistake to add parking on the north side of Dana between Ellsworth and Fulton, bus traffic flow means people will have to parallel park in the bus lane.
- **Room**: Steven
- **Comment**: If you are going north on Tele - how do you cut through to Dana?

### Breakout Room #2: Breakout Group 2

- **Room**: Breakout Group 2
- **Comment**: Building option 4, then what is the plan to make option 5 not a ten year process.
- **Room**: Charles
- **Comment**: Decades ago the City widened the sidewalk on Center, and when it did businesses added seating.
- **Room**: Sam
- **Comment**: Concern to get the crosswalk at Dwight short enough, otherwise too long.
- **Room**: Ben
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<th>Online Open House #2</th>
<th>1/17/2022 Dana</th>
<th>Phase 2 Recommended Design Options</th>
<th>Breakout Room #2: Dana</th>
</tr>
</thead>
<tbody>
<tr>
<td>Room: Dana</td>
<td>1/17/2022 Dana</td>
<td>Phase 2</td>
<td>Recommended Design Options</td>
<td>Dana</td>
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<tr>
<td>Room: Mara</td>
<td>1/17/2022 Bancroft</td>
<td>Phase 2</td>
<td>Recommended Design Options</td>
<td>Bancroft</td>
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<tr>
<td>Room: Monica</td>
<td>1/17/2022 Telegraph</td>
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<tr>
<td>Room: Miriam</td>
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I'm glad you are designing it so that we can eventually have a car free (or low car) environment on Telegraph Avenue

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.

I'm glad you are designing it so that we can eventually have a car free (or low car) environment on Telegraph Avenue.

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 crowded 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 6 design options but I recommend considering option 5 for a car-free Telegraph.

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<tr>
<th>Name</th>
<th>Email/Phone</th>
<th>Location</th>
<th>Date</th>
<th>Status</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andrew Butler</td>
<td>UC Berkeley ASUC</td>
<td></td>
<td>1/27/2022</td>
<td>Enrollment</td>
<td>Thank you for your comments on the design options during the January 2022 Public Workshop #4. 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.</td>
</tr>
<tr>
<td>Kelly Hemannurge</td>
<td>UC Berkeley ASUC</td>
<td></td>
<td>1/28/2022</td>
<td>Enrollment</td>
<td>Thank you for your comments on the preferred design options. The upcoming detailed engineering design phase will assess existing trees and consider native tree species in nearby landscaped areas.</td>
</tr>
<tr>
<td>Brandon Young</td>
<td>Telegraph for People</td>
<td></td>
<td>1/28/2022</td>
<td>Enrollment</td>
<td>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. Name 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.</td>
</tr>
<tr>
<td>Riya Master</td>
<td>UC Berkeley ASUC</td>
<td></td>
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<tr>
<td>Keelin Stubbs</td>
<td>UC Berkeley ASUC</td>
<td></td>
<td>1/28/2022</td>
<td>Enrollment</td>
<td>Thank you for your comments 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 crossing. 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.</td>
</tr>
<tr>
<td>John Anderson</td>
<td>UC Berkeley ASUC</td>
<td></td>
<td>1/28/2022</td>
<td>Enrollment</td>
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</tr>
</tbody>
</table>
Dear City Manager Williams-Ridley and Senior Transportation Planner Anderson,

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.

I want to share an experience I had a couple of years ago on the north sidewalk of Bancroft Way between Fulton Street/Deford Street and Dana Street. This area is encompassed by the project.

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 sidewalk west of the patio which has a long wall that starts as the sidewalk to the entrance doors on the west end, and runs 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.

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.

People were walking towards me from the east. What I did was step off the sidewalk and onto the street. Only after having done so did I realize my 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 must pass through Bancroft.

(Cont. comment from Philip Lim on 2/4/2022):

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 driver being approached by a pedestrian who is walking along the sidewalk in pursuit of a vehicle that is causing a problem.

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.

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 pedestrians and bicycle crossings. Thank you for your suggestions on improving the experience for people walking on Bancroft. "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.

The recommended design option for Bancroft proposes to keep the street 3-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.

