

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/1/2022 0:00	Webmap	I shop at whole foods, but there is no good way to get there because it is on two streets that are very scary to bike on (Ashby & Telegraph). I didn't even know it was there until I had lived in the bay for two years, because I never biked on either of those roads.	Destination	Ashby Ave	Deakin St	Telegraph Ave	12/10/2024	Chris K.	Noted for network update
4/1/2022 0:00	Webmap	Nick's Pizza, which is challenging to reach without (1) riding on Shattuck or (2) crossing Adeline	Destination	Shattuck Ave	Alcatraz Ave	Racine St	12/10/2024	Chris K.	Noted for network update
4/1/2022 0:00	Webmap	Strawberry Creek Park is our favorite park in the city.	Destination	Allston Way	Bonar St	West Street	12/10/2024	Chris K.	Noted for network update
4/1/2022 22:22	Webmap	This intersection would benefit from having a signal so drivers on Oxford can be warned of bikers trying to cross.	Barrier		Virginia St	Oxford St	12/10/2024	Chris K.	Noted for network update
4/1/2022 22:26	Webmap	Difficult and scary to cross MLK without a signal. Cars drive very fast.	Barrier		Ward St	Martin Luther King Jr Way	12/10/2024	Chris K.	Noted for network update
4/1/2022 22:27	Webmap	This is one of the busiest bike crossings in Berkeley and yet cars are completely prioritize. I've also seen pedestrians nearly hit here multiple times.	Barrier		Oregon St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/1/2022 22:27	Webmap	The bike lane on Shattuck in Oakland ends abruptly for no reason when you enter Berkeley, forcing riders to take the lane.	Barrier	Shattuck Ave	Essex St	Prince St	12/10/2024	Chris K.	Noted for network update
4/1/2022 22:30	Webmap	Despite Russell being a good bike boulevard, i never even try to use it to cross Sacramento	Barrier		Russel St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/1/2022 23:41	Webmap	Berkeley should cement its legacy as a progressive city of the world by reducing car traffic through the city center, starting at college & Alcatraz, and continuing through downtown & campus. College Ave is highly inefficient with the current car oriented design. The 51B, local businesses, commuters, & residents would all benefit from easier non-automotive transport availability. There should be a Limited traffic zone at this location.	Barrier		College Ave	Alcatraz Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Take advantage of the ability to be off the street!	Street	Ohlone Greenway	Sacramento St	MLK Jr Way	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	This would be a big improvement for a great route.	Street		Addison St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Too high-traffic for anything but a protected lane.	Street	Center St	Shattuck Ave	Oxford St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Two way cycletrack or nothing, considering the volume of traffic and the number of commuters speeding to the freeway.	Street	6th St	Gilman St	Channing Way	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Please extend any bicycle treatment on the east side of Adeline as well, so there's a connection to the N-S bike corridor on Dover in North Oakland.	Street		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Alcatraz is much too high-stress for piecemeal improvements. Two-way cycletrack or nothing.	Street		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Anonymous: Telegraph north of Dwight should be closed to cars	Street		Telegraph Ave	Ashby Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	We should meet the work Oakland has done to improve Telegraph with work on our side of the border.	Street		Telegraph Ave	Woolsey St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Anonymous: Sharrows are useless	Street		Woolsey St	Eton Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Please do not invest in sharrows. They do not help and they are not infrastructure. No sharrows.	Street		Woolsey St	Eton Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Gayley Rd is a key route around campus for people walking and on bikes. Yet bikes are left to fight with car traffic and pedestrians are on narrow sidewalks right up against traffic. Surely we can do better than sharrows	Street		Gayley Rd	Hearst Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Eastbound Hearst has the buffered bike lane -- GOOD. Westbound NEEDS it. Giant parking structure already has 700 parking spots, why are we subsidizing cars by keeping ~20 on-street spots? Replace those with a buffered bike lane between Le Conte and Euclid.	Street		Hearst Ave	Arch St/Le Conte Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Anonymous: This is a low traffic street, sharrows aren't necessary and sharrows don't do anything for safety	Street		Piedmont Ave	Russell St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Sharrows are not bike infrastructure. Do not add them anywhere in Berkeley. We should never invest in sharrows.	Street		Piedmont Ave	Russell St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	This is fine. This is the main alternative to College Ave for people on bikes, so formalizing that is OK. I would recommend extending it down Piedmont Ave all the way to Webster ST.	Street		Piedmont Ave	Russell St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	The existing light at Sacramento and the connection to the Strawberry Creek path are both real benefits here.	Street		Addison St	Bolivar Dr	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Good for access to BART.	Street		Prince St	King St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	I'm in favor of this, but since the existing Bike Boulevards do not allow safe crossings of arterials, I feel we should first invest in making existing Boulevards safe. Only then will they be all ages/abilities. Russell at Shattuck, Sacramento, and San Pablo are all completely inaccessible to any but the most confident riders. Please fix that before adding more Boulevards.	Street		Derby St	Mabel St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/2/2022	Webmap	It would be far better to add a Boulevard at Ward than Parker. There is an existing light on Sacramento, and nearby light on Grayson, and existing diverters at Acton. This is a much safer crossing than Parker at either Sacramento or San Pablo.	Street	Parker St	Mabel St	9th St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Cycletrack needs to continue down to Milvia and up to I-House. Right now the cycletrack dumps you off at Dana, leaving you to either bike on the sidewalk to Sproul or dodge cars the wrong way up Bancroft, which many people do.	Street	Bancroft Way	Milvia St	Piedmont Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Not sure if this is current or proposed for Hearst, but the current design is ok but someone dug a big trench in the bike lane and repaved it poorly so now it feels unsafe to bike down the hill in the bike lane. There are also many problems with cars parking in the bike lane and causing you to move into traffic	Street	Hearst Ave	California St	Arch St/Le Conte Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Anonymous: Would also help reduce the speeding on this street	Street	Claremont Ave	City Limits - South	Warring St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	This would enable a key route to Rockridge BART, which is currently not easy to reach from the south campus area.	Street	Claremont Ave	City Limits - South	Warring St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	This is an essential connection to the new College Ave bike route in Oakland. Currently Claremont Ave is wide and dangerous, encourages speeding. Hopefully eventually the lanes can connect all the way down to the new bike lanes at Telegraph and Claremont south of CA24. Also the Claremont Ave/Blvd/Ashby/Tunnel intersection is a huge mess, especially as the paint is fading. Redesign the intersection for the safety of people who walk, roll, and ride.	Street	Claremont Ave	City Limits - South	Warring St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Also, Oakland has added bike lanes to College Ave which end abruptly at Alcatraz. Claremont to Warring isn't really a good alternative due to the big hill and indirect route. Need to extend College Ave bike lanes from Alcatraz up to at least Webster, and continue the route along residential Piedmont Ave.	Street	Claremont Ave	City Limits - South	Warring St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	As a cyclist or pedestrian, this is one of the scariest intersections in the East Bay. I have seen accidents and many, many close calls here. To make matters worse, it is an intersection that many pedestrians and cyclists use. A lot of pedestrian and bike-friendly streets lead to this intersection. A cycle track and traffic calming measures are a necessity as soon as possible to save lives and avoid serious injuries.	Street	Adeline St	King St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Essential for access to BART.	Street	Adeline St	King St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	There's a huge hole in the bike network right here, on Adeline. North of Ashby has beautiful protected lanes, which then dump you out into the door zone south of Ashby, and then onto high-speed car traffic on MLK. A huge amount of space is wasted in block-by-block car parking which is always half-empty.	Street	Adeline St	King St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Anonymous: There also need to be traffic lights or four way stops at the places other bike streets cross Shattuck	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Absolutely essential.	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Do not add sharrows. They provide no protection and should not consume a single dollar of budget. No sharrows.	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	I think the argument for a Boulevard here is direct access to Ashby BART on an all-ages/abilities road.	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	All of Telegraph needs protected bike lanes, and Southside Telegraph needs to be CAR FREE. Busiest sidewalks in the Bay Area, give the space back to people walking, riding, and taking the bus. Instead of double-parked cars grabbing coffee.	Street	Telegraph Ave	Woolsey St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Absolutely essential. A completely unsafe road as it is, and a key crossing to other Bike Boulevard destinations.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Obviously yes.	Street	University Ave	Oxford St	4th St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	: Need better bike access to the UC campus from this side.	Intersection		Bancroft Way	Bowditch St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Crosswalk is ok but a pedestrian signal would help	Intersection		Russell St	Claremont Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Oakland has added bike lanes to College Ave which end abruptly at Alcatraz Ave. They need to continue to at least Webster St to provide a safe north-south route from the College Ave to Piedmont Ave and the East side of campus. Hillegass is only useful for getting to Southside/Sproul.	Intersection		Derby St	College Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	This is hazardous to bikes crossing, not enough protection	Intersection		Dwight Way	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	There need to be clearer instructions to the car drivers what to do	Intersection		Ashby Ave	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	There need to be clearer instructions to the car drivers what to do	Intersection		Ashby Ave	Hillegass Ave	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/2/2022	Webmap	The daylighting at this intersection is very poor and it is difficult for drivers, cyclists, and pedestrians crossing Alcatraz to see oncoming traffic. Eliminating parking spaces near the intersection and shortening the crossing distance would make it much safer. A barriers on the north and south side of the intersection would be great, too.	Intersection		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Raised crossing yes; RRFB no.	Intersection		Hopkins St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	This intersection currently feels very unsafe. A raised crossing and/ or a more perpendicular crossing would make car and path user collisions less likely	Intersection		Santa Fe Ave	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Crossing Sacramento as a pedestrian or cyclist is always terrifying. It is a street that only skilled cyclists and able-bodied pedestrians can safely cross. Make this intersection safe would improve accessibility in South Berkeley immensely.	Intersection		Sacramento St	Harmon St	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	This intersection can be troubling during peak vehicle traffic hours. I would like to see a crossing signal giving priority to pedestrians / cyclist	Intersection		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
4/2/2022	Webmap	Enhance median island on north side of San Pablo centerline.	Intersection		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
4/2/2022 5:05	Webmap	Hard to get to Oakland because biking on Shattuck is so scary. Google maps always says to go this way, but the bike lane is only a painted gutter between very fast traffic and Parked cars	Barrier	Shattuck Ave	Oregon St	Russell St	12/10/2024	Chris K.	Noted for network update
4/2/2022 5:07	Webmap	Crossing Alcatraz on king is difficult without a light. King is my favorite way to get to Oakland because it's safest, but I need to cross fast moving traffic without a light to get there.	Barrier		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
4/2/2022 8:57	Webmap	Dangerous crossing in order to get to Russell	Barrier		Ashby Ave	Pine Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022 10:05	Webmap	Crossing Sacramento without a light is always tricky on Russel	Barrier		Sacramento St	Russell St	12/10/2024	Chris K.	Noted for network update
4/2/2022 10:55	Webmap	The path through Cedar-Rose Park, including the crossings of Cedar and Rose, is dangerous and inadequate. The path is too narrow considering the popularity with walkers, runners, cyclists, children, and dogs. The pavement was laid down by unqualified low-bid contractors, and is too bumpy to be comfortable. The crossing at Cedar is far too wide and the traffic calming devices have been repeatedly destroyed by drivers. The crossing at Rose involves a compound chicane that should not be tolerated.	Barrier	Cedar Rose Park	Cedar St	Rose St	12/10/2024	Chris K.	Noted for network update
4/2/2022 10:56	Webmap	The daylighting at this intersection is very poor and it is difficult for drivers, cyclists, and pedestrians crossing Alcatraz to see oncoming traffic. Eliminating parking spaces near the intersection and shortening the crossing distance would make it much safer. A barrier on the south side of the intersection would be great, too.	Barrier		Alcatraz Ave	California St	12/10/2024	Chris K.	Noted for network update
4/2/2022 11:06	Webmap	No safe crossing of shattuck	Barrier		Russel St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022 11:08	Webmap	Need safer way to make left turns from Claremont Ave heading north. This 3-way intersection is a mess for pedestrians, bikes, and even drivers.	Barrier		Ashby Ave	Claremont Ave	12/10/2024	Chris K.	Noted for network update
4/2/2022 11:56	Webmap	This is a dangerous crossing that could use a full signal.	Barrier		Russel St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/2/2022 11:59	Webmap	This stretch of Alcatraz is the connection between the N-S bicycle corridor through North Oakland on Dover, and the N-S bicycle corridor through Berkeley on Ellis (And, when you build it, Adeline). It needs wayfinding and bicycle treatment, minimally a bike lane and bike box before the crosswalk.	Barrier	Alcatraz Ave	Dover St	Adeline St	12/10/2024	Chris K.	Noted for network update
4/2/2022 12:40	Webmap	Frequent speeders making unsafe turns off King here.	Barrier		Russel St	Kings St	12/10/2024	Chris K.	Noted for network update
4/2/2022 18:45	Webmap	Please add a raised crosswalk / speed table at the Delaware St / West St Pathway intersection.	Barrier	Delaware St	Chesnut St	Franklin St	12/10/2024	Chris K.	Noted for network update
4/3/2022	Webmap	This could be clarified to allow bike use. Right now it's like riding on a sidewalk. And coming onto Curtis is not very safe, since there is not stop sign for the cars.	Street	Addison St	Curtis St	Browning St	12/10/2024	Chris K.	Noted for network update
4/3/2022	Webmap	Not sure I see the point in paving a path through the park, since West St has almost no traffic. Maybe a better path from Allston to Bancroft.	Street		Addison St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/3/2022	Webmap	Center St between Oxford and Shattuck should be closed off and converted to a ped mall with lots of dining tables. It directly connects campus with Downtown BART and has many restaurants.	Street	Center St	Shattuck Ave	Oxford St	12/10/2024	Chris K.	Noted for network update
4/3/2022	Webmap	Anonymous: Gilman should have bidirectional protected bike lanes on the south side, all the way to the new bridge over i-80.	Street	Gilman St	2nd St	San Pablo Ave	12/10/2024	Chris K.	Noted for network update
4/3/2022	Webmap	There is too much car traffic on Gilman for anything but a protected cycletrack. Current sharrows should be removed.	Street	Gilman St	San Pablo Ave	Hopkins St	12/10/2024	Chris K.	Noted for network update
4/3/2022	Webmap	Sharrows are useless because drivers and cyclists don't know what they mean.	Street	Peralta Ave	Hopkins St	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/3/2022	Webmap	Anonymous: Please please please repave this. It is the direct access to the Bay Trail.	Street	Addison St	Bolivar Dr	Oxford St	12/10/2024	Chris K.	Noted for network update
4/3/2022	Webmap	I hope the two-way cycletrack will continue up from The Alameda to Sutter. Splitting it to opposite sides of Hopkins will make the intersection at The Alameda even more confusing and dangerous.	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/3/2022	Webmap	Should be car free on Southside.	Street	Telegraph Ave	Woolsey St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/3/2022	Webmap	Awesome idea. Great way to provide non-car access to the proposed ferry terminal.	Street	University Ave	Oxford St	4th St	12/10/2024	Chris K.	Noted for network update
4/3/2022	Webmap	Having the two-way cycletrack on the south side of Hopkins will create a better connection to the Milvia bike blvd.	Intersection		Milvia St	Hopkins St	12/10/2024	Chris K.	Noted for network update
4/3/2022	Webmap	This intersection has terrible visibility going east on the greenway!	Intersection		Franklin St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/3/2022	Webmap	Difficult visibility in both directions, and drivers rarely stop for greenway x-walks. Second comment re: more perpendicular geometry and raised crosswalk for this imtersection.	Intersection		Santa Fe Ave	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/3/2022	Webmap	(2022-04-03 14:12:42) Anonymous: It is nice to have a beacon here, but I can't tell if it is on after I push it, since I can only see it from the side or back. It would be good to add an indicator for the person on Virginia trying to cross MLK.	Intersection		MLK Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
4/3/2022	Webmap	Drivers ignore these, especially at night. Why not an actual traffic light, like what was done at Virginia and Sacramento? Crossing San Pablo is at least as stressful as Sacramento.	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/3/2022 9:48	Webmap	The street paving here is awful, and it's the main north-south thoroughfare for cyclists in this area.	Barrier	9th St	Pardee St	Grayson St	12/10/2024	Chris K.	Noted for network update
4/4/2022	Webmap	I walk and bike on this road almost every day and I feel extremely vulnerable and unsafe on it. Please prioritize people's safety and enjoyment over parking along this corridor.	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update
4/4/2022	Webmap	I would love to be able to bike on this road as it has so many businesses and places I want to go but it is extremely unsafe. It would be an extremely convenient bike route for getting to other East Bay cities.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/4/2022 0:00	Webmap	Regular shopping spot to walk and bike to	Destination	Hopkins St	Sacramento St	California St	12/10/2024	Chris K.	Noted for network update
4/4/2022 0:00	Webmap	Regularly bike to King Pool	Destination	Hopkins St	Carlotta Ave	Josephine St	12/10/2024	Chris K.	Noted for network update
4/4/2022 0:00	Webmap	Getting to the Bay Trail by bike is not very easy if you live east of San Pablo Ave. Should be good bike routes connecting this trail to the rest of Berkeley	Destination	Bolivar Dr	Addison St	University Ave	12/10/2024	Chris K.	Noted for network update
4/4/2022 0:00	Webmap	Regularly bike to Berkeley Bowl	Destination	Russell St	Newbury St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/4/2022 0:00	Webmap	Frequently bike here	Destination	Henry St	Vine St	Rose St	12/10/2024	Chris K.	Noted for network update
4/4/2022	Webmap	The timing of this signal is pretty bad sometimes. I've sat and waited for a long time for the light to change going eastward. I see people cross traffic rather than wait for the long light to change or be forced to use the pedestrian crossing button to get the light to change.	Intersection		Sacramento St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/4/2022 18:48	Webmap	Raised crossings in all directions	Barrier		Hopkins St	Monterey Ave	12/10/2024	Chris K.	Noted for network update
4/5/2022	Webmap	: Dwight should be narrowed at the intersection, using durable materials such as concrete, to allow for safe crossings between Hillegass and Bowditch. Current setup is unsafe, as vehicles in the far lane on Dwight do not see bikes on Hillegass. Flashing lights are often ignored; they are too costly for the limited benefit provided. Money is better spent narrowing Dwight.	Intersection		Dwight Way	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
4/5/2022	Webmap	The current pedestrian hybrid beacon at this intersection is faulty (south side of Hillegass) and does not recognize bikes. Concern that adoption of more PBHs in Berkeley will lead to a pileup of maintenance problems without the resources to fix in timely manner. Resources are better spent decreasing crossing distances for bikes/peds and other physical changes to Ashby that force motorists to slow down.	Intersection		Ashby Ave	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
4/5/2022	Webmap	Pedestrian bulbouts, raised crosswalks, and/or lane narrowing are needed at this intersection to slow down vehicles. Additional pedestrian daylighting is also needed, such as removing parking spaces near crosswalk. RRFB (flashing lights) can be easily ignored by motorists who are not paying attention. 70%+ of motorists admit to using a cell phone while driving.	Intersection		Oxford St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/5/2022	Webmap	Shattuck Ave at this intersection should be significantly narrowed to two lanes, one for each side of traffic. Turning lanes should be removed and turned into pedestrian boarding islands. The current distance is too great for cyclists to traverse safely. PHB beacons are better than nothing, but are problematic because they break and take a long time to fix. For example, the PHB beacon on Hillegass St at Ashby (south side) has been broken for 2+ years and does not recognize bicycles.	Intersection		Shattuck Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/5/2022	Webmap	The current RRFB beacon at this intersection demonstrates the inherent limitations of relying on flashing lights to slow down motorists. First, it is barely visible in the daytime. Second, cyclists often approach the intersection in the middle of the lane, and it's awkward and inconvenient to dismount and walk over to the right to press the button. A better solution is to narrow MLK at the intersection using durable materials (concrete), thereby forcing motorists to slow down and pay attention.	Intersection		MLK Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/5/2022	Webmap	Agree with Jill that the signal timing is bad, giving too much priority to cars on Sacramento. The priority should be reversed such that it is green for bikes and pedestrians by default.	Intersection		Sacramento St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/5/2022	Webmap	San Pablo should be significantly narrowed at this intersection, using durable materials such as concrete, to slow down traffic and provide a safe island for bikes and peds. Additional parking spaces near crosswalk should be removed to increase daylighting. Drivers will ignore flashing lights.	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/6/2022	Webmap	RRFB_Median isnt in your glossary, but I guess it is an RRFB, so it is not useful for me as a cyclist. The existing RRFB's on Virginia at MLK and Shattuck are things I avoid.	Intersection		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
4/6/2022	Webmap	RRFB's do nothing for me as a cyclist. crossing islands or signals are better	Intersection		Woolsey St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/6/2022	Webmap	(2022-04-06 20:51:43) Anonymous: puts a signal with a diverter like the one at MLK and channing instead of a PHB	Intersection		MLK Jr Way	Channing Way	12/10/2024	Chris K.	Noted for network update
4/7/2022	Webmap	Anonymous: Do IT!	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update
4/7/2022 16:41	Webmap	Difficult crossing.	Barrier		Hopkins St	Cornell Ave	12/10/2024	Chris K.	Noted for network update
4/12/2022	Webmap	Anonymous: Why not encourage biking on a quieter parallel street? I practically live on this street (3 houses away) and would never bike on it. Just too much fast traffic. Whoever thought this was a good idea was fit and agile. Don't we want everyone to want to ride a bike?	Street	6th St	Gilman St	Channing Way	12/10/2024	Chris K.	Noted for network update
4/12/2022	Webmap	Anonymous: This makes sense to me, not University.	Street	Addison St	Bolivar Dr	Oxford St	12/10/2024	Chris K.	Noted for network update
4/12/2022	Webmap	Anonymous: You are pushing car traffic onto nearby streets and making them unsafe as well. Why not pick a parallel street (say 10th) and ban cars on it except local (on the block) traffic and one-side of the street parking, maybe also making traffic one way (so people can still get to their driveways but discouraging other traffic) If you jam bike traffic (bike lanes?) onto what is an actual highway, along with bus traffic and cars, you are asking for accidents. Do you want more bike riders? Not this way.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/12/2022	Webmap	Anonymous: Only the agile and daring will feel safe enough to ride on this street. Obviously no. Again, do you want to encourage people to ride bikes? Tacking bike lanes onto already busy streets doesn't work. Reducing lanes devoted to cars just moves the cars onto nearby streets, making them less safe for those of us who ride cautiously on the quieter streets.	Street	University Ave	Oxford St	4th St	12/10/2024	Chris K.	Noted for network update
4/12/2022	Webmap	(2022-04-12 18:04:29) Anonymous: not sure what I am supposed to comment on. I thought I was just choosing the area where I live.	Intersection		Channing Way	6th St	12/10/2024	Chris K.	Noted for network update
4/12/2022 10:00	Webmap	The so called improvements to this intersection are making it very difficult for Cars, Bikes and Pedestrians. The bike lane is too narrow for more than one bike. Sometimes kids dont ride single file. Hitting a bump causes a crash which could cause a collision with an automobile.	Barrier		California St	Dwight Way	12/10/2024	Chris K.	Noted for network update
4/12/2022 10:03	Webmap	Channing way is in complete shambles between Sacramento and McKinley. It needs a total repair. Potholes and cracks are everywhere. Even the bike boulevard paint is gone.	Barrier	Channing Way	Sacramento St	McKinley Ave	12/10/2024	Chris K.	Noted for network update
4/12/2022 10:05	Webmap	Russell Street near MAbel and San Pablo near the park are almost impassible for bikes. Repave the entire circle around the park and prioritize Russell - the bike boulevard is a POC.	Barrier		Russel St	Mabel St	12/10/2024	Chris K.	Noted for network update
4/13/2022 0:00	Webmap	Biking an Sacramento and Ashby is terrifying, borderline impossible most of the day.	Destination	9th St	Heinz Ave	Anthony St	12/10/2024	Chris K.	Noted for network update
4/13/2022	Webmap	Yes, please put ANYTHING here. This is a bike boulevard yet an impossible crossing.	Intersection		Russell St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/13/2022	Webmap	Seeing as this is on a bike boulevard leading up to a school, I think there should be a light here. Flashing lights aren't enough.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/13/2022 19:25	Webmap	Rubber speed bumps were dismantled. Install permanent feature.	Barrier	University Ave	Acton St	Bonar St	12/10/2024	Chris K.	Noted for network update
4/14/2022	Webmap	Anonymous: Lighting along this section of the Ohlone greenway (from north Berkeley bart to Gilman) would be very helpful — it's particularly dark through cedar rose park	Street	Ohlone Greenway	Hopkins St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/14/2022	Webmap	The wide angle concrete turn bumpers for cars are simply ridiculous. The proposed changes for Hopkins Street are among the worst-spent planning dollars I've seen in Berkeley.	Street	Hopkins St	Monterey Ave	Milvia St	12/10/2024	Chris K.	Noted for network update
4/14/2022	Webmap	a resident: El Camino Real is narrow. The plan was put in place without consulting with residents on the street. Uplands is a major throughway that, if the plan is implemented, creates a bottleneck for residents of many of the neighborhood streets because of some that are blocked to auto traffic.	Street	Woolsey St	Eton Ave	El Camino Real	12/10/2024	Chris K.	Noted for network update
4/14/2022	Webmap	Sharrows feel pointless to me.	Street	Acton St	Delaware St	University Ave	12/10/2024	Chris K.	Noted for network update
4/14/2022	Webmap	I tried to deliver my daughter to Cragmont elementary school up spruce, but it was too dangerous and too many rushing and rude drivers. Need protected bike path for uphill direction at least	Street	Spruce St	Virginia St	Wildcat Canyon Rd	12/10/2024	Chris K.	Noted for network update
4/14/2022	Webmap	bikes go too slow up hill and drivers get annoyed and rude. Dont like riding close to parked cars. Been doored before. Also have almost doored bikers. Id say eliminate half the parking and add a dedicated bike/ ped lane for uphill bikers only. Down hill seems fine	Street	Spruce St	Virginia St	Wildcat Canyon Rd	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/14/2022	Webmap	Biking on San Pablo is a fool's errand. Don't waste \$ and resources trying to make this work/be safe. Route bikes to 9th and provide better crossing points.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/14/2022	Webmap	Anonymous: I use this stretch of Monterey all the time, on my bike and walking and driving, and I really like the current configuration, with designated bike lanes in both directions. I'm not sure how a two-way cycle track would be an improvement.	Street	Monterey Ave	Hopkins St	The Alameda	12/10/2024	Chris K.	Noted for network update
4/14/2022	Webmap	(2022-04-14 17:31:34) Anonymous: Francisco st: This light is too long for the cars, they line up sit there and spew exhaust. This light is too short for pedestrians. Delaware heading east towards Sacramento: The green bike lite has confused SO many people. They see a green light and Go, only to realize halfway into the intersection that the green light had a little picture of a bike!Think "at night" , over age 50, maybe young and inattentive. Its just too fussy!	Intersection		Sacramento St	Delaware St	12/10/2024	Chris K.	Noted for network update
4/14/2022 0:00	Webmap	Bike lane parallel to San Pablo that connects to major bike lane road	Destination	Mabel St	Carleton St	Parker St	12/10/2024	Chris K.	Noted for network update
4/14/2022 0:00	Webmap	Fix Bowditch Street! It's horrible.	Destination	Bowditch St	Haste St	Dwight Way	12/10/2024	Chris K.	Noted for network update
4/14/2022 0:00	Webmap	Fix Derby Street. It is difficult to ride a bike on it.	Destination	Derby St	California St	McGee Ave	12/10/2024	Chris K.	Noted for network update
4/14/2022 0:00	Webmap	Fix Euclid from Cordonices Park to Hearst. It is very dangerous.	Destination	Euclid Ave	Hill Ct	Buena Vista Way	12/10/2024	Chris K.	Noted for network update
4/14/2022 0:00	Webmap	Bayer encourages its employees to bike to work -- this location should be considered as a destination in bike route planning.	Destination	7th St	Cutter Way	Parker St	12/10/2024	Chris K.	Noted for network update
4/14/2022 0:00	Webmap	Monterey Market	Destination	Hopkins St	Ada St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/14/2022 0:00	Webmap	Westbrae Biergarten	Destination	Gilman St	Santa Fe Ave	Curtis St	12/10/2024	Chris K.	Noted for network update
4/14/2022 0:00	Webmap	I would like to request that former crosswalk be restored where 67th street meets San Pablo opposite the gym/UCSF building. I know there's a stoplight 1/2 block south now but to use it to cross San Pablo safely on a bike requires illegally riding on the sidewalk. On a bike, i's also much more realistic to continue straight across San Pablo westbound right where 67th meets it, rather than first turning 90 degrees left onto the sidewalk. Yet it's life-threatening to do that now w/no crosswalk.	Destination	San Pablo Ave	66th St	67th St	12/10/2024	Chris K.	Noted for network update
4/14/2022 0:00	Webmap	It is not fun or safe biking up spruce at rush hour to get to cragmont elementary	Destination	Marin Ave	Cragmont Ave	Spruce St	12/10/2024	Chris K.	Noted for network update
4/14/2022 0:00	Webmap	Because of an illness, I frequently need to visit the Tang Center. Even when sick, biking is easiest route from S Berk. It's difficult to find a safe and efficient path. The hill on Bancroft, combined with the curb and bike parking on the south side, make it difficult to approach from the north or east. From the south, I often end up cycling down the one-way (opposite traffic) on Durant from Ellsworth because Fulton is a one-way flowing south. One-way streets are dangerous!	Destination	Bancroft Way	Fulton St	Ellsworth St	12/10/2024	Chris K.	Noted for network update
4/14/2022 0:00	Webmap	Biking from the border of South Berkeley up to the 4th St zone is a common journey for me.	Destination	Fourth St	Delaware St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/14/2022 0:00	Webmap	Very often, I'm biking up through West Berkeley, and onward into Albany and El Cerrito. The degree to which this route is safe, smooth, and easy makes a huge difference to me.	Destination	8th St	Jackson St	Harrison St	12/10/2024	Chris K.	Noted for network update
4/14/2022	Webmap	(2022-04-14 17:40:23) Anonymous: I find the intersection of Bancroft and Oxford extremely dangerous for biking. The bike lane design forces westbound bikes to the left and then merges with two lanes of auto traffic on the right at Oxford. The mirror on my bike is of no use for seeing whether there are cars on my right so I'm blind when trying to get to the right of Bancroft. So I don't use the bike lane; instead, I use the auto lane on Bancroft.	Intersection		Fulton St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/14/2022	Webmap	The bike reactive stoplight is always breaking and doesn't work often. I love this bike route because of the light and hope it can be more reliable in the future.	Intersection		Ashby Ave	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
4/14/2022	Webmap	Nobody rides Milvia from Hopkins to Rose - it is too steep. Milvia does not pick up being a bike street until Cedar. I see more bikes on Shattuck than on Milvia.	Intersection		Milvia St	Hopkins St	12/10/2024	Chris K.	Noted for network update
4/14/2022	Webmap	When you curb off the bike lane, you create a collection place for dirt, leaves, and trash that stays within the bike lane. How are you planning on keeping it clean?	Intersection		University Ave	Milvia St	12/10/2024	Chris K.	Noted for network update
4/14/2022	Webmap	(2022-04-14 16:05:10) Anonymous: This intersection is awkward for bikes because of the placement of the curb cuts requiring steep turns	Intersection		Hopkins St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/14/2022 11:26	Webmap	I would like to see more bike safety on 4th st shopping area. There are a lot of distracted drivers on 4th especially.	Barrier		Fourth St	Allston Way	12/10/2024	Chris K.	Noted for network update
4/14/2022 13:40	Webmap	Challenging to cross Hopkins and Cedar	Barrier		Hopkins St	Cedar St	12/10/2024	Chris K.	Noted for network update
4/14/2022 14:44	Webmap	Sixth street from University south needs a dedicated lane or barrier	Barrier	6th St	University Ave	Dwight Way	12/10/2024	Chris K.	Noted for network update
4/14/2022 15:50	Webmap	This stretch of 4th street is in really bad shape, I leave a kidney behind every time I ride. This is the quietest road west of Sixth to travel north and south.	Barrier	Fourth St	Allston Way	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/14/2022 16:01	Webmap	There needs to be some sort of street crossing marked on Addison at the end of the bike path that exits next to the Berkeley School to connect that path through Strawberry Creek path.	Barrier		Addison St	West St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/14/2022 16:07	Webmap	Very dark when biking at night, would bike more here if there were lights along the ohlone greenway	Barrier		Cedar Rose Park	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/14/2022 16:08	Webmap	Because Virginia does not have a light many cyclists end up crossing at Cedar where transit multiple roads merging and back up as well as turning movements complicate safety especially as acme bread attracts young and old I like	Barrier		Cedar St	San Pablo Ave	12/10/2024	Chris K.	Noted for network update
4/14/2022 16:09	Webmap	Aquatic park is not safe to walk/bike on due to unhoused people in the bushes, poor lighting and horrible pavement.	Barrier	Aquatic Park			12/10/2024	Chris K.	Noted for network update
4/14/2022 16:13	Webmap	Vehicles fail to yield to through movement of bicyclists north and south while turning and fail to stop at the stop sign additional striping and signage to indicate yielding to cyclists and for cyclists to proceed straight could clarify moving cyclist to the left of the turning vehicles and with better view of those coming from Delaware to ninth	Barrier		Delaware St	Ninth St	12/10/2024	Chris K.	Noted for network update
4/14/2022 16:14	Webmap	This crossing should be made safer, as it is a major major pedestrian/bike crossing point for kids going to Rosa Parks, Black Pine, Nia house, Oxford , The Berkeley School, Berkeley High, etc. Tons of kids cross here and it gets pretty dangerous. There should be a bike loop for the light like the one just put in on Channing at MLK	Barrier		Allston Way	San Pablo Ave	12/10/2024	Chris K.	Noted for network update
4/14/2022 16:17	Webmap	Narrow street and fast traffic	Barrier	Rose St	Martin Luther King Jr Way	Cornell Ave	12/10/2024	Chris K.	Noted for network update
4/14/2022 16:18	Webmap	This intersection is scary, heavy fast traffic, tight clearances, no safety improvements	Barrier		Sacramento St	Cedar St	12/10/2024	Chris K.	Noted for network update
4/14/2022 16:20	Webmap	Dangerous crossing -- fast traffic doesn't stop, poor visibility	Barrier		Martin Luther King Jr Way	Vine St	12/10/2024	Chris K.	Noted for network update
4/14/2022 16:21	Webmap	Ashby is a barrier to all cycling in our city. In particular, Ashby crossing at Wheeler has no crosswalk. I have to bike up Ashby to get to the light on Fulton St to get to most of my destinations (e.g. Berkeley Bowl, campus, downtown). Especially when there are two lanes of traffic on Ashby (no parking lane), I am risking my life. I hope I don't die here one day. We should not have a state highway dividing our city. We need more crossing signals and cues for drivers to slow down and stop!	Barrier		Ashby Ave	Wheeler St	12/10/2024	Chris K.	Noted for network update
4/14/2022 16:21	Webmap	Too many people speeding	Barrier		Rose St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/14/2022 16:26	Webmap	An improved crossing at Fulton and Ashby is an urgent priority! There's a traffic light and a single crosswalk (only on west side). **The light is often missed by drivers, it's not sufficiently visible from the road.** Running red lights is common, happens several times every day, especially at sunset. We need a more obvious traffic light that can stop drivers who are blinded by the sunset. Many bikers use this Fulton crossing, it's an accident waiting to happen.	Barrier		Ashby Ave	Fulton St	12/10/2024	Chris K.	Noted for network update
4/14/2022 16:34	Webmap	Insufficient, dangerous access to Ashby BART from the east since the station renovation cut off the eastern entrance. Going around on Woolsey is generally safe (but inefficient) until you get to Adeline. I bike on the sidewalk to avoid speeding Adeline traffic and having to hop the curb. This creates a dangerous situation for pedestrians, especially with a surge of people from a recent train arrival. Carrying my bike down the stairs is a barrier. The elevator is scary and stinks of urine.	Barrier		Prince St	Tremont St	12/10/2024	Chris K.	Noted for network update
4/14/2022 16:39	Webmap	When riding on Shattuck (N or S), the Ashby crossing is frightening and dangerous, even with the light. I am competing with trucks and drivers pushing to get into traffic from the gas station. The fumes from a line of traffic are not healthy. If crossing at Wheeler or Fulton were safer, that might be a worthwhile alternative. Crossing Ashby in this stretch of Berkeley feels like the biggest personal risk I take every day.	Barrier		Shattuck Ave	Ashby Ave	12/10/2024	Chris K.	Noted for network update
4/14/2022 16:42	Webmap	As a cyclist, I feel out-gunned by cars and trucks at this intersection, yet it's a critical junction for destinations along the stretch of Adeline between Ashby and Russell. Yet there's so much room! A roundabout with separated bike lane, please.	Barrier		Adeline St	Ashby Ave	12/10/2024	Chris K.	Noted for network update
4/14/2022 16:48	Webmap	Drivers, pedestrians and cyclists often tangle dangerously at this intersection because it's only a two-way stop. The vegetated island conceals vehicles heading west on Prince. Drivers heading uphill on Prince and turning left on Deakin can just "go for it" and thus don't see peds/cyclists as they blast through the intersection. Cyclists expect it to be a four-way stop and don't pause to check for undeterred traffic on Prince. Dangerous for everyone!	Barrier		Deakin St	Prince St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/14/2022 16:53	Webmap	Crossing Derby, especially at Claremont Rd, is critical for accessing university destinations at Clark Kerr campus from the south. Drivers speed around the corner at Belrose (no stop sign), making it difficult to have enough time to cross safely. As a cyclist, I'm forced to cross at the light and travel uphill **on the sidewalk**, competing with elderly pedestrians who live nearby and need space to walk.	Barrier		Derby St	Claremont Blvd	12/10/2024	Chris K.	Noted for network update
4/14/2022 18:42	Webmap	I would appreciate an added pedestrian light.	Barrier		Shattuck Ave	Russell St	12/10/2024	Chris K.	Noted for network update
4/14/2022 20:05	Webmap	Would be great if could easily get to bay trail via Gilman	Barrier		Gilman St	Bay Taril	12/10/2024	Chris K.	Noted for network update
4/14/2022 20:34	Webmap	North berkeley needs barriers	Barrier	Solano Ave	Ramona Ave	Carmel Ave	12/10/2024	Chris K.	Noted for network update
4/14/2022 21:19	Webmap	The street is so worn and damaged, it's dangerous and difficult to bike.	Barrier	Blake St	San Pablo Ave	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/14/2022 21:22	Webmap	This Street badly needs repaving. It's so worn that it's very difficult and uncountable to bike on. But it connects south Berkeley to the greenway, so it's heavily used by cyclists.	Barrier	Acton St	Dwight Way	Channing Way	12/10/2024	Chris K.	Noted for network update
4/14/2022 22:48	Webmap	The paving on Parker, and most of the rest of this City, is abysmal. It makes it hard to use my scooter without shaking my teeth out of my head.	Barrier	Parker St	Telegraph Ave	College Ave	12/10/2024	Chris K.	Noted for network update
4/14/2022 23:01	Webmap	I'm all busy streets in Berkeley, I noticed that car drivers do not consistently turn over there right shoulder to look for bicyclists before they turn right. This makes us very dangerous to bike around here	Barrier		Hearst Ave	Milvia St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	The current state of the bike lane on Hearst going west is not good. In places it has uneven portions that create the need to divert from the bike lane into the traffic.	Street	Hearst Ave	California St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	Sharrows are great, and all, but Colusa in this stretch is WAY too narrow and cars travel WAY too fast for it to be safe. Recent EBMUD work has meant that it is SOMEWHAT safe to ride on (otherwise, road is VERY deteriorated)	Street	Colusa Ave	Tacoma Ave	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	There needs to be a stop sign at the on Allston at Grant to make this a safer bike street. On Grant at Channing there needs to be better signage for drivers crossing Channing -- aka big orange sign that says watch for bicyclists -- people don't look when they cross changing.	Street	Grant St	Grant St - North Terminus	Russell St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	Spot: 3C Sharrows is not found in legend or tool kit. What is 3C Sharrows? What am I missing here?	Street	Acton St	Delaware St	University Ave	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	Spot: Bike Boulevard is clear.	Street	Addison St	Bolivar Dr	Oxford St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	I would like to see Channing repaved and better crossing at Sacramento before undertaking Addison.	Street	Addison St	Bolivar Dr	Oxford St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	This cyclepath is very much needed. It is pretty annoying that at the moment, there is no option to safely bike to the university main entrance.	Street	Addison St	Bolivar Dr	Oxford St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	This comment concerns the Bay Trail, but I couldn't click on it: I find the intersection between W Frontagte Rd and University Ave very dangerous to cross on bike or foot. Traffic lights would help.	Street	Addison St	Bolivar Dr	Oxford St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	Kains St as a bike boulevard would make sense as it is a good alternate route to riding on San Pablo Ave.	Street	Kains Ave	City Limits - North	Virginia St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	I agree with the comment by Mingwei. This track should continue up and down the hill for longer.	Street	Bancroft Way	Milvia St	Piedmont Ave	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	The infrastructure improvements on Milvia are great, but why is it still so bumpy? I have to slow down when biking on the bike lanes on Milvia because the bumps are so bad.	Street	Milvia St	Hearst Ave	Blake St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	I generally find the cycle tracks which have parking next to them pretty dangerous because often people open the car doors without looking. Maybe signs "attention, cycling track, look before opening door" or sth of the sort would help. Also, very often cars block the cycling track by parking/stopping there.	Street	Hearst Ave	California St	Arch St/Le Conte Ave	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	It is hard to understand from the website but I think the proposal is for a bike lane (2-way?) on San Pablo Ave. This is a highway. In my neighborhood there are flat, quiet streets only one block to the west. When I'm going to a store on San Pablo Ave I always ride on the quiet streets to the east or west and cut over when I reach my destination.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	Spot: Isn't University an evacuation route? University has a center concrete divide. I don't think University is wide enough to accommodate everything; emergency vehicles, evacuation, Cycle track as shown with concrete barrier. The Cycle track is shown in the photo is on a street that has no concrete center divide which is what we have on University.	Street	University Ave	Oxford St	4th St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	It is weird to me that this cycletrack is supposed at the intersection Gilman/2nd street, because if I want to cycle to Albany Bulb, I need to go on straight from there. And this is a super dangerous area, with having to cross the freeway exits. Some solution for bikers and pedestrians needs to be found here.	Street	Gilman St	2nd St	Hopkins St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/15/2022 0:00	Webmap	N Berkeley Bart Frequent Destination	Destination	Short St	Virginia St	Delaware St	12/10/2024	Chris K.	Noted for network update
4/15/2022 0:00	Webmap	Campus Entrance	Destination	Bancroft Way			12/10/2024	Chris K.	Noted for network update
4/15/2022 0:00	Webmap	Getting to Aquatic Park and the Bay Trail from central and south Berkeley is nearly impossible. We have to go around into Emeryville and approach on Bay St, which is unprotected and full of trash, or go all the way to North Berkeley. There should be an access to Aquatic Park from Southwest Berkeley.	Destination	Bolivar Dr	Ashby Ave	Bolivar Dr	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	This is the way!	Intersection		Ashby Ave	9th St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	Make this a timed light, synced with the neighboring ones.	Intersection		Russell St	Adeline St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	This is a terrifying crossing on bike or foot. Cars barrel down to make the light and don't care for anyone waiting to cross.	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	I live very close to the Curtis/Virginia intersection and see absolutely no reason for a traffic circle there. To make it easier to bicycle, please pave the streets. When I looked on the city website it seemed as though only half the usual street paving was done for the last few years. The side streets are so rough it is difficult to ride.	Intersection		Virginia St	Curtis St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	(2022-04-15 14:12:50) Anonymous: RRFb? Jargon much?	Intersection		Milvia St	Hopkins St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	use of term "healthy streets" is prejudicialand stupid. Who isn't for healthy streets? Problem is our "healthy streets" are being designed by non-bike riders	Intersection		University Ave	Milvia St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	new bike curbs install on Milvia Street are totally dangerous. Just look at impact marks everywhere. Dumbest idea ever, and totally expensive. Another example of non-bike riders designing bike safety roadways	Intersection		University Ave	Milvia St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	Alonzo Sanchez is absolutely right. More people than ever (pedestrians, cyclists, motorists, motorists exiting vehicles etc.) will be hurt as a direct result of COB bad engineering choices.	Intersection		University Ave	Milvia St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	vote the bums out (Kate Harrison etc.)	Intersection		University Ave	Milvia St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	(2022-04-15 15:59:10) Spot: I don't understand the purpose of the Median Island Refuge. Who uses this and for what purpose? The traffic backs up on MLK that literally every time I'm on MLK the traffic moves at zero MPH at that intersection	Intersection		Addison St	MLK Jr Way	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	I don't feel that protected at this "protected intersection", because many drivers do not look out for cyclists. Especially if someone blocks the intersection because they want to turn left, it has happened to me that other drivers try to pass the blocking car on the right and almost kill me in the process.	Intersection		Shattuck Ave	Hearst Ave	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	What does PHB stand for? Please spell out acronyms	Intersection		Shattuck Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	I have no issues crossing this road as a pedestrian or cyclist.	Intersection		Shattuck Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	This needs to be a light, timed with neighboring ones to avoid cars racing down to make the next one.	Intersection		Adeline St	Woolsey St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	FOR THE LOVE OF GOD, why do pedestrians and cyclists NOT use the pedestrian caution button?? I'm the only one who uses the button before crossing!	Intersection		MLK Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	I love the idea of this crossing but the first few times I used it, the light never changed to green. Today I used it and it worked perfectly, so I hope itâ€™s been fixed and not just wonky.	Intersection		Sacramento St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/15/2022	Webmap	People who try to follow the bike boulevard route have to scramble on the sidewalk, or risk joining fast traffic. And then dodge tall vans that obstruct the view before crossing. We should probably remove parking altogether to accommodate for a safe passing.	Intersection		San Pablo Ave	Heinz Ave	12/10/2024	Chris K.	Noted for network update