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Thank you for your input. I want to offer my input as well to help in the development of the project. I believe the bus parking buffer on the north side of Bancroft between Dana and Fulton 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.

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Dear Senior Transportation Planner Anderson,

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. 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.

Phase 2: Recommended Design Options

<table>
<thead>
<tr>
<th>Location</th>
<th>Date</th>
<th>Category</th>
<th>Details</th>
</tr>
</thead>
</table>
| Bancroft       | 2/6/2022   | N/A                      | I 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 at the northeast corner of Bancroft/Way and Fulton/Oxford Street who walk to the island on the northern side of Bancroft Way via the short walkway for which turning vehicles go over.
|                | 2/6/2022   | N/A                      | 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. |
|                | 2/4/2022   | N/A                      | 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. |
|                | 2/4/2022   | N/A                      | 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. |

Sincerely,

Philip Lim
Philip Lim

N/A 2/11/2021 Bancroft and multiple project areas

Phase 2 Recommended Design Options

(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 idling vehicles behind.

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.

The two new automobiles on the list have in common that the motorist behind the bus and the vehicle about to be passed has a reasonable expectation the moving lane ahead will clear of the side bus, or vehicle about to be parked, in a certain amount of time. However, a motorist does not such an expectation when a delivery van or truck is parked in the missing lane for lack of on-street parking will clear the lane. It must, 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 motorists will be blocking traffic along with the delivery van or truck in the cases of garbage and recycling trucks, motorists behind them to have to merge left into the oncoming traffic lane. Because so you can imagine, the garbage and recycling trucks make intermittent stops along the block while in the driving lane. I have never seen a delivery stop and go in tandem with that.

The recommended design option for Bancroft proposes to keep the street 3-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 2/11/2021 Bancroft and multiple project areas

Phase 2 Recommended Design Options

(Cont. comment from Philip Lim on 2/11/2021):

Dwight Way is similar to Bancroft Way and Durant Avenue in that there streets proper are relatively narrow. Bancroft Way is somewhat wider on a certain block or block. To widen the sidewalk would partially or wholly offset this extra width however. Imaging 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.

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 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 resolved to for unloading or loading items. Continuing to do this on a one-lane thoroughway could also impede traffic.

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 simplified versions of the two-way portion of Dwight Way west of Seventh Street.

The recommended design option for Bancroft proposes to keep the street 3-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 2/11/2021 Bancroft and multiple project areas

Phase 2 Recommended Design Options

(Cont. comment from Philip Lim on 2/11/2021):

I have not even mentioned bicyclists yet. That can be slowing 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.

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-Riley and you about 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. If you have watched 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 platform or patrons or passengers 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, generally do not do so. However, people feel freer to ride a skateboard on a public sidewalk. Sometimes pedestrians stop aside to avoid their path. When that part of the sidewalk happens to be congested when they do, I assert pedestrians would utilize the area close to the curb. Thus endangering them, especially should they stop off 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 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 uninterruptedly is dangerous for pedestrians.

The recommended design option for Bancroft proposes to keep the street 3-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 2/11/2021 Bancroft and multiple project areas

Phase 2 Recommended Design Options

(Cont. comment from Philip Lim on 2/11/2021):

And I think turning Bancroft Way and Durant Avenue into two-way streets is inadvisable. Especially in this area 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.

Sincerely,
Philip Lim

Beverly Brown
Transportation Commission

1/1/2022

Preferred Design Options

AC Transit supports bus only lanes on Telegraph and Bancroft, and 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 curtailed street

UC Berkeley area is the largest transit node in the AC Transit district

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.
<table>
<thead>
<tr>
<th>Name</th>
<th>Transportation Commission</th>
<th>Recommended Design Options</th>
<th>Comments</th>
</tr>
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<tbody>
<tr>
<td>Adrian Jeng</td>
<td>1/31/2023</td>
<td>Preferred Design Option</td>
<td>Why is there no car-free option?</td>
</tr>
<tr>
<td>Liza Lutzker</td>
<td>1/31/2023</td>
<td>Preferred Design Option</td>
<td>Three clear road map for a car-free option</td>
</tr>
</tbody>
</table>