4/15/2022 0:37	Webmap	8th street is so bumpy and difficult to ride on	Barrier		Eighth St	Page St	12/10/2024	Chris K.	Noted for network update
4/15/2022 6:28	Webmap	Upper Bancroft (above Dana) needs a bike lane like the one below Dana.	Barrier	Bancroft Way	Bowditch St	College Ave	12/10/2024	Chris K.	Noted for network update
4/15/2022 7:50	Webmap	People race down this street, making it unsafe for riders snd pedestrians	Barrier	Bonar St	Aliston Way	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/15/2022 10:25	Webmap	Russell is called a bike boulevard, but it crosses several large busy streets with unprotected crossings, so it is not a safe route. Sacramento St is particularly bad. My family witnessed a crash where a car hit a cyclist and they were told that there were no consequences for the driver because the cyclist was riding instead of walking his bike through the intersection. We should be able to ride our bikes safely on bike boulevards.	Barrier		Sacramento St	Russell St	12/10/2024	Chris K.	Noted for network update
4/15/2022 11:28	Webmap	Berkeley needs to reinstate the traffic barriers that forced drivers off side streets and onto main streets. I ride on California Street between Ashby and University regularly, and too many times drivers use this street as a speedway instead of staying on Sacramento Street. This is just one example. Allston Way should also have a barrier at McKinley Avenue, as drivers also use Allston below MLK to speed instead of using University Avenue. Keep cars off of side streets as much as possible!	Barrier		California St	Russell St	12/10/2024	Chris K.	Noted for network update
4/15/2022 13:52	Webmap	Bike lanes constantly filled with homeless people's trash. Evict them.	Barrier		Bolvidar Dr	Potter St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/15/2022 16:16	Webmap	Improvements to pedestrian island if moving from south Berkeley to Emeryville.	Barrier		Sacramento St	Woolsey St	12/10/2024	Chris K.	Noted for network update
4/15/2022 21:37	Webmap	Channing is one of the only reliable ways to get from the west side of Berkeley to downtown, but this stretch of Channing in the blocks east of California Ave, is seriously in need of repaving. The road is so chewed up and bumpy, my bike rattles like it's going to fall apart every time I have to bike on this street -- and this is the designated biking street! Please prioritize Channing for a smooth bike lane if you're going to designate it as a bicycle path.	Destination	Channing Way	McGee Ave	Roosevelt Ave	12/10/2024	Chris K.	Noted for network update
4/15/2022 21:40	Webmap	Once I take Channing from the west side of Berkeley to downtown Berkeley for my commute, I need to go north on Shattuck for a little while. Heading home, I also need to go south on Shattuck for a while. Anytime I am on Shattuck, I pray for my life. This is not a joke. Shattuck is one of the only ways to efficiently get from downtown Berkeley to one of the westward residential streets that are safer to bike on because there's less traffic. But Shattuck is SO scary to bike on. PLEASE make it safer	Destination	Shattuck Ave	University Ave	Hearts Ave	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	There are constantly cars parked in the bike lane on Center Street. It would be great to add low raised separators that cars parking can drive over, but that nevertheless signal to cars, "This is a bike lane, not a place to idle."	Street	Center St	Shattuck Ave	Oxford St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	Improve the quality of the pavement on Fourth and Fifth Streets instead. This is another example of compromising a major car thoroughfare in the hopes that people will bike on it. Keep these main streets for cars; take over parallel streets for bikes.	Street	6th St	Gilman St	Channing Way	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	Another main thoroughfare that should be left for the cars.	Street	6th St	Gilman St	Channing Way	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	The two blocks of Alcatraz east and west of Adeline are very dangerous. They're an important connector between the Alcatraz bike lane in Oakland and Harmon, and between the King and Dover (in Oakland), but having people on Alcatraz going straight, left and right and crossing super-wide Adeline without any bike lines or other indicators for drivers to watch for bikes makes it very dicey. Add bike lanes and bike boxes, and give cyclists and peds a green light 5 seconds before cars.	Street	Alcatraz Ave	King St	Adeline St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	Anonymous: Would like safer ways to transition from Ashby BART to bike lanes (Russell, California)	Street	Adeline St	MLK Jr Way/Woolsey St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	The word "sharrows" doesn't appear in the glossary, and neither does "type 3c". How are we supposed to comment if we have no idea what you're talking about?	Street	Grant St	Grant St - North Terminus	Russell St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	What is a "sharrows"? It's not in the glossary.	Street	Peralta Ave	Hopkins St	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	Exactly the kind of street parallel to a major thoroughfare that should be reserved primarily for bikes.	Street	Fulton St	Dwight Way	Woolsey St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	Leave Telegraph alone. This one should be for bikes.	Street	Dana St	Dwight Way	Derby St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	Addison St is the perfect alternative to mangling University Ave. Make it super accessible for bikes and leave University alone.	Street	Addison St	Bolivar Dr	Oxford St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	Derby desperately needs to be paved. It's literally painful biking there now.	Street	Derby St	Mabel St	Warring St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	This has helped enormously on Milvia, which is important for accessing downtown and getting north and south across the city.	Street	Milvia St	Hearst Ave	Blake St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	Hearst is a much better candidate for bicycle lanes than University. However, it's right next to a bicycle-friendly park. Why do we need both?	Street	Hearst Ave	California St	Arch St/Le Conte Ave	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	The speeding on Claremont is unsafe for cyclists and pedestrians, especially since this is a school zone for John Muir Elementary. A protected bike lane is needed, along with traffic-calming measures and safer crosswalks. The speed radar signs currently in place are not enough. Thank you!	Street	Claremont Ave	City Limits - South	Warring St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	A Claremont-Belrose-Derby-Piedmont cycletrack between campus and Rockridge BART would encourage the people stuck there in car traffic every day to consider public transit and bike commuting!	Street	Claremont Ave	City Limits - South	Warring St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	This area has a lot of rush-hour traffic to 24. Exercise some care in the design of the bike lanes; traffic is already very heavy. Sacrificing entire lanes for cars is a bad idea.	Street	Claremont Ave	City Limits - South	Warring St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	This is a similar design to that used on Telegraph Ave in Oakland. Like there, it severely hampers driving and makes parking confusing. I have never seen a single bike using this lane, so I don't believe that the impact on cars is worth it.	Street	Adeline St	King St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	Another major thoroughfare that should be left to the cars. Focus on Oxford/Fulton and Milvia instead. Why do we need bike lanes on three parallel streets?	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	Telegraph is a major car thoroughfare. If you focus on making it bike-friendly, you flush all the cars out into the neighborhood.	Street	Telegraph Ave	Woolsey St	Bancroft Way	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/16/2022	Webmap	I strongly support this. As an everyday biker, I usually avoid San Pablo because it feels so unsafe to me due to the speeding cars. A protected bike path would be essential, as separated bike paths often become blocked by illegally parked cars, which can make it even more dangerous for bikers to circumnavigate by weaving back into main street traffic (I've encountered this many times on Telegraph Ave in Oakland).	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	I don't understand why the designers are drawn to making streets like University and San Pablo bike accessible. This is where all the cars are, and they should be kept there. If you make it harder to drive on these streets, then impatient drivers will spread out all over the neighborhood to shave a few minutes off their drive, especially at rush hour. Waze and Google maps will find all sorts of alternate routes, and the drivers will follow them. Put the bikes on parallel streets.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	Please don't keep destroying major car thoroughfares to make them bike-friendly. Having high-bandwidth streets for cars to use concentrates them and keeps them away from the bikes. Mangle some other parallel street nearby and make it super-friendly for bikes instead.	Street	University Ave	Oxford St	4th St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	Another main thoroughfare that should be left for the cars.	Street	Gilman St	2nd St	Hopkins St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	DA Claremont-Belrose-Derby-Piedmont cycletrack between campus and Rockridge BART would encourage the people stuck there in car traffic every day to consider public transit and bike commuting!	Street	Claremont Ave	City Limits - South	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	This intersection is not just difficult to cross, but dangerous. Cars go very fast, and sometimes try to cut around a car in front that stops for a cyclist. And the afternoon sun shines directly in drivers' eyes as they head west, making everything worse.	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	I don't know what RRFB means but I'm commenting on the new traffic-calming measures at Dwight at California, which are excellent. It is much, much safer for cyclists and pedestrians to cross Dwight now. These same changes are needed at other intersections like Ashby at California.	Intersection		Dwight Way	California St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	This could be good disincentive for cars trying to avoid traffic on University.	Intersection		Addison St	Grant St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	I support a traffic circle or other barrier. This intersection sees higher traffic due to Berkeley Bowl West. And with the school on the corner, it's important to increase safety for children and families.	Intersection		9th St	Heinz Ave	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	Anything that makes it easier for pedestrian and bicycle traffic on the Greenway to get through this intersection is good. A 3-way light (street, street, Greenway) would be best.	Intersection		Gilman St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	Cars go really fast through here right now and are not looking for cyclists.	Intersection		Russell St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	Cars whip down Adeline fast and the street is so wide to cross. There needs to be an automatic crossing signal for pedestrians and cyclists, and there needs to be a bike path connecting Woolsey to the east with Prince to the west that goes across or around the BART and avoids funneling cyclists onto MLK, which is not a safe street at all.	Intersection		Adeline St	Woolsey St	12/10/2024	Chris K.	Noted for network update
4/16/2022	Webmap	A beacon would be helpful, as the recent/reopened destinations in this area, e.g., Kaiser, Missouri Lounge, will mean a higher number of pedestrian crossings. I myself have felt unsafe while crossing and have almost been struck by cars at this intersection, even during the daytime.	Intersection		San Pablo Ave	Parker St	12/10/2024	Chris K.	Noted for network update
4/16/2022 9:47	Webmap	I would like to see a traffic circle here. Tenth Street is often used by cars to bypass traffic on San Pablo, and some cars speed down this street. I've also observed a behavior of cars speeding into/out of the large parking lot for Bank of America. So having a traffic circle or another barrier at the intersection of Tenth and Parker would be very helpful.	Barrier		Tenth St	Parker St	12/10/2024	Chris K.	Noted for network update
4/16/2022 9:56	Webmap	A traffic barrier and/or beacon will be helpful due to low visibility both for cars making the turn and bikers seeing cars emerging there. Cars make the left turn onto Ninth Street/out of Berkeley Bowl West parking lot crossing the south bike lane. But as a biker I've seen cars stop at the pedestrian crosswalk but fail to stop/slow when moving into the bike lane. As this is the access point to the new Ninth St Pathway (which is great), this low-visibility intersection is a hazard for bikers.	Barrier		Ninth St	9th St Greenway	12/10/2024	Chris K.	Noted for network update
4/16/2022 12:21	Webmap	Would like to see a safer way to transition from Ashby BART to Russell and California bike lanes	Destination	Ashby Ave	Martin Luther King Jr Way	Adeline St	12/10/2024	Chris K.	Noted for network update
4/16/2022 21:07	Webmap	unsafe crossing on a bicycle boulevard	Barrier		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
4/17/2022	Webmap	Spot: Bike Boulevard is on Milvia, one block west, why do we need both Milvia and Shattuck? There will always be cars, trucks have to make deliveries if you want to	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/17/2022	Webmap	There is a perfectly useful bike street on 9th street. Leave San Pablo avenue for cars and buses and reduce road rage all around!	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/17/2022	Webmap	(2022-04-17 11:35:16) Anonymous: Riding east or west along Virginia, the button to request crossing lights is out of reach for a person on a bicycle, and the cars often drive very fast and, in my experience, can be very courteous or totally reckless with respect to pedestrians and cyclists crossing on Virginia.	Intersection		MLK Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
4/17/2022 11:40	Webmap	The path from Westbrae to the Bay along Gilman is marked as a bike way, and it is the best way to access the Bay Trail and the Albany Bulb from North Berkeley. But the road is narrow in places, and drivers are rude and act like cyclists do not have a place on Gilman. I have been scolded and shouted at by drivers while riding on that route.	Barrier		Gilman St	Tenth St	12/10/2024	Chris K.	Noted for network update
4/17/2022 13:22	Webmap	I like to ride up Spruce to access Tilden or Grizzly Peak, but I don't feel safe when cars try to pass me going uphill. The lanes are very narrow (especially with parked cars) and many cars are willing to swing into the oncoming traffic lane to pass me despite there being so many blind corners. In such situations, I worry between facing angry drivers or being crushed against a parked car by an impatient driver on a blind corner.	Destination	Spruce St	Grizzly Peak Blvd	WildCat Canyon Rd	12/10/2024	Chris K.	Noted for network update
4/17/2022 14:21	Webmap	Please work with Oakland to improve/clarify the connection between the market st. bike lane and the California st Bicycle Boulevard. Currently, bikers coming north on the market street bike lane are guided into the main lane of traffic by bicycle decals, then those decals end at Alcatraz, leaving bikers on the high-traffic Sacramento st. The bike lane should instead clearly guide bikers onto occidental st or 62nd or 63rd to continue north on California.	Barrier		Sacramento St	Alcatraz Ave	12/10/2024	Chris K.	Noted for network update
4/17/2022 19:00	Webmap	There should be a white stop line on the street and the north-bound bike path should go straight into Oholone Park, not eastward into oncoming traffic that has no white stop line.	Destination	Hearst Ave	California St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/17/2022 19:02	Webmap	Stop sign here. There is a diverter here without a stop sign in any direction. West-bound bike traffic goes downhill through the center of the diverter with limited visibility that is overly dangerous.	Barrier		Virginia St	McGee Ave	12/10/2024	Chris K.	Noted for network update
4/17/2022 19:04	Webmap	Stop sign at Milvia and Bancroft... because... are you kidding? There is no stop sign here on Milvia yet this is the main exit of Berkeley High. Really, you want cars to go 25 MPH through this intersection?	Barrier		Milvia St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/18/2022	Webmap	good luck fixing Kains at Hopkins & Cedar, since that would be a major difficulty in making Kains a good bike boulevard. Maybe close it off to cars, but you'd have to solve the problem of cars merging at Hopkins & Cedar.	Street	Kains Ave	City Limits - North	Virginia St	12/10/2024	Chris K.	Noted for network update
4/18/2022	Webmap	This route is important for better BART access.	Street	Prince St	King St	Adeline St	12/10/2024	Chris K.	Noted for network update
4/18/2022	Webmap	The new lanes are great, but it seems that street cleaners don't clean them, leading to significant debris in the bike lanes.	Street	Milvia St	Hearst Ave	Blake St	12/10/2024	Chris K.	Noted for network update
4/18/2022	Webmap	The ongoing fight over this project demonstrates that council should just pre-authorize sacrificing parking if it means better pedestrian and cycling infrastructure. The fights just drag out the process and even after compromise the holdouts are still not satisfied and threaten to try to derail the process.	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update
4/18/2022	Webmap	stop stalling on this and get safe biking infrastructure along with bus lanes on this corridor done!	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/18/2022	Webmap	i hope "RRFB_Median" implies there will also be a median refuge here for pedestrian/cyclist crossing. please do this at other crossings on hopkins, incl stannage and kains.	Intersection		Cornell Ave	Hopkins St	12/10/2024	Chris K.	Noted for network update
4/18/2022	Webmap	A traffic circle is a good idea. There are no stop signs on Russell at this intersection, which many cyclists may not realize because every other intersection on this bike boulevard does have stop signs.	Intersection		Hillegass Ave	Russell St	12/10/2024	Chris K.	Noted for network update
4/18/2022	Webmap	every bike boulevard should have protected crossings across these major streets, and the fact that they don't is a *major* deficiency in bike boulevard planning. on my bike i have to divert off to delaware for the light, because i generally do not feel safe crossing at virginia, defeating the entire point of a bike boulevard.	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/18/2022 12:06	Webmap	Still really hard to cross on a bike. I always have to dismount	Barrier		Martin Luther King Jr Way	Addison St	12/10/2024	Chris K.	Noted for network update
4/18/2022 12:07	Webmap	Confusing and hard to cross	Barrier		San Pablo Ave	Addison St	12/10/2024	Chris K.	Noted for network update
4/18/2022 12:10	Webmap	Dangerous area where bikes are put into the car lane for a short section and it's scary	Barrier		Adeline St	Ashby Ave	12/10/2024	Chris K.	Noted for network update
4/18/2022 12:11	Webmap	the intersection is very busy and there is no way to safely cross on a bike unless you dismount and hope cars stop	Barrier		Shattuck Ave	Russell St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/18/2022 13:25	Webmap	There are no great routes to get to Berkeley Bowl West from the east side of San Pablo. The bike corridors on Oregon & Russel don't connect to Heinz.	Destination	Heinz Ave	Seventh St	Ninth St	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	Center is the primary access route to the UC campus from the west and southwest for pedestrians and bicycles. It should exclude most car traffic and focus on people walking and biking to campus, and those walking between campus and downtown Berkeley/BART.	Street	Center St	Shattuck Ave	Oxford St	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	This right of way is already so wide, and is an important connector between Ohlone Park/Hearst and the Ohlone Greenway. should be a protected cycletrack	Street	Delaware St	Acton St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	Anonymous: Good location for a bike boulevard, but sharrows are always a cop-out that rarely feel safe or respected by drivers	Street	Grant St	Grant St - North Terminus	Russell St	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	Gayley is an important road for bike and transit traffic. It should be made 1 way, with a transit priority lane and cycle track.	Street	Gayley Rd	Hearst Ave	Piedmont Ave	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	: an important N/S connector to the West Bikeway	Street	Mabel St	Harmon St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	The route is important, but without a safe way to cross MLK, Adeline, or Ashby, it is not ultimately useful	Street	Prince St	King St	Adeline St	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	Important connector, wide right of way. should be a protected cycle track	Street	Acton St	Delaware St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	: Important connector for East/West travel	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	A protected cycletrack on Adeline will provide key access to BART, with little disruption due to the wide ROW.	Street	Adeline St	King St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	Important to provide bike access to adjacent businesses	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	Important to provide access to adjacent businesses	Street	University Ave	Oxford St	4th St	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	Important for access to local businesses	Street	Solano Ave	City Limits - West	Northbrae Tunnel	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	Current uni-directional flow of existing bike lane means access to eastbound cycletrack on Bancroft is limited. This stretch of Fulton needs two-way bike travel	Street	Fulton St	Bancroft Way	Channing Way	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	Traffic circles are great for slowing traffic but they often make it more difficult for cars to see pedestrians and bikers.	Intersection		Virginia St	Channing Way	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	Use it all the time	Intersection		9th St	Jones St	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	This is a very dangerous crossing. A raised median will not be enough. There should be a signal.	Intersection		Cedar St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	Again, I don't know what this means.	Intersection		Gilman St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	I don't know what this means.	Intersection		Hopkins St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	The timing at this signal is really poor. The wait is way too long for pedestrians and cyclists, and as someone lives very close to that intersection, I notice people and cyclists regularly crossing on the red because the wait is so long. Also, the design of the intersection now has diverted drivers onto small side streets and making u-turns all day on the 1500 block of Virginia since they can no longer cross the intersection.	Intersection		Sacramento St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/19/2022	Webmap	Please please please install a safety crossing device here as soon as possible. This Bike BLVD directs families right into this incredibly dangerous crossing. We have seen numerous dangerous close calls at this intersection. Cars speed down San Pablo. Please please please make this a VERY TOP PRIORITY to do right away. Thank you so much in advance!	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/19/2022 12:04	Webmap	This whole intersection is a disaster to bike anywhere near	Barrier		Ashby Ave	Martin Luther King Jr Way	12/10/2024	Chris K.	Noted for network update
4/19/2022 22:07	Webmap	Crossing Ohlone Park at California St is cumbersome since curb is lowered to street only on narrow points on Hearst Ave and coming from Delaware St. Crossing Hearst Ave on California to enter Ohlone Park difficult. No clear bike path through the park. Unclear if park can be crossed on bike or if park needs to be crossed on foot.	Barrier		California St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/19/2022 22:20	Webmap	Ashby BART is both a destination and a barrier, as it is surrounded by high speed roads. Biking through/past it is very challenging	Barrier		Ashby Ave	Adeline St	12/10/2024	Chris K.	Noted for network update
4/19/2022 22:23	Webmap	One way travel on Fulton prevents access to Bancroft Cycle Track from Channing	Barrier	Fulton St	Channing Way	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/19/2022 22:26	Webmap	Sacramento is a rich commercial and residential corridor with a wide right of way, that would benefit from protected bicycle infrastructure.	Destination	Sacramento St	Blake St	Dwight Way	12/10/2024	Chris K.	Noted for network update
4/19/2022 22:28	Webmap	College is a critical commercial corridor, and a key travel route for bicyclists coming from the south. It should have as much traffic as possible diverted from it, and protected bicycle infrastructure installed.	Destination	College Ave	Ashby Ave	Ave Blb	12/10/2024	Chris K.	Noted for network update
4/20/2022	Webmap	It's taking cars a long time to get used to the new bike/pedestrian crossing lights. Many cars are turning right on the red light and on the bike/pedestrian only lights.	Intersection		Sacramento St	Delaware St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/20/2022	Webmap	Flashing beacon is not enough! The new treatment on California and Dwight is what this intersection needs: to slow down Ashby car traffic, prevent cut-through car traffic, reduce turns, give bikes priority on this bike blvd and let drivers on Ashby know they need to pay more attention.	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
4/20/2022	Webmap	: Narrow Shattuck down; People drive through without glancing at people crossing, even when they can only go half a block before they are stopped by traffic--this happens in both directions!!	Intersection		Woolsey St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/20/2022	Webmap	The positioning of the button to get the beacon to flash here is insulting (on the BART side). One, nobody in a wheelchair can reach it. Two, it pays absolutely no attention to the actual crossing that pedestrians want to make here - the "desire line" goes straight across to the OTHER side of the intersection. It's a vestige of the "we only design for cars" attitude that just doesn't work for anyone else	Intersection		Adeline St	Woolsey St	12/10/2024	Chris K.	Noted for network update
4/20/2022	Webmap	People trying to cross Adeline at Woolsey have a very long crossing, and must find a path through fast traffic coming from both directions. At a minimum this intersection needs a safe waiting area for bikes at the halfway point. The left turns onto Woolsey are also problem; drivers are not looking left, crossers from the east can't tell whether the vehicles are planning to turn, and sometimes they even stop for bikes, but that's dangerous. A bi-directional bikeway on south side of Woolsey?	Intersection		Adeline St	Woolsey St	12/10/2024	Chris K.	Noted for network update
4/20/2022	Webmap	I have not experienced a long wait time to cross Sacramento as a pedestrian. I do see cyclists and other pedestrians cross at the red so can see other commenters points.	Intersection		Sacramento St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/20/2022 10:50	Webmap	Make Ashby a safe to bike on	Barrier	Ashby Ave			12/10/2024	Chris K.	Noted for network update
4/20/2022 15:39	Webmap	Traffic slowing measures are needed on Oregon street	Barrier		Russel st	California St	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Re-pave and make wider 15'+	Street	Ohlone Greenway	City Limits - North	Peralta Ave	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Path needs to be much wider -- 15' +	Street	Ohlone Greenway	Hopkins St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Sharrows do nothing for cyclists - real infrastructure only please	Street	Gayley Rd	Hearst Ave	Piedmont Ave	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Spruce Street is a major bike route to get to Tilden, Grizzly Peak Blvd, and connect city to open space destinations. Sharrows are insufficient. This street needs protected cycletracks. Remove parking in favor of protecting safety of cyclists - this is the most gentle route to the hills.	Street	Spruce St	Virginia St	Wildcat Canyon Rd	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	the bike boulevard on Kains leads to an intersection with hopkins and cedar that is not safely navigable. When travelling in that area I use stannage, only because of that problematic intersection. Make stannage the bike boulevard instead of kains	Street	Kains Ave	City Limits - North	Virginia St	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Anonymous: I'm confused by Derby being identified between Mabel and CA when Ward already has a bike light to cross Sacramento.	Street	Derby St	Mabel St	Warring St	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Anonymous: Very excited to see Parker named on here as this is one of the only streets where the road goes straight across San Pablo in this area. Looking forward to the light being done soon. I hope they're installing a bike sensor!	Street	Parker St	Mabel St	9th St	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Provide a wide cycletrack - should be 15'+ wide to accommodate mix of bikers and peds	Street	Hearst Ave	California St	Arch St/Le Conte Ave	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Anonymous: Claremont Ave has too many lanes for car traffic. People drive much faster than the posted speed limit. Ideally there would be fewer car lanes with calming measures to help slow traffic.	Street	Claremont Ave	City Limits - South	Warring St	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	So many destinations on this major street, cyclists should get infrastructure here - not practical to only use Milvia bikeway for destinations along Shattuck.	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Anonymous: While I want to see San Pablo safer for biking, I'd rather see 9th and Mabel with fully built out infrastructure for bikes. Concentrate on making public transportation along San Pablo very strong.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Anonymous: As more UC students are housed at the Clark-Kerr campus (see the latest UC Master Development Plan), the Wright/Piedmont route should be revamped and prioritize pedestrians, bikers, and buses. A cycletrack would be a good start, but more should also be done to reduce car traffic.	Street	Claremont Ave	City Limits - South	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Make that 2-way cycle track WIDE pls	Street	Peralta Ave	Hopkins St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	(2022-04-21 13:26:30) Anonymous: This should be priority for the bike boulevard. There should either be a stop sign on Adeline or a full stop light.	Intersection		Russell St	Adeline St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/21/2022	Webmap	I love the changes that have been made for pedestrians and cyclists at this intersection. Dwight is a dangerous street to cross for people using all modes of transportation, but the changes make it safer.	Intersection		Dwight Way	California St	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Add stop signs for cars. My kids have had to jump out of the way of drivers who don't slow down and don't see the intersection. This is one of Berkeley's prime pedestrian intersections but is currently treated very poorly.	Intersection		Cedar St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Add stop signs for cars. There are way more bikes and peds crossing than cars crossing this intersections. Bike and peds should be given priority.	Intersection		Franklin St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	This should be a stop sign for cars. There is almost no car traffic here. Why a flashing beacon? Just make cars stop. There are way more people crossing here than cars.	Intersection		Franklin St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Align the crosswalk with the bike path - the quick change of directions is dangerous for cyclists and peds. Reroute the bike path through the park to make the curves more gentle and safe.	Intersection		Rose St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Current diagonal crosswalk is dangerous because it creates blind spots. Re-align bike path to cross street perpendicularly. Add a stop sign for cars.	Intersection		Santa Fe Ave	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	(2022-04-21 14:00:20) Anonymous: (I cannot seem to add a comment other than for pre-defined places. This is the closest place that I can add a comment). Around 8am there is a lot of car traffic on Russell dropping off students at Silvia Mendez. Sometimes those cars block Russell, or make U-turns on Russel, or pull into or out of the parking lane while not looking or signalling in a timely manner. Ideally the cars would drop off on a different street that is not the bike boulevard.	Intersection		Fulton St	Oregon St	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	Can't figure out where to put this comment since Sacramento is not selectable for a comment. Why doesn't Sacramento have a separated cycletrack on each side? Plenty wide if you take space from the median. It's the most direct through route between Berkeley and Oakland -- should be a safe bike lane.	Intersection		Addison St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	(2022-04-21 13:24:56) Anonymous: This should be priority for the bike boulevard. There should either be a stop sign on Shattuck or a full stop light.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/21/2022	Webmap	The button for this beacon is placed in such a way that a cyclist has to practically dismount to push it. It's like the person who designed it hasn't ridden a bike here before, or a bike in general. Buttons over storm grates where it's hard to rest your bike don't work. They need to be within easy reach where you would naturally stop on your bike at the intersection.	Intersection		Shattuck Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/21/2022 11:20	Webmap	Very hard to go downtown. Cars everywhere, no bike lanes. Too much parking spaces.	Destination	Shattuck Ave	Allston Way	Ave Byb	12/10/2024	Chris K.	Noted for network update
4/21/2022 11:21	Webmap	Very hard to bike on College. No bike lanes, too many cars. Too many parking spaces. Even sidewalks should be wider.	Destination	College Ave	Russel St	Stuart St	12/10/2024	Chris K.	Noted for network update
4/21/2022 11:24	Webmap	Cars park/stop on the bike path. Also the bike path is only one way not both ways. There needs to be enforcement for the bike infrastructure. Especially where the bike lane is right next to the car lanes. It's so dangerous.	Barrier	Dana St	Channing Way	Haste St	12/10/2024	Chris K.	Noted for network update
4/21/2022 13:54	Webmap	cross during rush hour.	Barrier		Sacramento St	Russell St	12/10/2024	Chris K.	Noted for network update
4/21/2022 17:42	Webmap	A stopsign is needed here	Barrier		Fourth St	Allston Way	12/10/2024	Chris K.	Noted for network update
4/21/2022 17:44	Webmap	Traffic calming or better intersection management is needed here for cyclists and pedestrians. Myself and my five year old child were hit while crossing the street (WITH a walk sign) here in in 2015, due to a speeding vehicle taking a left turn onto sixth	Barrier		Sixth St	Allston Way	12/10/2024	Chris K.	Noted for network update
4/21/2022 17:44	Webmap	A four way stop is needed here to be safe for cyclists and pedestrians.	Barrier		Fifth St	Allston Way	12/10/2024	Chris K.	Noted for network update
4/21/2022 19:14	Webmap	There needs to be a bike friendly light at this intersection if Channing is to serve as a meaningful bike route	Barrier		Sacramento St	Channing Way	12/10/2024	Chris K.	Noted for network update
4/21/2022 19:15	Webmap	Please add bike friendly lights at major intersections along Channing	Barrier		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
4/21/2022 20:55	Webmap	This is where cyclists belong. Try and take a long ride on this short pier!	Destination	Berkeley Pier		Pier Bgb	12/10/2024	Chris K.	Noted for network update
4/21/2022 22:46	Webmap	No stop sign on Oxford, quite dangerous	Barrier		Oxford St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/21/2022 22:47	Webmap	Unsafe crossing	Barrier		Shattuck Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/21/2022 22:48	Webmap	This stretch of street should be made into part of the greenway.	Barrier		Shattuck Ave	Cedar St	12/10/2024	Chris K.	Noted for network update
4/21/2022 22:48	Webmap	Unsafe crossing	Barrier		Martin Luther King Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
4/21/2022 23:23	Webmap	commute	Destination	Bancroft Way	Ellsworth St	Dana St	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	Gayley road is super difficult to bike on. There are many cars and basically no space to bike in the road. Usually, I have to bike on the sidewalk, where there is also a high concentration of pedestrians	Street	Gayley Rd	Hearst Ave	Piedmont Ave	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/22/2022	Webmap	It would be great to have a bike boulevard in our quadrant, since currently there isn't a N/S one. I would suggest considering potentially using Acton instead/in addition, since it is currently heavily used by students going to Berkeley High, Washington, King, and other schools (I often see multiple groups of 5 or more kids biking on here in the mornings), and since it would connect San Pablo Park to the new Santa Fe Park sites that will be developed soon and provide access to those miniparks.	Street	Mabel St	Harmon St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	Pretty confusing on Milvia by BHS. Riding south between parked cars (passenger door danger) and sidewalk (pedestrians step into bike lane to pass each other) is uncomfortable. / In both directions, there's not enough room to pass another bike, so must veer through gap in barrier, enter traffic, then return to lane. / Left turns are difficult: must either exit lane early into traffic & turn; cut diagonally thru intersection for turn; or become pedestrian. / Hard to see traffic due to parked cars	Street	Milvia St	Hearst Ave	Blake St	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	Anonymous: Children should have safe routes for biking to John Muir Elementary. Look at the map: there are currently zero bikeways around the school.	Street	Claremont Ave	City Limits - South	Warring St	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	Anonymous: I agree with Mingwei that the Ashby/Claremont intersection needs a redesign. A cycletrack running through this intersection would be wonderful, but would require thoughtful planning in order to make it safe.	Street	Claremont Ave	City Limits - South	Warring St	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	Anonymous: A safe, protected cycletrack from Rockridge BART to the Cal campus is a no-brainer. This should be a top priority. Cal faculty, staff, and students from the suburbs should BART/bike to campus rather than creating more car traffic and polluting our air.	Street	Claremont Ave	City Limits - South	Warring St	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	Duuumb	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	NB traffic on Curtis should be diverted onto *EB* Channing. (Diverting to WB Channing would encourage dangerous cut-throughs to San Pablo.)	Intersection		Channing Way	Curtis St	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	New bike path and crossing is really nice! Much safer than old situation -- I used to be terrified biking there with my little kid.	Intersection		Ashby Ave	9th St	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	The southbound bike lane on oxford at bancroft needs to be better protected. Just before the intersection, the bike lane merges right to join the protected bike lane south of the intersection, but that merge is only marked with paint, and cars constantly mistake the bike lane for a turning lane there and merge in front of bikers. I have nearly had several dangerous crashes there.	Intersection		Fulton St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	Agree with other comments about how scary this intersection is and the need for more robust treatment	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	These changes are a huge improvement. Cars now usually spontaneously stop here to allow me to cross on bike. A mom who bikes with a kindergarten and second grader told me yesterday how much better this is with the narrowed lanes that slow traffic and how she'd like to see this treatment in school zones.	Intersection		Dwight Way	California St	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	The road from San Pablo to here is very bumpy and unsafe for electric scooters.	Intersection		9th St	Heinz Ave	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	: This intersection needs to be completely reconfigured with priority for walkers and bikers along the greenway. We need a protected ped/bike connection with no street riding, too many kids rely on this connection to leave it unprotected.	Intersection		Hopkins St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	Please put traffic lights here	Intersection		Russell St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	(2022-04-22 17:09:40) Concerned Citizen: Why isn't this a traffic circle? There's definitely space, and both Ashby and Adeline bleed traffic prior to this intersection. Pedestrians and cyclists are left waiting for traffic to be "kind" enough to give right of way, and there are times of the day when the Shattuck traffic is nonexistent in either direction due to Adeline/Ashby diverting.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/22/2022	Webmap	(2022-04-22 20:02:58) disabled neighbor: Help us cycle safer with a signaled roundabout! This intersection is on a critical path to many destinations (Berkeley Bowl, Walgreens, schools). Drivers in one lane stop and encourage a pedestrian or cyclist to go, but who wants to risk getting mowed down by a driver in the second lane! A signaled roundabout would allow an easy flow where everyone can see and acknowledge each other in a safe, coordinated way.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/22/2022 12:33	Webmap	Difficult crossing on a bike	Barrier		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
4/22/2022 12:34	Webmap	Difficult crossing on a bike	Barrier		Ashby Ave	King St	12/10/2024	Chris K.	Noted for network update
4/22/2022 12:35	Webmap	Difficult to see oncoming traffic when turning onto Alcatraz from Ellis. Daylighting is needed.	Barrier		Ashby Ave	Ellis St	12/10/2024	Chris K.	Noted for network update
4/22/2022 12:36	Webmap	Really poor pavement condition is difficult to bike on.	Barrier	Harmon St	Sacramento St	Baker St	12/10/2024	Chris K.	Noted for network update
4/22/2022 12:38	Webmap	Bike lanes needed	Barrier		Alcatraz Ave	Adeline St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/22/2022 12:38	Webmap	Difficult for bike to make left turn onto Alcatraz - requires crossing over several lanes of fast-moving traffic.	Barrier		Alcatraz Ave	Adeline St	12/10/2024	Chris K.	Noted for network update
4/22/2022 14:16	Webmap	The protected bike lane abruptly ends here. I usually want to bike all the way up Bancroft but have to turn off	Barrier		Bancroft Way	Dana St	12/10/2024	Chris K.	Noted for network update
4/22/2022 14:17	Webmap	This crossing is difficult and dangerous	Barrier		Ashby Ave	King St	12/10/2024	Chris K.	Noted for network update
4/22/2022 14:20	Webmap	It would be nice if the 2-way bike lane extended at least to Shattuck	Barrier	Bancroft Way	Fulton St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/22/2022 15:12	Webmap	Alcatraz is too narrow for the speed and volume of auto traffic that it carries during daytimes. west of Adeline should have a bike lane, even if that means getting rid of street parking.	Barrier		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
4/22/2022 15:14	Webmap	there aren't enough safe east-west routes to get from the Lorin District to San Pablo Ave or College Ave. Crossing Adeline on Ashby or Alcatraz feels unsafe because of the heavy high-speed traffic and potential to get hit by cars making left turns. bike lane protection should be continuous through intersections.	Barrier		Sacramento St	Woosley St	12/10/2024	Chris K.	Noted for network update
4/22/2022 16:31	Webmap	The Murray St. Crossing of the bike path needs better signage, a humped crossing, like the one on Folger Ave, and convex mirrors on the corners of the adjacent buildings, because visibility is very limited there, and crossing cars and cyclists often do not stop because they don't expect one another.	Barrier		Murray St	Emeryville Greenway	12/10/2024	Chris K.	Noted for network update
4/22/2022 16:33	Webmap	Low metal barriers like the one here between the concrete planters pose a major hazard to bikes at night, and do little to prevent cars from crossing (I have watched many high clearance cars drive right over them.)	Barrier		Russell St	Milvia St	12/10/2024	Chris K.	Noted for network update
4/22/2022 16:35	Webmap	The unprotected, large gap between concrete planters here means that cars regularly drive right through towards oncoming cyclists.	Barrier		Fulton St	Blake St	12/10/2024	Chris K.	Noted for network update
4/22/2022 16:37	Webmap	Two-way stops like these (especially this one, at the bottom of a hill) are very dangerous for cyclists. Cars often fail to see oncoming cyclists, or assume the cyclist also has a stop sign, and then the cars pull out in front. These types of intersections should be rethought, especially along bike boulevards, or at least signed much more visibly to tell cars to watch for oncoming traffic without a stop sign.	Barrier		Fulton St	Carleton St	12/10/2024	Chris K.	Noted for network update
4/22/2022 17:04	Webmap	The exit of this road closure is hard to bike through and is impassable for rolling folks heading down Russell. Turning and heading to the park is the only option, and increases the likelihood of pedestrians and bikers/rollers sharing the same path towards the park, and not all bikers take care with those walking and rolling etc. Russell and the roads around San Pablo Park have serious paving issues too	Barrier		Russel st	San Pablo Park	12/10/2024	Chris K.	Noted for network update
4/22/2022 17:07	Webmap	Both routes continuing toward the marina on Russell and Oregon are poorly paved. Ward is one more street over and is well paved up to and including the northward side of San Pablo Park. Eastward of the park on Ward/Russell/Oregon is really poorly paved.	Barrier		Russel st	Mabel St	12/10/2024	Chris K.	Noted for network update
4/22/2022 17:56	Webmap	Longfellow definitely needs the pedestrian crossing here to keep students safe who are going to the cafeteria. But it was designed without bike access. We live on Ward, so to get to/from the CA bike boulevard, we must cross here, which requires us to go up on the sidewalk, which is more dangerous/inconvenient for us and for students crossing than a small break in the barrier for bikes would be. There are also no close curbs cuts so you end up on the sidewalk for a while.	Barrier	Ward St	Sacramento St	California St	12/10/2024	Chris K.	Noted for network update
4/22/2022 17:58	Webmap	This is a super dangerous crossing -- the lack of alignment of the streets makes it complex for a bike, and cars drive fast on Dwight even though it is narrow. It is a key way that students/families in our quadrant access the Channing bike boulevard to get to Washington or BHS. I've almost been hit here many times, esp when the sun is in drivers' eyes on winter mornings.	Barrier		Acton St	Dwight Way	12/10/2024	Chris K.	Noted for network update
4/22/2022 18:02	Webmap	There are often a lot of cars driving crazily picking up/dropping off kids here, making the CA bike boulevard heavily car trafficked and not very safe feeling. California is also so wide that cars speed on it.	Barrier	California St	Derby St	Ward St	12/10/2024	Chris K.	Noted for network update
4/23/2022	Webmap	Sharrows are better than nothing, but not by much. A stoplight or other crossing support at Grant & University would be much more useful.	Street	Grant St	Grant St - North Terminus	Russell St	12/10/2024	Chris K.	Noted for network update
4/23/2022	Webmap	john muir parent: please please please make a bike path on claremont avenue!	Street	Claremont Ave	City Limits - South	Warring St	12/10/2024	Chris K.	Noted for network update
4/23/2022	Webmap	This would be an amazing improvement in safety for my family (including my two children, who are currently at Ruth Acty and will be attending King in a few years). We love the Hopkins bakery, cheese shop, market, and library, and would shop even more often with better biking/pedestrian infrastructure; currently I don't allow my kids to bike on Hopkins at all and try to avoid it myself.	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/23/2022 13:44	Webmap	The pavement between Pardee and Heinz is very uneven and not smooth. Makes biking and skating unpleasant.	Barrier		Ninth St	Pardee Str	12/10/2024	Chris K.	Noted for network update
4/24/2022	Webmap	(2022-04-24 11:20:47) Anonymous: It is harder and harder to ride a bike on the streets in my neighborhood and the city of Berkeley appears to be totally apathetic. Addison beyond San Pablo Ave. and travelling West to 6th St. is in deplorable shape and needed to be re-paved "yesterday". It's so dilapidated I ride my bike on the sidewalk. It's safer. Also traversing Hearst moving West to East from 6th St to 9th St. is in such bad shape, I risk my life by riding on the other side of the street. It's jeopardical to safety.	Intersection		California St	Alcatraz Ave	12/10/2024	Chris K.	Noted for network update
4/24/2022	Webmap	(2022-04-24 13:56:06) Anonymous: This traffic circle works differently than all of the other nearby traffic circles. Why not have stop signs at all sides?	Intersection		California St	Allston Way	12/10/2024	Chris K.	Noted for network update
4/24/2022	Webmap	(2022-04-24 13:53:00) Anonymous: I love this new MIR. I have seen too many pedestrians - especially high school students - almost hit by cars at this intersection because cars will just switch lanes and keep going when the car in front of them stops for a pedestrian. I have seen so many more pedestrians crossing with all 4 lanes of traffic stopped than ever before and the lights haven't even been activated yet.	Intersection		Addison St	MLK Jr Way	12/10/2024	Chris K.	Noted for network update