**Abbe 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.**

- Should recommend Option 4 and not condition it.
- Supports raised crosswalks; Shattuck/Center is too subtle.
- Stormwater management is a big issue, needs to be addressed progressively with green infrastructure; need to identify stormwater improvement and GI opportunity areas.
- Not about bus stop improvements such as bus shelters? Need to make sure each stop has a comfortable place to stand.
- Does not support car-free Telegraph Ave.
- Priority lane should be the top priority in each of the options.
- Pedestrian wayfinding should be included in a future project phase or follow-on study effort, yet to be determined as of this writing.
-Why is there no car-free option?
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<th>Name</th>
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<th>Comments from Downtown Business Association Members recorded by the City of Berkeley Staff at DBA Board Meeting</th>
</tr>
</thead>
</table>
| Kieron Slaughter          | Bancroft                 | • 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 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 – 2-way flow. This is supported by previous plan/study. Revisit 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 rethink the space. Also have to formalize the different modes (i.e. buses, bike riders, family bike riders 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 patios. The last two blocks shouldn’t I 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?  
  
Asking how this Complete Streets project could deviate and conflict with existing plans without a plan amendment. |
|                           | Phase 2 Recommended Design Options | Bancroft from Shattuck to Mira Alta  
• Added more parking and loading zones on this block  
• Added loading zone for 16-wheeler on Bancroft at Shattuck  
• Should the street be made one-way to preserve parking on both sides?  
• Bancroft from Fulton to Shattuck:  
  • Concrete barriers are unnecessary  
  • More development at Car Wash site has entrance onto Bancroft  
• Add bike access at necessary  
• Consider converting some of the concrete islands to loading zones  
• Where are the yellow zones?  
• What about yellow zone around corner on Fulton at NW corner  
• Blocking zones around corner are not sufficient  
• Bus lane will be blocked by loading  
• Added loading zones  
• Bus lanes on NW corner Bancroft/Fulton will be highly sensitive to parking loss  
• In the terms of the law, the street is a 2-way flow.  
• In the terms of the law, the street is a 2-way flow.  
• Bus lanes on this block  
• Better place for sidewalk would be on Durant  
• Bike lanes are integral to project  
• ADA access area 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  

Comments from Downtown Business Association Members recorded by the City of Berkeley Staff at DBA Board Meeting |
| Daryl Ross                | N/A                       | 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.  

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, I 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 NBD 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.  

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.  

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 Members recorded by the City of Berkeley Staff at DBA Board Meeting.
Dear Mayor and City Council:

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 bike lane north of Bancroft Way. The project meets the following needs of the community:

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 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 Bancroft. 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 Bowditch). In any event, bicycle lanes should not extend into the intersection, south of College Avenue 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.

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 our own. Even in its current configurations, 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 is 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.

Thank you for your consideration of my concerns. I look forward to working with the City as the Project moves forward.

Sincerely,

Daryl Ross

Caffe Strada

Note: 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

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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.

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 overhead issues 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 delivery, ridehail 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.

Please note that we believe the two-way street in Option 3 it 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 Delford and Shattuck.

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 rush break.

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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.

Secondly, John Caner, CEO
Cc: City Clerk, City Manager, Transportation Department
Tel Yu, Great China Restaurant
Max Cooper, Oddfellows Building
Grant Shoul, Mechanics Bank
Mike Kaper, Harvest Properties (Rausuni Building)
Laksh Lakireddy, Vindum Real Estate (2126 Bancroft Way, Ursa Apartments, The Corridor Building, Monroe Block, Broad Apartment Building, 2018 Bancroft Way, Berkeley Park Apartments)
Amir Mostashari Betani Capital (Developer Car Wash Property)
Todd Henry (UC Berkeley / Bayway Building)
Heather Cummins, Berkeley Public Library


We support this layout as follows:

- The design includes:
  - A two-way protected bike lane
  - A shared traffic lane
  - A commercial loading bay
  - A bus-only lane
- The bike lane is flush with the curbs and marked with bollards. If a curb is used to separate the bike lane, then the bike lanes should be at street level.
- Request that the City investigate and analyze
- Having loading zones on both sides of the street, and
- Is making the loading zones continuous.

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.
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