4/24/2022	Webmap	(2022-04-24 13:46:03) Anonymous: It's difficult for cars on the side streets to see MLK traffic around parked cars, so they pull into the intersection and block the crosswalks.	Intersection		MLK Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
4/24/2022 7:29	Webmap	No safe bike phase signal or phase across arterial. Sacramento does not have a wide median at this location making bike crossings dangerous	Barrier		Santa Fe Ave	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/25/2022	Webmap	This crossing is really challenging, especially with a heavy cargo bike!	Intersection		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
4/25/2022	Webmap	I avoid crossing here with my kids when they are riding their bikes - too scary.	Intersection		MLK Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
4/25/2022 0:44	Webmap	Left hand turns in this intersection are very dangerous for cyclists, who cannot exit the intersection as quickly as cars due to an uphill sloped surface.	Barrier		Warring St	Dwight Way	12/10/2024	Chris K.	Noted for network update
4/25/2022 0:47	Webmap	Bicycle theft is very high in this general area, even with heavy locks. I usually don't bike to this area since I don't want to leave my bike outside	Barrier	Bowditch St	Durant Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
4/25/2022 10:01	Webmap	Ashby Bart should have easier access from the south and east. and clearer connection to Milvia	Destination	Ashby Ave	Martin Luther King Jr Way	Adeline St	12/10/2024	Chris K.	Noted for network update
4/25/2022 13:31	Webmap	Include some better protected bike lanes when I bike down University Avenue.	Barrier		University Ave	Oxford St	12/10/2024	Chris K.	Noted for network update
4/25/2022 22:48	Webmap	Russell (a bike blvd) crosses Sacramento (an arterial) without any traffic calming, beacon, or signal. I want this bike plan to both recommend a PHB and to add diversion/entry treatment at all bike blvd intersections with major or collector roads. Bike blvds should be uninviting for motorists and very inviting for people on bike.	Barrier		Sacramento St	Russell St	12/10/2024	Chris K.	Noted for network update
4/25/2022 22:52	Webmap	The bike lanes on Shattuck in Oakland end at the Berkeley border. Add protected lanes to at a minimum connect to Russell as a near term priority. It's time for Berkeley's major streets to have low-stress bike facilities. In the 2017 plan many of these streets were recommended for "complete street corridor studies" while noting that only protected bike lanes would be suitable bike facilities on said roads. This plan needs to make a clearer and stronger recommendation: protected bike lanes.	Barrier	Shattuck Ave	Woolsey St	66th ST	12/10/2024	Chris K.	Noted for network update
4/25/2022 22:54	Webmap	The pavement conditions just north of Heinz on 9th street are hazardous. People on bike are regularly injured in Berkeley because bikeways have dangerous pavement.	Barrier	9th St	Grayson St	Pardee St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Bike paths should be created from existing pavement, NOT natural terrain (i.e. wildlife habitat)! Protected wildlife habitat should be INCREASED! See the Half Earth & 30x30 projects.	Street	Ohlone Greenway	Sacramento St	MLK Jr Way	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Center St east of Shattuck has too much car traffic and not enough safe space for cyclists going between BART and UC Berkeley. At minimum this needs to be fully separated, protected bike lanes / cycletrack; better still would be to make this a pedestrian/bike plaza mall with limited automobile access.	Street	Center St	Shattuck Ave	Oxford St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Anonymous: It's a death trap for bikers without a bike line that runs consistently across 6th. I try to avoid it but 9th St can't be the only bike thoroughfare	Street	6th St	Gilman St	Channing Way	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	The Gilman protected bike lanes must cross the freeway to connect with the Bay Trail and include appropriate signalization - they cannot dead-end and simply leave cyclists to their fate.	Street	Gilman St	2nd St	San Pablo Ave	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Gilman needs protected bike lanes or cycletrack to connect with the Hopkins cycletrack, the Ohlone Greenway, and West Berkeley.	Street	Gilman St	San Pablo Ave	Hopkins St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Acton Street is a major bike and pedestrian connector for North Berkeley BART. Sharrows feels like asking for fatalities.	Street	Acton St	Delaware St	University Ave	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/26/2022	Webmap	Sharrows are woefully inadequate on northbound Spruce, a steep and windy road with poor visibility and sharp turns that is nevertheless wildly popular with cyclists heading to Tilden Park on weekends. This needs to be a protected bike lane - either eliminate the parking or make Spruce one-way for cars.	Street	Spruce St	Virginia St	Wildcat Canyon Rd	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Needs a bike lane	Street	Spruce St	Virginia St	Wildcat Canyon Rd	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Kains is planned as a bike boulevard alternative route to a San Pablo Ave bikeway, and continues as a bike boulevard through Albany. This needs to be upgraded to a two-way cycletrack (make Kains one auto lane one-way southbound as is done in Albany) and the intersection at Hopkins/Cedar/Kains needs to be significantly reworked to provide safe crossing for cyclists - raised crossing and signal control, along with road diets.	Street	Kains Ave	City Limits - North	Virginia St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Bancroft needs a two-way cycletrack running its full length.	Street	Bancroft Way	Milvia St	Piedmont Ave	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Hopkins desperately needs a two-way cycletrack running its full length	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	A protected two-way cycletrack is absolutely critical on Solano. There's simply no safe way to bike on the road as-is, and there's ample road width to accommodate it.	Street	Solano Ave	City Limits - West	Northbrae Tunnel	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Please make the beacons easy to use for cyclists.	Intersection		Sacramento St	Derby St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	.@Anonymous - because then it's not a traffic circle, it's a 4 way stop. Traffic circles are circles in the middle of intersections and traffic yields to the left upon entry.	Intersection		California St	Allston Way	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Need traffic calming at Blake and Milvia Street intersection	Intersection		Shattuck Ave	Derby St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Can we put an actual traffic circle in? Not just a 4 way stop with a garden circle?	Intersection		9th St	Heinz Ave	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Hopkins is too wide and fast in this area for a RRFB to be convincing. In addition, this intersection lacks crosswalks on the west side of the intersection, making it hard for drivers to know where to stop for westbound traffic / pedestrians. Unless there will be substantial road narrowing and completion of the pedestrian crosswalks with installation of the protected bike lanes, this needs to be a stronger traffic control - PHB, stop sign, or traffic light.	Intersection		Milvia St	Hopkins St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Too often bicycles ride side by side. Share the road goes both ways and this practice is very dangerous	Intersection		Milvia St	Hopkins St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	(2022-04-26 19:00:52) KO: what is RRFB-median anyway?	Intersection		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	(2022-04-26 19:02:27) KO: What is RRFB-Median anyway? - can't tell from map	Intersection		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	This intersection has very poor visibility and often dangerously high speeds for cars, while it is a heavily trafficked bike route. The raised crossing is critical, but it also needs to be a stronger control than a RRFB - stop sign for cars at minimum.	Intersection		Cedar St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Why does there need to be automobile through traffic here? Just make Franklin street a double dead-end, preserve the protected bike way all the way to Cedar. Cars can drive on Acton.	Intersection		Franklin St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	This needs to be upgraded from a 4-way stop sign where pedestrians and cyclists have to make eye contact with drivers to a signalized intersection with a pedestrian / cyclist scramble period. I would rather wait for a signalized crossing than have to look at four different drivers simultaneously to safely cross.	Intersection		Gilman St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	: A raised crosswalk would be good here. A two-way protected cycletrack should also be added to the south side of Peralta, with a safe crossing to the Greenway, to better align southbound riders with the continuation of the Greenway and improve safety by shortening the crossing distance southbound (which currently requires turning and riding north on Hopkins before turning again onto the Greenway)	Intersection		Hopkins St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	This intersection already has a stop sign; the RRFB should be in addition to the existing stop sign - not replacing it.	Intersection		Hopkins St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	This crossing needs to be realigned to match up with the bike path - with the fence from the tennis courts, right now cyclists have to make numerous extremely sharp 90 degree turns, in a very congested stretch of sidewalk. Expand the crossing, align it with the north side of the boulevard, and add a stop sign or stronger for cars - RRFB is not enough.	Intersection		Rose St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	This is an extremely dangerous crossing with next to zero visibility due to the sharp angle of approach. A traffic signal should be added here which is default green for cyclists and only triggers green for cars for a short period when they are detected, forcing them to stop first.	Intersection		Santa Fe Ave	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/26/2022	Webmap	Oxford north of Hearst needs narrowing - Oxford should be reduced to a single northbound lane prior to arriving at the Hearst intersection, and the northwest corner of Oxford and Hearst should be built out to shorten crossing distances, eliminate the lane merger, and improve visibility and shorten turning radii for northbound turns onto Oxford from Hearst.	Intersection		Oxford St	Hearst Ave	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	RRFBs do little to control speed or add significant protection for cyclists. Cars love to race up and down Rose St. going between traffic lights at Shattuck and MLK, and it can be hard to see pedestrians or cyclists with the long view distances, especially in the dark. As a major bike boulevard crossing, there should be a stop sign on Rose at Milvia.	Intersection		Milvia St	Rose St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Please make it easy for cyclists to use the beacon, too.	Intersection		Russell St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	We should take every opportunity to make it possible for bikers to cross the busiest streets it's the only way to reduce the risk.	Intersection		Addison St	San Pablo Ave	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	Agree with Travis - cars love to race up and down Oxford, there is zero visibility or speed control (especially at night), this desperately needs safety improvements.	Intersection		Oxford St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Webmap	This intersection needs narrowing and speed controls for vehicles approaching the intersection. Greater pedestrian visibility at curbs is also critical. Drivers do not understand PHBs and so significant education is required.	Intersection		Shattuck Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/26/2022 14:33	Webmap	This has to be one of the most dangerous street crossings in Berkeley and is on a "bike boulevard". Surely we can do better!	Barrier		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
4/26/2022 14:44	Webmap	Crossing major street without light.	Barrier		Oxford St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/26/2022 14:46	Webmap	Crossing major street without light.	Barrier		Martin Luther King Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
4/26/2022 15:27	Webmap	Cars routinely run the red light at acton and university making it dangerous for pedestrians and bike riders.	Destination	Acton St	University Ave	St Bdb	12/10/2024	Chris K.	Noted for network update
4/26/2022 16:10	Webmap	No safe place for new bikers to learn biking in protected bike lanes.	Barrier		Harper ST	Fairview St	12/10/2024	Chris K.	Noted for network update
4/26/2022 16:54	Webmap	All of Adeline Street is frightening to cycle, but especially so from Fairview all the way south the the city border (62nd Street.) Please help improve Adeline -- I have to make detours for most of my trips in order to avoid Adeline, which would otherwise be the most direct route for many trips!	Barrier	Adeline St	Fairview St	62nd St	12/10/2024	Chris K.	Noted for network update
4/26/2022 20:21	Webmap	Street needs repaving, too bumpy to comfortably bike on	Barrier	Channing Way	Grant St	Roosevelt Ave	12/10/2024	Chris K.	Noted for network update
4/26/2022 20:24	Webmap	Carleton St. needs repaving, it's too bumpy to bike on comfortably	Barrier	Carlton St	Sacramento St	California St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	Why not add a buffer	Street	4th St	Virginia St	University Ave	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	Given the number of people that travel to and from campus by bike on Euclid, improvements are overdue.	Street	Euclid Ave	Virginia St	Hearst Ave	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	Bike infrastructure on Gilman is desperately needed: there have been far more bike accidents per block here than on the debated Hopkins route (looking at TIMS map data). The westbound right turn from Hopkins to Gilman will be extremely dangerous if the 2-way cycle track happens; please avoid...	Street	Gilman St	San Pablo Ave	Hopkins St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	The concrete turn bumpers make the intersection at Hopkins & the Alameda difficult to navigate on a bike. This is especially true if one is going from Hopkins to the Alameda to Yolo - the merge into the left turn lane to get onto Yolo is really dangerous and quick because you're blocked by concrete! It's also tough to avoid collision with the concrete if you're coming downhill at high speeds. Dangerous: many (most?) accidents on bikes are from cyclists hitting objects.	Street	Hopkins St	Monterey Ave	Milvia St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	Seems kinda pointless - this is already a pretty chill street. But fine.	Street	Grant St	Grant St - North Terminus	Russell St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	sharrows are a waste of paint and a waste of the city's resources! This is a super chill street--don't bother. :)	Street	Grant St	Grant St - North Terminus	Russell St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	The "share the road" sign on Hearst was mowed down a few weeks ago. I think this is a clear sign that sharrows are not enough on this street. We need to stop encouraging people to get to campus by car and create safe alternative options. With e-bikes more and more people will be able to climb the little hill, too.	Street	Hearst Ave	Arch St/Le Conte Ave	Euclid Ave	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	This would be extremely valuable for me as a cyclist, as I could avoid dangerous crossings of Sacramento and San Pablo for a large number of trips. I do think Acton is more natural for this purpose, but Mabel will do.	Street	Mabel St	Harmon St	Bancroft Way	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/27/2022	Webmap	Woolsey needs a signed, planned connection to west of Adeline in order to be a proper bike boulevard--otherwise you hit Adeline and you have to navigate a triangle of "where do I go now???" facing a sea of traffic and many terrible roads ahead of you.	Street	Woolsey St	Adeline St	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	The answer could be diverting onto Adeline and then onto a different east west street, but that needs to be signed and safe.	Street	Woolsey St	Adeline St	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	All of Addison St (I live here) should have a Class I or IV to serve the same function/destinations as University Ave, but for people biking/walking etc, rather than driving. Join the leading bike-friendly US cities by making Addison an edge lane road, with a Class IV or I in the freed ROW, for a super safe and comfortable non-motorized route. Vital, this connects the many destinations of University Ave shops, Campus, the Marina, shops, North and Downtown BART, San Pablo, Bay Trail, 4th St, etc.	Street	Addison St	Bolivar Dr	Oxford St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	Please pave! Such a terrible bike route currently.	Street	Derby St	Mabel St	Warring St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	Please invest in Russell (only 4 blocks away)--safe crossings at all major arterial streets with clear right of way instead of splitting our resources into two bike boulevards.	Street	Derby St	Mabel St	Warring St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	Anonymous: College ave really needs better bike infrastructure. So many people use it for biking — and no one wants to go up or down a hill for a more bike-friendly street. This is essential to support biking and non-car modes in berkeley	Street	Derby St	Mabel St	Warring St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	Either eliminate the two-way cycletrack (my preference) or extend it the full length. The current configuration makes no sense, especially given how many cyclists come down Bancroft and turn right at Oxford.	Street	Bancroft Way	Milvia St	Piedmont Ave	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	I stongly dislike 2-way cycle tracks, but if it's going to happen, it really needs to go from Sutter all the way to San Pablo. Even so, I am extremely concerned about the additional danger that will be posed where Hopkins intersects the Alameda, Monterey, and Gilman. Many cyclists will be turning on or off of the track (at high speeds due to the grade), and crossing traffic in unexpected ways (i.e., against the usual flow of traffic). Consider making Hopkins 1-way for cars to preserve parking.	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	I'm confused. There are already protected bike lanes on Adeline. They are amazing. Why would we change to a 2-way cycletrack?	Street	Adeline St	King St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	1) Bike infrastructure will benefit all road users as Shattuck's current overly wide layout encourages dangerous driving, especially speeding. 2) Getting to amenities on Shattuck by bike is dangerous right now. 3) Additional safe bike parking would be great, too, in order to encourae the use of (e-)bikes for running errands.	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	Agree with Blaine & Conner: if you bike to businesses on Shattuck, you have to use Shattuck. But 2-way cycle tracks are particularly dangerous on streets with high volumes of cross traffic, so I'm skeptical that this is the best way to provide bike access.	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	This would be HUGE. It would help connect our city to North Oakland / Temescal which is a major sore point right now in our bike network. In order to make this usable by bicyclists of all skill levels though (heavy cargo bikes, kids, etc.) changes will need to be made to all major intersections it crosses to enable safe crossings for pedestrians at those intersections *and* allow people to exit this cycletrack and onto other bike boulevards like Russell, Channing and Virginia.	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	Anonymous: This is so very necessary!!	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	Anonymous: Shattuck has more lanes than it needs and is by far the most direct route through town and to bart— it is essential to have dedicated bike lanes on it.	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	I would much rather have protected or even buffered bike lanes on either side of the street, but given the importance of the thoroughfare and the increased transit speed that would be enabled (think e-bikes on SP), a 2-way track would probably be better than nothing. I often bike on SP now, either because I need to go fast or because there is no other option (e.g. near Ashby), and having infrastructure to do so would be amazing.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	Berkeley needs both North-South, and East-West safe and protected non-motorized routes. These connections should be modeled after the great access vehicles currently enjoy: continuous N-S access on San Pablo, Sacramento, Shattuck, etc. Bikes should have even better prospects, on those and on 4th St, 9th St, Telegraph, etc b/c bikes don't clog local streets, don't pollute, and can/should bypass traffic barricades. Bike improvements could go on these big arterials, or one st over on local roads.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/27/2022	Webmap	If there is a south-side 2-way cycletrack on Hopkins, it seems almost necessary that there be one on Gilman as well. Otherwise the intersection at Hopkins and Gilman will be scary.	Street	Gilman St	2nd St	Hopkins St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	It amazing as currently designed. Please don't break it by making bikes ride against traffic...	Street	Monterey Ave	Hopkins St	The Alameda	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	: Paving matters! Disintegrating pavement (Channing - West of Grant, parts of Russell) is a serious obstacle to biking.	Intersection		Russell St	Adeline St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	THIS IS HUGE. please put a traffic signal here. This would enable a north south crossing on Ashby that is *safe* and connect our city into Emeryville and Oakland.	Intersection		Ashby Ave	Mabel St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	This intersection is terrifying and bewildering. At the very least it needs a crosswalk.	Intersection		Russell St	Claremont Ave	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	For some reason, this PHB in particular is a disaster. As a pedestrian, I've been almost hit by cars blowing through the *red light* multiple times in the last 2 months. Typically this is when traffic is slow and those cars are paused "past" the light and they don't see it go red when I hit the PHB. Some solution to this problem would be great, as is, it feels very unsafe. Also, the bike detector is always broken, making it an unreliable route for people using heavier cargo bikes.	Intersection		Ashby Ave	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	: How would this work?	Intersection		Derby St	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	I like the idea of a median island, but I'm unsure whether it will feel (and be?) safe. I often spend 10 or more minutes waiting at this intersection during rush hour before I find a safe crossing window. Given its proximity to a school, I think this intersection should get extra scrutiny and be re-evaluated after improvements.	Intersection		Addison St	MLK Jr Way	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	I love anything that would slow cars blasting through this intersection, just curious how the traffic circle would work at this three-way stop sign?	Intersection		Derby St	Regent St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	I love anything that would slow cars blasting through this intersection, just curious how a traffic circle would work at this three-way stop sign?	Intersection		Derby St	Regent St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	a PHB would be a massive improvement on this street, please also add bicycle detection on the street similar to what's at Ashby and Hillegass. This is a bike boulevard and it should allow for bicyclists to cross without having to dismount their bikes and push the pedestrian crossing button.	Intersection		Russell St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	A RRFB is not enough at this intersection, and by itself, frankly a waste of the city's money. We need bulbouts, raised crosswalks and other changes to the actual street itself. Even with the RRFB, this intersection has reported *6* injuries since 2009 (the same as the intersection below at Russell that does not have the RRFB). This shows us that it's not sufficient. Change the street now please--raised crosswalks, bulbouts, and other visibility measures.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	(editing my comment from earlier). I meant to say that there were 6 injuries at *both* Oregon and Shattuck *and* Russell and Shattuck--demonstrating that a RRFB isn't enough. Better right of way would be amazing too--a stop sign, a full light.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	A RRFB serves nobody. It does not lead to significantly better yields from drivers during the daytime. At night, some drivers might yield and others might blow right through you--it gives you false confidence. For a bicyclist, it does nothing either. It'd be great to have Woolsey connect through here. If we're going to go with a RRFB, other treatments are neccessary. Median + bulbouts + raised crosswalks (choose at least one).	Intersection		Woolsey St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	There need to be substantial improvements made to this terrible intersection. Cars never yield. Even a simple stop sign on Oxford would be great	Intersection		Oxford St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	I second other comments: Shattuck is completely overbuilt in the North Berkeley area and this regularly invites drivers to speed irresponsibly, especially in the evenings. Intersections will only become truly safe if combined with a road diet.	Intersection		Shattuck Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	Drivers are terrible at yielding here. Also, there is no need for two lanes on shattuck, especially on this stretch	Intersection		Shattuck Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	A PHB would help people get into the station, but doesn't help connect the east and west sides of Berkeley together. There needs to be a connection plan coming off of Woolsey to get around the station and back onto Woolsey for both bicyclists and pedestrians. Adeline is structured so that cars move SO fast and cannot see anybody crossing at this intersection (they're turning a corner). It's especially dangerous at night because of the visibility problems.	Intersection		Adeline St	Woolsey St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	Cars are not good at yielding. As a biker it is challenging to see oncoming cars and as a driver it is challenging to see bikers, especially if they do not hit the button to cross. I would love if there was a raised crosswalk here	Intersection		MLK Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/27/2022	Webmap	This is an extremely dangerous intersection that needs improvements. The visibility is extremely bad as (legally) parked cars are obstruct the view. It is almost impossible to see an approaching car in time given their high travel speeds. Flashing beacons are only for pedestrians and most drivers ignore them, especially when they only see a cyclist waiting. This intersection needs improvements: remove parking spots on MLK for better visibility and replace flashing beacon with a clear sigal.	Intersection		MLK Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	: A PHB never works. Drivers ignore them. I often witness situations where one driver slows down and the one behind pulls onto the left lane and speeds through the intersection. This needs to be a proper traffic light, everything else is going to fail and compromise people's safety.	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/27/2022	Webmap	: This crossing definitely needs improvement. And needs to be improved to be friendly to bikers (no small button to be pushed). Traffic light would be the best.	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/27/2022 9:20	Webmap	This intersection is difficult for bicycles to cross safely for a street intending to be a bicycle boulevard. It also is the scene of frequent car crashes due to people making turns here. Recommend both blocking the intersection against turning cars and adding light to allow bikes and pedestrians to signal a cross.	Barrier		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
4/27/2022 9:21	Webmap	This intersection is difficult for bicycles to cross safely. Add signal light for pedestrians and bicyclists.	Barrier		Sacramento St	Channing Way	12/10/2024	Chris K.	Noted for network update
4/27/2022 9:22	Webmap	Complete paving of Channing from McKinley to Sacramento	Barrier	Channing Way	McKinley Ave	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/27/2022 11:01	Webmap	Scary to cross especially with kids	Barrier		Gilman St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/27/2022 11:02	Webmap	Scary to cross, especially with kids	Barrier		Santa Fe Ave	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/27/2022 11:03	Webmap	Usually terrifying to cross	Barrier		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/27/2022 11:03	Webmap	Can be really hard and scary to cross, even with the blinking lights that don't seem to do anything	Barrier		Martin Luther King Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
4/27/2022 11:05	Webmap	9th in general has way to many cars going way too fast to feel comfortable biking with kids	Barrier	9th St	Carleton St	Pardee St	12/10/2024	Chris K.	Noted for network update
4/27/2022 11:16	Webmap	cars routinely drive around this "no entry" sign. Illegal and dangerous! Police enforcement would be great.	Barrier		Sacramento St	Russell St	12/10/2024	Chris K.	Noted for network update
4/27/2022 11:38	Webmap	Calm traffic on bike boulevard	Barrier	Alcatraz Ave	California St	Kings St	12/10/2024	Chris K.	Noted for network update
4/27/2022 14:08	Webmap	This intersection has seen numerous accidents (because Carleton has a stop sign but Fulton does not). Some of which happened where the car ran off the road into the school bus stop on the corner, moments before kids arrived! It is definitely not safe for pedestrians, cyclists, or vehicle drivers as is.	Barrier		Fulton St	Carleton St	12/10/2024	Chris K.	Noted for network update
4/27/2022 15:22	Webmap	There are no safe bike routes to John Muir Elementary. I would like to take my kid to school by bike rather than by car, but I do not feel safe on Claremont Ave.	Destination	Claremont Ave	Hazel Rd	Ashby Ave	12/10/2024	Chris K.	Noted for network update
4/27/2022 16:36	Webmap	Having to jog over at this weird intersection of Addison and San Pablo can feel dangerous on a bike. Make Addison a Class IV or Class I or Edge Lane Road, and this intersection can be improved with better conflict mediation or pathing for non-motorized users. Then Addison can serve as a bike/pedestrian route all the way from Campus to the Bay Trail/Marina, meeting all of Berkeley's major North-South arterials (soon to be safe bike routes?) to form a connected network.	Barrier		Addison St	San Pablo Ave	12/10/2024	Chris K.	Noted for network update
4/27/2022 16:42	Webmap	Would be cool to see some wayfinding for new users of the Ohlone Greenway to see where to continue on the other side of North Berkeley BART station. The BART station is a major destination of course, so making transit users aware of the great nearby greenway that stretches across Berkeley would be doubly beneficial for shifting people from vehicle-travel. Maybe a Class I could be incorporated into the design of the N Berkeley BART housing development plans to complete the greenway here.	Barrier	Sacramento St	Virginia St	Delaware St	12/10/2024	Chris K.	Noted for network update
4/27/2022 19:29	Webmap	The rest of the 9th Street bicycle boulevard gives the right of way to 9th St/bikes. Except for this intersection, where Virginia has the right-of-way. Please give 9th the right-of-way here.	Barrier		Ninth St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/27/2022 19:29	Webmap	I bike my kids to school in the morning.	Destination	Allston Way	Seventh St	Ninth St	12/10/2024	Chris K.	Noted for network update
4/27/2022 19:33	Webmap	Crossing busy streets without lights or signs for cars to slow down for bicyclists and pedestrians is difficult and unsafe.	Barrier	Russell St	Stanton St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/27/2022 19:35	Webmap	I would like to bike with my kids to school at John Muir and shops on Claremont Avenue, but traffic is fast.	Barrier	The Footway	The Uplands	Hillcrest Ct	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	Jordan Burns: This section of Alcatraz is extremeley stressful. Making a safe protected bike lane connection to King and California at least would make a world of difference	Street	Alcatraz Ave	King St	Adeline St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/28/2022	Webmap	Nate: This route absolutely needs a bike lane, or something more substantial than sharrows. It is very dangerous as is. Been clipped going up the hill by cars passing too close, and almost killed going down the hill by cars passing other cyclists in the wrong lane on blind corners	Street	Spruce St	Virginia St	Wildcat Canyon Rd	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	Very much needed! But this urgently needs an effective crossing solution at Dwight - something better than an RRFB (see my comment about the proposed RRFB)	Street	Mabel St	Harmon St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	I use Mabel as a bike route because it's traffic light at Ashby make it the only safe crossing of Ashby for heading south in to the adjoining area of Oakland. Acton would be an excellent north-south route also, but of course seriously needs at least a PHB at Ashby (don't even think if putting an RRFB there!). Both Acton & Mabel need re-paving.	Street	Mabel St	Harmon St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	Sara: really nice to have the path from the park to university now! Main concern with the paths are the crossings -- would be great to see additional features slowing speeds on those cross streets	Street	Addison St	Bolivar Dr	Oxford St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	Nate: I would love for Kains to be a BB, but the Cedar Hopkins intersection is chaos. I even avoid it when I'm driving!	Street	Kains Ave	City Limits - North	Virginia St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	We really need bikes, scooters and other micro mobility devices to have two way access on Fulton. There are clearly desire lines here with people constantly riding against traffic on Fulton going north and it would be much safer if we had two way facilities for them here	Street	Fulton St	Dwight Way	Virginia St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	Nate: More days then not, the bike lane is occupied by delivery vehicles/food delivery drivers between center st and kittredge. I wonder if it would be possible to provide more separation to the lane so that bikes don't have to be in the road through this section	Street	Fulton St	Dwight Way	Virginia St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	We really need the shattuck bike lane to continue north of Woolsey. Riding north on shattuck becomes much more dangerous and stressful as soon as the bike lane ends. Cars have even less respect for the safety of people biking when the bike lane ends	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	Nate: I agree with comments that this is a waste, and money would be better spent improving a parallel street (for ex. 9th). If a lane is build on san pablo I will not use it, this is a highway. I think this is an instance where it's better to separate cars and cyclists	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	Jordan Burns: One way protected bike lanes on each side of the street would be better than a two way cycle track. With there being so many intersections and crossings on University a two way cycle track creates a confusing situation for drivers turning who will end up sitting in the cycle track waiting to turn. This happens all the time on the cycle track on Bancroft at Ellsworth	Street	University Ave	Oxford St	4th St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	Nate: Similar to the proposal on San Pablo, I think it would make more sense to improve a parallel street that to put bike infrastructure on this street. This is a street for cars, if car capacity is reduced they will cut through neighborhoods. Why not keep cars and bikes separate by turning a parallel street into a one way?	Street	University Ave	Oxford St	4th St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	What beacon? I'd love beacon lights but the only one that I see is the Rect Rapid Flashing light at Bancroft which drivers often ignore. These are designed for pedestrians not cyclists.	Intersection		Sacramento St	Channing Way	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	I strongly advocate for beacon lights, traffic lights or 4 way stop signs at all intersections between bicycle boulevards and busy streets. Treat cyclists and pedestrians with the same respect you do drivers. And the RRFB are NOT safe - drivers routinely do not stop and they are also not designed for cyclists.	Intersection		Sacramento St	Channing Way	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	This may be the worst place to put an RRFB. Ashby is way too fast for it for compliance. Plus sun glare will wash it out at critical rush hours. PHB or at minimum do the wider range of traffic calming actions or just give up and formally divert the bike boulevard up to King where we have a light to safely cross	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	Despite my misgivings about RRFBs, I'd agree to give it a try here where the speeds are slower already.	Intersection		9th St	Cedar St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	(2022-04-28 14:51:16) Jane: It is hard to cross uncontrolled Claremont Blvd when biking east or west on Russell St.	Intersection		Russell St	Claremont Ave	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	(2022-04-28 14:39:36) Nate: I really like the idea of having a bike light like this. The issue seems to be that drivers don't know how to treat one of these signals, and because of this it can give cyclists the illusion of safety. I've frequently seen cars go through the solid red light (crosswalk sign on) at 30+ mph, or stop at the solid red before proceeding	Intersection		Ashby Ave	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	I agree with the desperate need for a crossing aid here (&/or at Acton). I question whether an RRFB is enough. Dwight is getting too fast. This needs PFB and/or more traffic calming/island.	Intersection		Dwight Way	Mabel St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/28/2022	Webmap	I put dislike because I am not finding that drivers stop for RRFB making them dangerous. Even when there is a direct crossing. I fear that this offset crossing will be even worse.	Intersection		Dwight Way	Mabel St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	I am finding that PHBs work effectively. Dwight needs to be slowed as well.	Intersection		Dwight Way	Mabel St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	I also find that RRFBs are least effective on relatively faster roads like Dwight has become.	Intersection						
4/28/2022	Webmap	(2022-04-28 14:09:16) Sharanya: More improvements for bicyclists on University Avenue (bike lanes, more protected intersections) would be really helpful, especially a few blocks next to the UC Berkeley campus.	Intersection		University Ave	Milvia St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	(2022-04-28 15:02:11) Jane: The current crosswalk on the Ohlone bike/ped path at Franklin St. is dangerous. The path is surrounded by plantings and residential fences which make oncoming peds and cyclists hard for drivers to see and anticipate. Both often appear in a crosswalk with little or no caution. I was told this was going to be remedied 2 years ago!	Intersection		Franklin St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	: I agree with the 3 way light sequence idea	Intersection		Gilman St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	Comment on RRFBs in general. As you can see from other comments of mine, I have bad experiences with lack of compliance and only suggest using them on relatively slow cross streets where the stakes aren't as high and the likelihood of drivers taking them seriously is higher. Also please put the automatic sensors on them so they are triggered by approaching bikes. Cyclists will not stop to push a button and wait on this. You won't have compliance on either side.	Intersection		Santa Fe Ave	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	More importantly need traffic calming feature north of this intersection at Blake and Milvia!	Intersection		Milvia St	Parker St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	: Even just a normal traffic signal would be nice here. It's very difficult and dangerous to cross	Intersection		Russell St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	Traffic signal would be great here. It's very difficult and dangerous to cross currently	Intersection		Russell St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	(2022-04-28 14:55:29) Nate: This intersection has a high frequency of both cars and cyclists running the two way stop across california. I've had many close calls here and think a traffic circle will help drastically. My only concert is that traffic circles at two way stops seem to really confuse people	Intersection		California St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	This is necessary to make Channing a safe, useful bike blvd. I currently divert to Bancroft to get a light.	Intersection		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	Very important to make this a safe, useful bike boulevard. I now divert to Bancroft to get a light to cross SP. (even though I live just south of Channing) It is simply too dangerous to cross SP at Channing. I would go back to using it with a PFB.	Intersection		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	YES to PHB here! There is NO safe bicycle crossing of SP currently between between Ashby & Dwight. I currently have to illegally ride on the sidewalk on SP to use the traffic lights either at Heinz or Grayson. I would happily, more safely, and more efficiently use a Parker PHB instead.	Intersection		San Pablo Ave	Parker St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	I find the RRFB to be ineffective. MLK is too fast. Drivers run through the RRFB without slowing down or stopping. I've seen this behavior elsewhere too, especially on faster roads like MLK.	Intersection		MLK Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Webmap	(2022-04-28 14:47:05) Nate: I agree with Paul that drivers always ignore these. If a traffic light is not possible, what about an expanded center island so that cyclists can cross one lane at a time (like channing/sacramento intersection)	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/28/2022 13:48	Webmap	Riding on Colusa feels like a Mad Max experience	Barrier	Colusa Ave	Thousand Oaks Blvd	Vincent Ave	12/10/2024	Chris K.	Noted for network update
4/28/2022 13:49	Webmap	This area has been scary -- I know it's all getting redone, and worry that speeds will increase due to better pavement quality. I hope to see protected bike lanes as part of the new construction.	Barrier	Marina Blvd	Spinnaker Way	University Ave	12/10/2024	Chris K.	Noted for network update
4/28/2022 13:54	Webmap	This crossing is the reason I haven't allowed my kids to bike by themselves as 4th or 5th graders -- too dangerous crossing Sacramento with no light, stop sign, or protection.	Barrier		Sacramento St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
4/28/2022 13:55	Webmap	This is a major bike route for folks, and will be more so when the Santa Fe linear parks are constructed, but chunks of pavement are coming up and there are large gravel patches -- super dangerous.	Barrier	Acton St	Parker St	Carleton St	12/10/2024	Chris K.	Noted for network update
4/28/2022 13:58	Webmap	There is a lot of car traffic on Russell at Silvia Mendez around 8am	Barrier		Russel St	Ellsworth St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/28/2022 15:25	Webmap	The transition from sharow lane to the southside two way bike track is dangerous as it is unmarked in advance of the intersection and there is not warning or guidance for either cyclists or car drivers about what to expect and how to handle this crossover. Perhaps a sign a block ahead warning drivers and cyclists that cyclists need to cross over to a left hand lane ahead? Plus green angled arrows and cycle outlines on pavement to indicate cyclists merging across? This needs creative thinking	Barrier		Bancroft Way	Dana St	12/10/2024	Chris K.	Noted for network update
4/28/2022 17:32	Webmap	Pavement in very poor shape. Hopefully when the major construction projects in the area are finished, the road surface can be improved.	Barrier	Fourth St	Addison St	Allston Way	12/10/2024	Chris K.	Noted for network update
4/28/2022 17:40	Webmap	While it doesn't stop me from riding it. The pavement on Milvia north of Hearst is is fairly poor condition and not pleasant to ride.	Barrier	Milvia St	Francisco St	Delaware St	12/10/2024	Chris K.	Noted for network update
4/28/2022 21:16	Webmap	The Arlington bike route	Destination	Arlington Ave			12/10/2024	Chris K.	Noted for network update
4/29/2022	Webmap	(2022-04-29 20:05:00) C: Needs a traffic light	Intersection		Russell St	Adeline St	12/10/2024	Chris K.	Noted for network update
4/29/2022	Webmap	(2022-04-29 13:03:40) Anonymous: This intersection is a nightmare. There should be a light. Cars tend to blow through the stop sign in front of the Julia Morgan theater and the cars turning south on college from westbound derby donâ€™t always yield to pedestrians in the crosswalk on college.	Intersection		Derby St	College Ave	12/10/2024	Chris K.	Noted for network update
4/29/2022	Webmap	(2022-04-29 20:06:22) C: Bike lane abruptly ends here - add protected bikeway on Shattuck	Intersection		Shattuck Ave	Derby St	12/10/2024	Chris K.	Noted for network update
4/29/2022	Webmap	(2022-04-29 12:59:43) Anonymous: Great for bicyclists and pedestrians but confusing for motorists. Should just be one light like a standard traffic light.	Intersection		Ashby Ave	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
4/29/2022	Webmap	(2022-04-29 19:10:34) Dave H: Or hawk beacon	Intersection		Dwight Way	Mabel St	12/10/2024	Chris K.	Noted for network update
4/29/2022	Webmap	(2022-04-29 20:03:22) C: Needs a traffic light. Russell has a number of dangerous crossings - Sacramento, Adeline, Shattuck that make it very dangerous.	Intersection		Russell St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/29/2022	Webmap	(2022-04-29 20:04:42) C: Needs a traffic light	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/29/2022	Webmap	(2022-04-29 12:27:05) Anonymous: not sure that they are sufficient. i think that cars still don't really see it or just disregard it	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/29/2022 10:26	Webmap	After biking through campus and exiting the crescent, Center is one-way without bike protection going west to connect to the bike route on center across shattuck	Barrier		Center St	Kala Bagai Way	12/10/2024	Chris K.	Noted for network update
4/29/2022 13:14	Webmap	Pavement is extremely degraded and unsafe for bike traffic	Barrier	Channing Way	Roosevelt Ave	Grant St	12/10/2024	Chris K.	Noted for network update
4/29/2022 13:15	Webmap	Extremely degraded pavement with several deep potholes on Allston between 9th St and Strawberry Creek Park make biking unsafe	Barrier	Allston Way	Strawberry Creek Park	Ninth St	12/10/2024	Chris K.	Noted for network update
4/29/2022 13:18	Webmap	No designated or marked path for bicyclists to safely cycle west from the end of Russell, across San Pablo, to the start of Heinz and/or 9th Street; severely degraded pavement on Russell, Heinz, and 9th Streets in this general vicinity; distracted drivers at BBowl/Ecole Bilingue.	Barrier	San Pablo Ave	Heinz Ave	Russell St	12/10/2024	Chris K.	Noted for network update
4/29/2022 13:44	Webmap	The pavement here is very bad. Lots of potholes that make riding here/ sharing the road with cars unsafe.	Barrier	Park St	Ward St	Oregon St	12/10/2024	Chris K.	Noted for network update
4/30/2022	Webmap	The Alameda is a large street. It could easily facilitate a protected parking bike lane. The existing bike lane is dangerous especially as so many cars travel at high-speeds.	Street	The Alameda	Hopkins St	Solano Ave	12/10/2024	Chris K.	Noted for network update
4/30/2022	Webmap	Haveing a protected bike infrastructure connection to the Kingston Circle would be great. Today my family and I will bike down back streets to get there. Perhaps designating a safe route with signs on the back streets could work. Ideally Colusa could gain a protected lanes, but a path with signs and sharrows on the other streets could work as well.	Street	Colusa Ave	Tacoma Ave	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/30/2022	Webmap	Arlington is the only decent road for bicyclists going to the Kengsington business district. Today only the most daring cyclists will do it, yet it would be perfect for anyone with an ebike to access. This should have more than just sharrows.	Street	Arlington Ave	The Circle	City Limits - North	12/10/2024	Chris K.	Noted for network update
4/30/2022	Webmap	It disappointing that when Shattuck was recently improved that protected bike lanes were not added. This is probably the greatest missed opportunity in recent memory where the downtown economic zone could have been improved. Protected bike lanes here will only improve access to the Berkeley community and help ensure a thriving downtown.	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
4/30/2022	Webmap	Bicyclists and pedestrians deserve access to businesses as much as car drivers. University Ave with safer bicycle access will only improve the access the community has to the businesses there, and make the area even better than it is today. This should be the highest priority in order to increase the economic activity in Berkeley.	Street	University Ave	Oxford St	4th St	12/10/2024	Chris K.	Noted for network update
4/30/2022	Webmap	This is great for families traveling from North Berkeley to the Soccer fields. Gaining a cycle track would be fantastic, especially on the return uphill.	Street	Gilman St	2nd St	Hopkins St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/30/2022	Webmap	This is a critical area for School drop-off and pickup at Thousand Oaks. Families leaving the school need to go up the hill to Solano, putting the youngest and slowest riders in the most danger.	Street	Colusa Ave	Solano Ave	Tacoma Ave	12/10/2024	Chris K.	Noted for network update
4/30/2022	Webmap	This intersection is critical for a traffic light to help bicyclists traveling from Milvia and accessing the many destinations up Russel at the hospitals. A traffic light is needed as the traffic here is intense and there are a lot of lanes to cross.	Intersection		Russell St	Adeline St	12/10/2024	Chris K.	Noted for network update
4/30/2022	Webmap	(2022-04-30 16:20:10) Anonymous: We sooo need safe ways for kids to cross here and at Ashby.	Intersection		Russell St	Claremont Ave	12/10/2024	Chris K.	Noted for network update
4/30/2022	Webmap	(2022-04-30 16:14:57) Anonymous: This would be helpful. It's a challenging intersection to cross.	Intersection		Derby St	College Ave	12/10/2024	Chris K.	Noted for network update
4/30/2022	Webmap	(2022-04-30 16:13:52) Anonymous: This has been a game changer for bringing my child biking with me. So much safer than getting off to walk across!!!	Intersection		Ashby Ave	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
4/30/2022	Webmap	Traffic lights for all Bicycle Boulevards crossing San Pablo are a requirement. I've seen past arguments that this might encourage cars to use the Bicycle Boulevards to gain access to the light as well, then we should consider also denying access to these intersections for Cars, and make them pedestrian and bike only. Virginia is a critical intersection for bicyclists and PHB is not enough to protect families crossing the street on bikes.	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
4/30/2022 17:43	Webmap	Colusa has become a prominent route for families bicycling to Thousand Oaks School. The turn at Colusa and Solano is dangerous as many cars travel on this street in both directions. It strands bicycles traveling north who do not have a clear right of way. Additionally the crosswalk is inadequate for pedestrians. Both intersections on Colusa and Solano need lights to protect pedestrians and bicyclists.	Barrier		Colusa Ave	Solano Ave	12/10/2024	Chris K.	Noted for network update
4/30/2022 17:45	Webmap	As a primary bikeway and walkway to Thousand Oaks for families, the old Key System turnouts along Colusa are dangerous. These are luckily short, but should be removed.	Barrier		Colusa Ave	Marin Ave	12/10/2024	Chris K.	Noted for network update
4/30/2022 17:48	Webmap	As a primary bikeway and walkway to Thousand Oaks for families, the old Key System turnouts along Colusa are dangerous. This one in particular is the most dangerous as kids traveling up hill are traveling very slowly and cars attempt to take the turnout at significant speed, often dangerously passing when they should not. This turnout should be removed entirely.	Barrier		Colusa Ave	Monterey Ave	12/10/2024	Chris K.	Noted for network update
4/30/2022 17:51	Webmap	Many cars are starting to use Colusa and Sonoma as cut-throughs to avoid traffic on Monterey, Hopkins, and The Alameda. Additionally, Colusa has become a Hopkins -> Sonoma -> Colusa has become a primary path for families bicycling to the Thousdand Oaks school. Would be ideal to consider installing some form of a barrier here to reduce cars using Sonoma and Colusa as cut-throughs putting cyclists at greater risks.	Destination		Sonoma Ave	Colusa Ave	12/10/2024	Chris K.	Noted for network update
4/30/2022 17:55	Webmap	Many people use the crosswalk at Sonoma and Fresno, often older folks living in the neighborhood, and younger kids visiting the library. Today the corners at this intersection are too curved, allowing cars to take the turns at great speeds and with some blind spots. Additionally, the crossing is very long, exposing pedestrians to more risk the longer they are in the intersection. It would be nice to shorten this distance and deny cars the freedom to speed around the corners.	Destination		Sonoma Ave	Fresno Ave	12/10/2024	Chris K.	Noted for network update
5/1/2022	Webmap	(2022-05-01 23:43:49) BM: This intersection is a serious right of way concern for pedestrians and cyclists crossing Shattuck. I agree with other comments about the drivers: a light or 4-way stop, raised crosswalk, and bulbouts would make this a safer intersection. With Berkeley Bowl, the pharmacy, bike transit through to Ashby BART, the hardware store, etc. right there, it's a serious destination for a lot of people who aren't using cars. RFFB's are expensive and ineffective, if the nearby intersection is any clue.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	Let cars concentrate on Sixth St. and keep them out of the neighbor hoods. I avoid Sixth street whenever possible.	Street	6th St	Gilman St	Channing Way	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	Nat: don't waste money on sharrows.	Street	Woolsey St	Eton Ave	El Camino Real	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	This boulevard would be much safer than riding on University Ave.	Street	Addison St	Bolivar Dr	Oxford St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	Nat: If there's going to be a bike route down MLK, it needs to be protected. A sharrow won't protect anyone.	Street	Prince St	King St	Adeline St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	: I don't think we need a bike lane West of MLK as the one in Ohlone park is wide enough. hte current path could be improved, at least leveled out. Hopefully keeping the trees alive.	Street	Hearst Ave	California St	Arch St/Le Conte Ave	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	It would be great to be able to bike down Claremont, plus cutting down the number of car lanes would make it much safer to cross near John Muir Elementary (where my kids go to school).	Street	Claremont Ave	City Limits - South	Warring St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/2/2022	Webmap	Sally: Wow, a 2 way cycle track on Shattuck would be amazing. Please do this!	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	Nat: Desperate need for protected biking options on Shattuck. Cars go hell a fast and the lane is too narrow to avoid doors and traffic.	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	Nat: it's frankly embarrassing that the bike lane goes away when you enter Berkeley.	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	Anonymous: Thriving downtowns feature lots of people on foot, on bikes, on buses, on trains, and maybe also a handful in cars. Please go big on Shattuck - perhaps bigger than a 2-way cycletrack given the number of destinations on either side of the street. Why not include protected bike lanes on both sides?	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	Sally: A protected cycle track on telegraph would be incredible and contribute mightily to mobility in the east bay! Please have it connect directly into one in Oakland :)	Street	Telegraph Ave	Woolsey St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	Sally: A cycle track on San Pablo would enable much more long distance bike travel in the East Bay in a much safer way.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	Nat: there needs to be a way to cross San Pablo from Russell/Heinz. Right now is insanely unsafe and you basically have to do something illegal.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	Nat: There needs to be a way to safely bike on San Pablo and University and College and Shattuck because those are where the businesses are. We want people to bike to buy things and bike to work without getting killed. Even if it's just one or two blocks from the nearest bike boulevard, the unsafe/terrifying experience on these busy streets keeps people off bikes and in cars.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	I think we should concentrate cars on University and keep them out of the neighbor hoods. Drivers need a way to get into Berkeley that is efficient and not maneuvering around bikes. Make is safer for all concerned.	Street	University Ave	Oxford St	4th St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 18:22:29) Anonymous: the website is glitching and won't let me continue the survey unless I type something here	Intersection		Channing Way	Ellsworth St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 17:00:53) Anonymous: The new signal and concrete have been real improvements in my experience on the bike. Cars seem more aware and more likely to stop, and I generally feel safer crossing on a bike here now.	Intersection		Sacramento St	Virginia St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 21:54:03) Anonymous: What does this mean? why is there no way to read what this means?	Intersection		Addison St	6th St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 16:07:52) Nat: is a traffic circle the best plan for Ashby? there's already a light here... If we're going to transform Ashby from a highway to a safe street i have more ideas.	Intersection		Ashby Ave	Mabel St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 16:06:37) Nat: Desperate need for a full protected crossing here. RRFB not sufficient. If it's all we get though, it should be bike activated.	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 10:27:29) Anonymous: RRFB does nothing for me as a cyclist.	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 11:36:59) Anonymous: This intersection could use a pedestrian island. It's a very large intersection and cars don't expect to look for bikes/people. The island would slow traffic, add greenery, and make it MUCH safer to cross.	Intersection		Russell St	Claremont Ave	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 11:33:26) Anonymous: Hooray for traffic circles!! Let's build more of them! They add greenery, and they naturally slow down traffic.	Intersection		Woolsey St	Dana St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	Anonymous: Traffic diverters are terrible. They just add confusion to cars trying to navigate what should be a logical path. It's better to find ways to make them slow down...not hit a dead end and thus have to drive MORE.	Intersection		Derby St	Grant St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 11:35:28) Anonymous: The biggest problem with this location is the scary state of People's Park. The campers there are unstable druggies, and the garbage is overwhelming. I avoid this area because I don't feel safe...and it has NOTHING to do with the traffic.	Intersection		Dwight Way	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 11:32:16) Anonymous: I love the bike/pedestrian signal here. It's turns into a Walk/Bike "green" light quickly. One nitpick: it's an unusual signal, so many drivers don't know what do to with it. (Both drivers who are stopping on Ashby, and drivers who are on Hillegass.)	Intersection		Ashby Ave	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 11:34:12) Anonymous: I don't know if this is talking about a current or a proposed solution. This intersection is TERRIBLE. Drivers, bikers, and walkers don't know where to look and no one knows when it's their turn.	Intersection		Derby St	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 10:29:22) Anonymous: A median may help here, but a signal + diverter like the one at Channing and MLK would be better. RRFB's are worse than useless for me as a cyclist	Intersection		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 16:05:41) Nat: I like it but not a priority? Would rather see safer crossings of bike boulevards and arterials.	Intersection		Russell St	King St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/2/2022	Webmap	(2022-05-02 21:55:03) Anonymous: there is no safe place to cross Dwight around here and cars rarely stop. Please make it safer.	Intersection		Dwight Way	Mabel St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 21:55:45) Anonymous: I agree with Tom Lent that Dwight is too fast and needs to be slowed overall.	Intersection		Dwight Way	Mabel St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 11:45:33) Anonymous: more traffic circles everywhere!	Intersection		Rose St	Milvia St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	Good idea. Lots of pedestrians cross this intersection, eventhough there is a light on Center	Intersection		Addison St	MLK Jr Way	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 11:43:19) Anonymous: Yes AND a median island refuge	Intersection		Addison St	Oxford St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 11:34:27) Anonymous: More traffic circles! Yes!	Intersection		Derby St	Regent St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 11:30:35) Anonymous: There should absolutely be a traffic circle here. There's no stop sign on Russell (which is crazy), the intersection is unusually large, and there are blind spots because of the angles in the street intersection.	Intersection		Hillegass Ave	Russell St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 16:03:06) Nat: I don't think a RFFB is sufficient here. Should be a full-on red light for cars. Very sketchy intersection for bikes and a major east-west route.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 11:42:35) Anonymous: this depends on what happens with making Telegraph car-free. (Please do this!) Also, what is the business-plan for this section? It would be amazing for this to be a bus-only section that's lined with parklets and high-quality food and shops. (Same with Telegraph...the businesses need a facelift...some of those are NOT shops I'm dying to visit, like buying bonges/pipes or knock-off tshirts.)	Intersection		Bancroft Way	Telegraph Ave	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 11:45:01) Anonymous: PHB? This needs a way to slow traffic so it's more pedestrian and bike-friendly.	Intersection		Shattuck Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	Anonymous: yes, more traffic circles!	Intersection		Rose St	Walnut St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Webmap	(2022-05-02 16:59:29) Anonymous: As a cyclist, you have to get on the sidewalk to activate the signal, which is inconvenient. I have found that cars generally stop for cyclists and pedestrians after pressing the button and activating the signal, but the onus is on the cyclist/pedestrian since cars are traveling so fast through this intersection.	Intersection		MLK Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
5/2/2022 10:45	Webmap	We would like to be able to safely bike on Claremont Ave between Ashby and Telegraph! A dedicated bike lane would be great for kids getting to/from John Muir elementary and for cyclists coming down from the hills.	Destination	Claremont Ave	Ashby Ave	Telegraph Ave	12/10/2024	Chris K.	Noted for network update
5/2/2022 12:13	Webmap	There is a traffic light here but cars often don't seem to see it - I've witnessed cars blow through red lights here at ~40 mph, completely oblivious. Someone is going to get killed soon.	Barrier		Fulton St	Russell St	12/10/2024	Chris K.	Noted for network update
5/2/2022 12:14	Webmap	There should be a light here for bicyclists and pedestrians trying to cross to/from BART. This is a high frequency crossing point and traffic is too busy here.	Barrier		Prince St	Tremont St	12/10/2024	Chris K.	Noted for network update
5/2/2022 12:16	Webmap	There needs to be a better way to get across San Pablo here. Right now the bike boulevard on Russell, which sees a lot of use, just dumps out on a horrible stretch of San Pablo.	Barrier		San Pablo Ave	Russell St	12/10/2024	Chris K.	Noted for network update
5/2/2022 16:10	Webmap	There is no good way to cross Adeline Street in this area.	Barrier		Adeline St	Fairview St	12/10/2024	Chris K.	Noted for network update
5/2/2022 16:11	Webmap	Traffic on Shattuck can be eternal when trying to cross on a bike.	Barrier		Shattuck Ave	Woolsey St	12/10/2024	Chris K.	Noted for network update
5/2/2022 17:36	Webmap	pavement on derby street is pretty bad	Barrier	Derby St	Ellsworth St	Dana St	12/10/2024	Chris K.	Noted for network update
5/2/2022 17:38	Webmap	one-way bike lane here, if i want to bike up fulton/oxford i have to... go down to milvia? not sure of the bike route north from here.	Barrier		Fulton St	Blake St	12/10/2024	Chris K.	Noted for network update
5/2/2022 17:39	Webmap	pavement here is pretty bad	Barrier		Claremont Ave	Russell St	12/10/2024	Chris K.	Noted for network update
5/3/2022	Webmap	Libby: Anything that will slow down traffic on Colusa and make it safer to bike is great, especially for TO students and families	Street	Colusa Ave	Solano Ave	Tacoma Ave	12/10/2024	Chris K.	Noted for network update
5/3/2022	Webmap	Libby: I do not enjoy biking on Rose lately. There seems to be a lot of cars using it to get across town and the road quality is very crunchy. On a heavy cargo bike the inclines are not as easy to climb as Hopkins or Virginia	Street	Rose St	9th St	Oxford St	12/10/2024	Chris K.	Noted for network update
5/3/2022	Webmap	Libby: I currently do not patronize businesses in the Hopkins/Monterey area as often as I'd like because both biking and driving are a pain. Protected bike lanes of any kind would be a godsend and I would shop here several times a week for sure	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update
5/3/2022	Webmap	Anonymous: Cycle tracks are awful, particularly two way (bikes whizzing by each other inches apart and often against the traffic).	Street	Telegraph Ave	Woolsey St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
5/3/2022	Webmap	Libby: A cycle track on Solano would transform how I get around! The less bike/car mixing the better.	Street	Solano Ave	City Limits - West	Northbrae Tunnel	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/3/2022	Webmap	(2022-05-03 09:50:35) Libby: When I was crossing this intersection on a heavy cargo bike every day, I could not actually get to the button to press it. I would've have had to park my bike and WALK to the button. The visibility is really bad as well as I'm uncomfortable creeping into the road to see if anyone is coming with my kids in tow. This needs a RED light to make cars stop	Intersection		MLK Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
5/3/2022 9:39	Webmap	The street narrows here, and if I want to cross San Pablo to get to the 9th st bike blvd, this section on Cedar is harrowing. I've stopped biking on Cedar altogether because cars want to zoom through here and I don't feel confident that I can safely turn left on to the refuge at 9th. I've started crossing at Delaware because this intersection sucks so much	Barrier		San Pablo Ave	Cedar St	12/10/2024	Chris K.	Noted for network update
5/3/2022 15:15	Webmap	Biking feels unprotected with cars moving fast on Clairmont and not a dedicated bike lane. This prevents parents and kids from completing the last part of biking to school, opting to drive instead.	Barrier		Claremont Ave	Claremont Cres	12/10/2024	Chris K.	Noted for network update
5/4/2022	Webmap	Would be nice for Claremont to be more bike friendly so our kids can bike to John Muir Elementary	Street	Claremont Ave	City Limits - South	Warring St	12/10/2024	Chris K.	Noted for network update
5/4/2022	Webmap	Please! Let's get lanes on ALL of Telegraph	Street	Telegraph Ave	Woolsey St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
5/4/2022	Webmap	Anonymous: A bike lane on Gilman would be amazing! I live very close to the Ohlone Greenway, but the connection is via Gilman, and it's a major obstacle - when I'm with my kid, we just walk our bikes on the sidewalk because biking on Gilman is so hairy. If there were a bike lane at the corner, I know that we would get out on our bikes more often.	Street	Gilman St	2nd St	Hopkins St	12/10/2024	Chris K.	Noted for network update
5/4/2022	Webmap	Nick Pilch: Give Albany more support for doing it in Albany too.	Street	Solano Ave	City Limits - West	Northbrae Tunnel	12/10/2024	Chris K.	Noted for network update
5/4/2022	Webmap	(2022-05-04 22:21:52) Keith Kreycik: Until the average speed of vehicles traveling south on Adeline is reduced, all efforts to improve the bicycle-ability of the Russell/Adeline intersection will be ineffective. I think there is a need to focus on causal factors rather than symptoms.	Intersection		Russell St	Adeline St	12/10/2024	Chris K.	Noted for network update
5/4/2022 15:07	Webmap	John Muir Elementary. Not safe on Claremont. Safer connection from Russell	Destination	Claremont Ave	Ashby Ave	Hazel Rd	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: Agree - why do cars need access to these couple blocks?	Street	Center St	Shattuck Ave	Oxford St	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: Agree with other commenters: I love visiting the businesses on this strip but find it incredibly stressful. Protected lanes on both sides would help connect North Oakland to the Lorin district.	Street	Alcatraz Ave	King St	Adeline St	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: Great opportunity to connect to facilities on Hearst.	Street	Euclid Ave	Virginia St	Hearst Ave	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: Ditto - let's lay the groundwork for protected lanes on both sides of Telegraph, from (someday car free) Southside all the way down to Latham Square in Oakland!	Street	Telegraph Ave	Woolsey St	Ashby Ave	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: Sharrows are useless for cyclists.	Street	Gayley Rd	Hearst Ave	Piedmont Ave	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: Uphill bike lane, please! (Sharrows are fine for downhill.)	Street	Spruce St	Virginia St	Wildcat Canyon Rd	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: Hearst is a valuable connection across the north side of campus and deserves a protected lane. No sharrows, please!	Street	Hearst Ave	Arch St/Le Conte Ave	Euclid Ave	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: Ditto. I'd love to visit Kensington more often but wouldn't feel any more comfortable on a sharrow-studded road.	Street	Arlington Ave	The Circle	City Limits - North	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: 65th is a terrific connection to Emeryville, including the Greenway.	Street	65th St	Liquid Sugar Dr	King St	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: I ride on Mabel nearly every day. It would make a terrific bike boulevard, especially if a bike share station were installed along it somewhere south of Ashby.	Street	Mabel St	Harmon St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: Yep, Cedar/Hopkins poses a challenge here.	Street	Kains Ave	City Limits - North	Virginia St	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: Yes to BART access from the west side! Is it possible to extend the boulevard one block farther to connect it with California St?	Street	Prince St	King St	Adeline St	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: Agree with other commenters: another East-West bike boulevard is welcome, but if I had to choose I'd strongly prefer protected crossings on Russell instead.	Street	Derby St	Mabel St	Warring St	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: A protected crossing that helps people access the new Kaiser Permanente facility (not to mention Missouri Lounge) would be a big boost to Berkeley's bike network!	Street	Parker St	Mabel St	9th St	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: Extend the cycle track the full way up to I-House. This is one of the only streets in the East Bay where a 2-way cycle track feels sensible to me (most flatter routes would benefit from protected lanes on both sides of the street).	Street	Bancroft Way	Milvia St	Piedmont Ave	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: I'd ride this to The Station!	Street	Claremont Ave	City Limits - South	Warring St	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: I'd echo previous comments of feeling unwelcome on Hopkins as a non-car driver. A 2-way cycle track is fine here, but it would be of limited value if it does not seamlessly connect to bicycle facilities beyond Gilman.	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/5/2022	Webmap	Anonymous: Seems like Adeline has ample room for protected bike lanes on both sides of the street. Access to BART justifies taking a significant chunk of Adeline south of Ashby and turning it over to bikes.	Street	Adeline St	King St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: why not make this a bicycle boulevard between ashby and alcatraz. There very little traffic on this section of Adeline	Street	Adeline St	King St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: I'd love to have bikes on San Pablo AND on Ninth. Cars can go on essentially every street - why can't bikes? That said, I'm okay with sacrificing bike access to San Pablo in return for world class bus service. A 2-way cycle track is acceptable if it does not interfere with planned bus lanes on San Pablo.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: I would prefer protected lanes on each side of University Ave, but any non-car infrastructure would be an improvement. There are many businesses, services, and homes along the University corridor and cyclists should be able to access them at least as easily as cars.	Street	University Ave	Oxford St	4th St	12/10/2024	Chris K.	Noted for network update
5/5/2022	Webmap	Anonymous: Am I missing something? What does a 2-way cycletrack contribute here? I generally feel quite safe and comfortable riding either direction on Monterey.	Street	Monterey Ave	Hopkins St	The Alameda	12/10/2024	Chris K.	Noted for network update
5/5/2022 18:24	Webmap	Cars go so fast around the school.	Destination	Claremont Ave	Ashby Ave	Hazel Rd	12/10/2024	Chris K.	Noted for network update
5/5/2022 20:04	Webmap	Unsafe to cross bike or by foot here	Barrier		Russel St	Acton St	12/10/2024	Chris K.	Noted for network update
5/5/2022 20:05	Webmap	hard to cross on bike or foot here	Barrier		Sacramento St	66th ST	12/10/2024	Chris K.	Noted for network update
5/5/2022 21:11	Webmap	The pavement on this block is so chewed up that it recently knocked me and a companion off of our bikes while we were on a trip to the e-waste center. One of us wound up with a concussion!	Barrier	2nd St	Camelia St	Gilman St	12/10/2024	Chris K.	Noted for network update
5/6/2022 19:08	Webmap	It's unsafe to share the road here given the lack of a bike line. Bikes have to navigate between parked cars and cars on the road cautiously.	Barrier	Telegraph Ave	Carleton St	Derby St	12/10/2024	Chris K.	Noted for network update
5/7/2022	Webmap	some of the low concrete barriers seem both inadequate (for keeping cars out) and unsafe (they aren't very visible). I'm not sure the rubber barriers by Herrick are great for keeping cars out, but they are more visible and they seem less likely to topple a cyclist if someone ran into one.	Street	Milvia St	Hearst Ave	Blake St	12/10/2024	Chris K.	Noted for network update
5/7/2022 13:02	Webmap	This a good location to have a raised crossing in order to slow traffic. Additional signage would be helpful as well.	Barrier		Santa Fe Ave	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
5/7/2022 13:06	Webmap	While bike racks are available, security is low enough that I choose another shopping locations instead of whole foods. Would love the city to encourage Bikelink lockers.	Barrier	10th St	Harrison St	Gilman St	12/10/2024	Chris K.	Noted for network update
5/7/2022 20:14	Webmap	solano ave needs barriers	Barrier		Portland Ave	Ensenada Ave	12/10/2024	Chris K.	Noted for network update
5/8/2022	Webmap	amy: Albany approved a Bicycle Blvd so if Berkeley also put one in that create a connection and provide a safe alternative to San Pablo Ave.	Street	Kains Ave	City Limits - North	Virginia St	12/10/2024	Chris K.	Noted for network update
5/8/2022	Webmap	Carrie S: For my bike commute home I head east on Cedar and then cut over to Hopkins to get to the Ohlone, but it's always a little scary veering left and hoping no cars veer right and run me over.	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update
5/8/2022	Webmap	amy: People need one-way solutions like protected bike lanes to access all businesses on Shattuck. Imho there are too many intersections to make 2-way bikeways safe, as drivers won't look in the "wrong" direction for cyclists since they aren't looking for cars in that direction. Also, businesses are on both sides of the street mid-block so cyclists will need to exit the cycletrack to access businesses. Better to create safe access on both sides of the street going in the direction with all traffic.	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
5/8/2022	Webmap	amy: People need one-way solutions like protected bike lanes to access all businesses on Shattuck. Imho there are too many intersections to make 2-way bikeways safe, as drivers won't look in the "wrong" direction for cyclists since they aren't looking for cars in that direction. Also, businesses are on both sides of the street mid-block so cyclists will need to exit the cycletrack to access businesses. Better to create safe access on both sides of the street going in the direction with all traffic.	Street	Telegraph Ave	Woolsey St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
5/8/2022	Webmap	Carrie S: There are great shops and dining on San Pablo, but biking on the road is way too scary so instead I bike on the sidewalk. I know it's not what we're supposed to do, but I've seen police do it too. Biking on the road here is a death wish.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
5/8/2022	Webmap	amy: As many people have pointed out, the businesses are on San Pablo and I see many people riding on the sidewalks. People on bikes need to be able to access all businesses so we need protected bike lanes (too many driveways and intersections to make 2-way cycletrack safe)	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/8/2022	Webmap	Carrie S: I'm so excited for the new ped/cycle bridge over 80 at Gilman, and this is a critical part of being able to use that.	Street	Gilman St	2nd St	Hopkins St	12/10/2024	Chris K.	Noted for network update
5/8/2022	Webmap	Carrie S: I'd love to bike on solano to access the shops and dining, but currently it is too scary, especially with the cars backing out of parking spots	Street	Solano Ave	City Limits - West	Northbrae Tunnel	12/10/2024	Chris K.	Noted for network update
5/8/2022	Webmap	amy: Imho there are too many intersections for a two-way cycletrack. Drivers don't look in the "wrong" direction for cyclists so I don't think it will keep us (cyclists) safe. Also, since businesses are on both sides of the street, you'd end up with half the cyclists having to exit the cycletrack to cross it and the street. I think we need solutions that will keep cyclists on the "correct" side of the road.	Street	Solano Ave	City Limits - West	Northbrae Tunnel	12/10/2024	Chris K.	Noted for network update
5/8/2022 18:38	Webmap	This is the worst pavement in Berkeley, nearly unrideable, and has been this way for years. Hopkins has major destinations and is a route to and from NB BART (esp at night when the Ohlone Greenway isn't safe) so please repave asap.	Barrier		Hopkins St	Sacramento St	12/10/2024	Chris K.	Noted for network update
5/8/2022 18:43	Webmap	Please add a quad of secure BikeLink lockers at King Pool for swimmers. If we have a semi-valuable bike the only option is to bring it back with you, which is inconvenient and not great when you're actually swimming.	Barrier		Hopkins St	Colusa Ave	12/10/2024	Chris K.	Noted for network update
5/8/2022 18:45	Webmap	Monterey Market needs more bike racks. Please include racks located so they will accommodate long-tails and trailers, which people use to shop at MM. At the existing location longer bikes will hang out onto the street (dangerous) or the sidewalk (impede pedestrian right-of-way.) Thanks.	Barrier	Hopkins St	Hopkins Ct	California St	12/10/2024	Chris K.	Noted for network update
5/9/2022	Webmap	Hilary C: Coming from the east to Ruth Acty Elementary, Rose is the only viable route but still not safe enough for kids to bike during the morning commute. The alternatives are Hopkins or Cedar, which are even worse. I'm worried I'll be hauling my kids on the cargo bike until they're in middle school...	Street	Rose St	9th St	Oxford St	12/10/2024	Chris K.	Noted for network update
5/9/2022	Webmap	(2022-05-09 14:42:24) Hilary C: Virginia is great for much of its length, but I have to divert on to Delaware to get across San Pablo safely with kids - and then go back to Virginia to cross 6th. PHB is not going to cut it given drivers' behavior on San Pablo; please install a light!	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
5/9/2022 17:59	Webmap	Sand and plants have narrowed the path and wind erosion + blowing sand has eroded the lane markers so that they are invisible at night, making this route difficult for commuters in winter before sunrise, after sunset	Barrier		San Francisco Bay Trail	Barkley Beach	12/10/2024	Chris K.	Noted for network update
5/9/2022 18:09	Webmap	Cool to have dedicated bike lanes on Adeline, but the parking on Adeline north of this spot prevents cyclists from seeing approaching high speed traffic going South on Adeline. Maybe drop the speed limit on Adeline to 20?	Barrier		Adeline St	Russell St	12/10/2024	Chris K.	Noted for network update
5/10/2022	Webmap	A.R.E.: We previously biked Grizzly Peak to access Tilden facilities. Traffic has notably increased since 2008 and drivers are more reckless. When childless we'd brave these routes on our bikes, but now with a toddler in tow we're terrified.	Street	Grizzly Peak Blvd	Spruce St	City Limits - East	12/10/2024	Chris K.	Noted for network update
5/10/2022	Webmap	A.R.E.: I've lived in Berkeley since 2008. My partner and I rode Grizzly Peak regularly to access Tilden. Traffic there has worsened and motorists are more reckless. We often see auto accidents on Grizzly Peak. Now we have a toddler and tow and wouldn't dare brave Grizzly Peak (even on weekends) due to the increase in traffic. A dedicated bikers lane is necessary. Strategies to dampen both speeding and reckless driving would also be helpful!	Street	Grizzly Peak Blvd	Spruce St	City Limits - East	12/10/2024	Chris K.	Noted for network update
5/10/2022 22:07	Webmap	Entrance to Tilden. Few motorists abide by the 25 mph speed limit - so it is very dangerous for both pedestrians and cyclists. Cyclists are coming up a steep uphill when motorists on Shasta who should stop don't do so.	Destination		Shasta Rd	Grizzly Peak Blvd	12/10/2024	Chris K.	Noted for network update
5/11/2022	Webmap	Aimee: Please eliminate uphill direction parking and add dedicated full bike lane for uphill cyclists on Spruce. Parking continues to get eliminated across flats+downtown for bike lanes, so do it on this only reasonable street for cyclists to use to get up to Tilden and most of the hills.	Street	Spruce St	Virginia St	Wildcat Canyon Rd	12/10/2024	Chris K.	Noted for network update
5/11/2022	Webmap	Aimee: I would like a N/S bike street between San Pablo Ave and Sacrament St. But it would need a safe crossing of some kind at Dwight in order to be useful.	Street	Mabel St	Harmon St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
5/11/2022	Webmap	Anonymous: The intersection at Addison and West Street needs improvement. The connection/crossing from Strawberry Creek Park across Addison to West often feels unsafe as cars speed down Addison or are pulling out of parking spaces, with delivery trucks double parked.	Street	Addison St	Bolivar Dr	Oxford St	12/10/2024	Chris K.	Noted for network update
5/11/2022	Webmap	Anonymous: Crossing Curtis at Addison and Curtis can be scary when biking kids to school as it's hard to see and cars often speed along Curtis.	Street	Addison St	Bolivar Dr	Oxford St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/11/2022	Webmap	Anonymous: The path connecting Addison between Curtis and Addison adjacent to the west campus pool could use repaving and better delineation to make cars aware of the crossings. There are sometimes trucks parked along the path that make it hard to get by.	Street	Addison St	Bolivar Dr	Oxford St	12/10/2024	Chris K.	Noted for network update
5/11/2022	Webmap	Aimee: I could like Kains for bike blvd, IF it includes four way stops for cross traffic at big intersections like Cedar, Hopkins and Gilman: Sounds likely to make a mess of traffic on those streets.	Street	Kains Ave	City Limits - North	Virginia St	12/10/2024	Chris K.	Noted for network update
5/11/2022	Webmap	Aimee: I am unsure if two way cycle track is the right answer, but all of the area around Ashby BART really needs some help on improving safety and access for biking.	Street	Adeline St	King St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
5/11/2022	Webmap	Aimee: I will only use side streets for biking, including 15 years of commuting by bike to West Oakland from near Adult School, where SPAve would have been nearly a straight shot. Preference for more stoplight crossings across SPAve, making access to shops on SPAve easier. Consider funding traffic enforcement, rather than infrastructure that is already well served on side streets. I would also love to see safe bike parking (indoor?) in denser shopping areas along SPAve (Gilman, University, Dwight).	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
5/11/2022 17:54	Webmap	This high intensity intersection could really use a traffic circle. It's terrifying to bike here. The Claremont Ave/Claremont Blvd/Ashby interchange could be streamlined into a safer, less confusing, less intimidating circle that could enable pedestrians and cyclists to flow through without so much exposure (like Marin/the Alameda/the fountain)	Barrier		Ashby Ave	Claremont Ave	12/10/2024	Chris K.	Noted for network update
5/11/2022 22:14	Webmap	Cars speed on Curtis and difficult to see when crossing	Barrier		Addison St	Curtis St	12/10/2024	Chris K.	Noted for network update
5/11/2022 22:15	Webmap	The openings in the guardrail to access the path are narrow and awkward	Barrier		Addison St	Bonar St	12/10/2024	Chris K.	Noted for network update
5/11/2022 22:18	Webmap	Lots of kids biking to Ruth Acty from West Berkeley!	Destination	Rose St	Acton St	Sacramento St	12/10/2024	Chris K.	Noted for network update
5/13/2022	Webmap	(2022-05-13 10:59:42) Alex: I believe there's already a traffic signal here. It doesn't however, recognize cyclists as waiting on Mabel on either side. There needs to be an underground sensor tripped by the weight of a bike. Cyclists shouldn't have to pull to the crosswalk and hit a button to get a green light.	Intersection		Ashby Ave	Mabel St	12/10/2024	Chris K.	Noted for network update
5/13/2022	Webmap	(2022-05-13 10:57:24) Alex: Broadly, I don't think putting traffic circles everywhere is the solution. The stretch of Mabel from Ashby to 66th could better serve cyclists by making Mabel an explicit bike route, discouraging car traffic, and giving Mabel users the right of way (no stops signs for them. Stop signs for cross streets). Personally. I do NOT want a series of endless traffic circles on this stretch (which is on my route to work), though one-well placed one on this route could be helpful.	Intersection		Mabel St	Carrison St	12/10/2024	Chris K.	Noted for network update
5/13/2022	Webmap	(2022-05-13 10:41:28) Alex: I don't feel strongly about a traffic circle here (actually, I sometimes dislike them because it's really awkward to bike through them if you're next to a car. The car needs to bump out to get around the circle, potentially pushing the cyclist into the space of a car waiting to get into the circle. Also, some of the traffic circles with beautiful plants in them make it difficult to see oncoming traffic and create their own blind/danger spots). Heinz DOES, however, really need to be paved.	Intersection		9th St	Heinz Ave	12/10/2024	Chris K.	Noted for network update
5/13/2022	Webmap	(2022-05-13 10:42:05) Alex: Also, can Heinz connect to the aquatic park? Just for walkers and cyclists?	Intersection		9th St	Heinz Ave	12/10/2024	Chris K.	Noted for network update
5/13/2022	Webmap	(2022-05-13 10:58:25) Alex: This NEEDS a signal for pedestrians. Preferably, it would also be tripped by approaching cyclists so we don't need to pull to the sidewalk and hit a button to get visibility.	Intersection		Russell St	Sacramento St	12/10/2024	Chris K.	Noted for network update
5/13/2022	Webmap	(2022-05-13 11:01:44) Alex: Where exactly is this proposed traffic signal? There should definitely be a pedestrian/bike beacon/signal at the Russel/San Pablo intersection. There should also be a green stripe from Heinz and down the left lane of southbound San Pablo so drivers recognize this is a bike pass-thru and cyclists will make a turn to get onto Russell.	Intersection		San Pablo Ave	Heinz Ave	12/10/2024	Chris K.	Noted for network update
5/13/2022 18:17	Webmap	Biking on Gilman is required to get to the Ohlone Greenway and the businesses in Westbrae. Currently, it is very dangerous to ride on with parked cars on both sides, fast-moving and impatient motorist traffic, and no bike lanes. Children and older people on bikes use this and consistently get passed closely.	Barrier		Gilman St	Acton St	12/10/2024	Chris K.	Noted for network update
5/13/2022 18:18	Webmap	This is an extremely dangerous crossing on foot or on bicycle.	Barrier		Ashby Ave	Kings St	12/10/2024	Chris K.	Noted for network update
5/13/2022 18:20	Webmap	Nearly the entire length of ninth st. a bicycle boulevard, is too wide and encourages bicycle speeding. more traffic diverters or speed humps would help this. or returning it to a healthy street with barriers disallowing through traffic	Barrier	9th St	Allston Way	Bancroft Way	12/10/2024	Chris K.	Noted for network update
5/13/2022 18:21	Webmap	Restaurants and grocery stores are hard to access due to poor safe bicycle facilities	Destination	Gilman St	Santa Fe Ave	Hopkins St	12/10/2024	Chris K.	Noted for network update
5/13/2022 18:22	Webmap	REI and other stores would be nice to access by bicycle, but Gilman is dangerous	Destination	San Pablo Ave	Gilman St	Camelia St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/13/2022 18:24	Webmap	The diverters at Acton and Virginia are too easy for cars to go around. In particular, there is a gap in the northeast corner that is too large and vehicles regularly sneak through	Barrier		Virginia St	Acton St	12/10/2024	Chris K.	Noted for network update
5/13/2022 18:25	Webmap	Very narrow street with too much parking and too many speeding vehicles. Also, the pavement is very poor.	Barrier	Rose St	Grant St	Edith St	12/10/2024	Chris K.	Noted for network update
5/13/2022 18:25	Webmap	Some of the best restaurants in the east bay are here, but the bicycle infrastructure is terrible to get here	Destination	Shattuck Ave	Cedar St	Rose St	12/10/2024	Chris K.	Noted for network update
5/13/2022 18:27	Webmap	This crossing of San Pablo on Hopkins/Cedar is terrible and dangerous for all road users, but especially those on bicycle	Barrier		Hopkins St	Cedar St	12/10/2024	Chris K.	Noted for network update
5/13/2022 18:29	Webmap	Vehicles turning from Delaware onto ninth do not stop for bicyclists going through the traffic diverters (bicyclists do not have a stop sign)	Barrier		Delaware St	Ninth St	12/10/2024	Chris K.	Noted for network update
5/13/2022 18:30	Webmap	Kaiser Berkeley - people can and do bike here.	Destination	Milvia St	Stuart St	Ward St	12/10/2024	Chris K.	Noted for network update
5/13/2022 18:31	Webmap	Very fast-moving traffic makes this stretch of bike lane uncomfortable to use	Barrier		Sutter St	Yolo Ave	12/10/2024	Chris K.	Noted for network update
5/14/2022	Webmap	David Mendelsohn: Cars are still parking in the bike lane. To be fair, it's a little confusing because there are still parking meters curbside. How parking interacts with the bike lane should be clearer.	Street	Milvia St	Hearst Ave	Blake St	12/10/2024	Chris K.	Noted for network update
5/15/2022	Webmap	the fire lane here FREQUENTLY has cars driving in it. There must be some way to prevent auto access while maintaining access for emergency vehicles. Permeable traffic diverter? Retractable bollard?	Intersection		University Ave	Milvia St	12/10/2024	Chris K.	Noted for network update
5/15/2022 11:46	Webmap	Road is so bumpy and potholed it makes it hard to ride	Barrier		West St	Channing Way	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	Mad: Pavement between the rose garden and Cedar St. is very rough and cars are impatient when cyclists take the lane (to avoid spots of rough pavement and car doors)	Street	Euclid Ave	Bayview Pl	Virginia St	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	Mad: I just don't think sharrows do very much. Cars pass very closely, including when there are tight bends ahead. It makes me nervous for both myself (because I feel squeezed toward the doors of parked cars) and descending cyclists who might encounter a car veering into their lane as they approach at 20-25mi/hr	Street	Spruce St	Virginia St	Wildcat Canyon Rd	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	Mad: Coming west on Hearst I am always having to veer around parked cars. Cars drive very fast on that road and there's a steep downhill, so it takes a lot of focus and doesn't feel totally safe. There is also maybe a trench that was filled in and repaved, but is really bumpy to ride on. There's often gravel on the road, too. A fast descent that should be fun but doesn't feel safe.	Street	Hearst Ave	Arch St/Le Conte Ave	Euclid Ave	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	Mad: There is always debris in the bike lane! Lots. Always. It is too narrow to pass someone. And really really tricky to ride when students are coming in and out of school. It's very messy. Students and others step out into the bike lane without looking at all.	Street	Milvia St	Hearst Ave	Blake St	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	Mad: There are a lot of cars that park in the bike lane on Hearst Ave between Oxford St and MLK. Feels like I need to veer into a car lane all the time.	Street	Hearst Ave	California St	Arch St/Le Conte Ave	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	(2022-05-16 19:52:05) Dan L: I don't like flashing lights as much as on demand stop lights	Intersection		Channing Way	6th St	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	(2022-05-16 19:59:53) Dan L: Prefer a stop light over flashing	Intersection		California St	Alcatraz Ave	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	Dan L: Stoplight is the best solution	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	(2022-05-16 17:12:45) Mad: The new changes here (bumpers, painted lanes) are fantastic.	Intersection		California St	Dwight Way	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	(2022-05-16 20:01:42) Dan L: Need a median and traffic calming to reduce speed where visibility is limited due to the hill.	Intersection		Russell St	Claremont Ave	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	(2022-05-16 19:53:12) Dan L: Prefer stoplight over rapid flashing	Intersection		Dwight Way	Mabel St	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	Dan L: Flashing lights don't work as well as speed. Umps and raised crossings. Remove parking for better visibility of the crossing	Intersection		Hopkins St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	(2022-05-16 13:00:12) Anonymous: Candidate for worst bike intersection in town	Intersection		Rose St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	(2022-05-16 19:48:54) Dan L: Yes to a raised median! And paint/signage	Intersection		Rose St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	(2022-05-16 19:51:06) Dan L: Bulb out sidewalks to reduce crossing distance	Intersection		Rose St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	(2022-05-16 16:56:17) Mad: Not super sure what is here now... I live on Parker St. and it can be very difficult to cross San Pablo on a bike going either direction. Especially poor visibility going west because of parked cars along the street.	Intersection		San Pablo Ave	Parker St	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	(2022-05-16 13:01:38) Anonymous: Terrible bike intersection. TAKE DELAWARE.	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
5/16/2022	Webmap	(2022-05-16 13:02:46) Anonymous: This intersection will have to have a light once the Adult School housing is built. Don't fool around with stupid blinking lights on a highway.	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/16/2022 14:14	Webmap	This multi use trail is vital for pedestrians and cyclists as it provides a safe and friendly path. However, most of the intersections feel unsafe due to obstructions of sight and the speed vehicles travel down this road. I would like to see an indicator when people approach the intersection or an obstacle to reduce the speed of vehicles.	Barrier	Berkeley Way	Action St	Chestnut St	12/10/2024	Chris K.	Noted for network update
5/16/2022 14:17	Webmap	This is a great street crossing that makes me feel safe and visible. I would like the light to be optimized for pedestrians waiting to cross. The distance is short and would prevent people waiting too long to cross.	Destination	University Ave	Bonar St	Acton St	12/10/2024	Chris K.	Noted for network update
5/16/2022 14:21	Webmap	This intersection absolutely needs to be updated. Hopefully by moving the stop back or a light signal I have almost been here three times here due to vehicles not stopping at the stop sign.	Barrier		Ninth St	Anthony St	12/10/2024	Chris K.	Noted for network update
5/16/2022 16:50	Webmap	This pavement is really rough! It can be hard to see cars when turning onto Bancroft from this road and vice versa.	Barrier		Bolivar Dr	Bancroft Way	12/10/2024	Chris K.	Noted for network update
5/16/2022 16:53	Webmap	It is very difficult to cross Claremont Blvd here during rush hour. Hard to see cars coming north (they usually come quickly) and with no stop sign or anything for cars coming south it can take a long time to get an opening.	Barrier		Claremont Blvd	Russell St	12/10/2024	Chris K.	Noted for network update
5/16/2022 17:10	Webmap	I have experienced several drivers approaching milvia from the east and west and rolling through stop signs. I have to be extremely vigilant even when I clearly have the right of way.	Barrier		Delaware St	Milvia St	12/10/2024	Chris K.	Noted for network update
5/16/2022 17:15	Webmap	This is a really nice destination. Seems like bike lanes are incomplete. Can get congested with cars.	Destination		Spinnaker Way	Marina Blvd	12/10/2024	Chris K.	Noted for network update
5/16/2022 17:17	Webmap	So many cyclists take the bay trail north. The right turn from the path along w frontage road around the sports complex can be really weird. Most cyclists take the unmarked road parallel to Gilman Street to reach the waterfront trail so we can stay away from traffic. But the entrance is narrow and it seems like there are cars parked there a lot. It would be nice to mark it somehow and keep it clear, since it isn't technically a parking area.	Destination		Gilman St	Buchanan St	12/10/2024	Chris K.	Noted for network update
5/16/2022 17:19	Webmap	Why is the entrance to the waterfront trail so awkward here?? The very end of the trail is always blocked by a parked car. Then the entrance 20 ft up from Gilman St. is awkward to navigate around cars coming south and extremely narrow due to the placement of the little plastic poles. It's also sandy! Why? Not bad enough to avoid, but it's definitely not comfortable and could be way better designed.	Barrier		San Francisco Bay Trail	Buchanan St	12/10/2024	Chris K.	Noted for network update
5/16/2022 17:20	Webmap	This transition from the bay trail to the waterfront trail is super rough pavement and narrow and there are cars often parked here even though it isn't a parking area. But it's nicer than turning into traffic on Gilman St., so I'd love to see it improve.	Barrier		San Francisco Bay Trail	Gillman St	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	Either protect it or don't bother upgrading.	Street	6th St	Gilman St	Channing Way	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	There needs to be a protected bike lane for uphill cyclists on Spruce. This is not just for recreational cyclists, but as ebike proliferate, this is to facilitate travel of families and older riders reaching their homes in the hills. Even an ebike on Spruce feels slow compared to the cars that aggressively follow and pass bikers.	Street	Spruce St	Virginia St	Wildcat Canyon Rd	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	Anonymous: Yes please to the bike boulevard. If it was possible for Fulton to be 2-way for bikes all the way along that'd be great!	Street	Fulton St	Dwight Way	Woolsey St	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	Anonymous: Currently, if trying to exit campus (e.g. at Spieker) and ride down Bancroft, it can be hard to get across the traffic in order to join the bike lane.	Street	Bancroft Way	Milvia St	Piedmont Ave	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	Why not put a 2 way cycle track in the park?	Street	Hearst Ave	California St	Arch St/Le Conte Ave	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	: Yes to a PHB but there also need to be diversion here to prevent cars from trying to take advantage of PHB to cross Sacramento. Especially important since this is the main route to Longfellow middle.	Intersection		Sacramento St	Derby St	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	(2022-05-17 15:53:02) Anonymous: Crossing Sacramento at both Harmon and Russell really needs improvements!	Intersection		Sacramento St	Harmon St	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	(2022-05-17 15:57:48) Anonymous: Agree that a light would be good here. Also I sometimes find my view is blocked by parked vehicles when crossing in both directions. Like the stop sign halfway across (it's similar stop signs that make me prefer crossing Sacramento at Bancroft as opposed to other places e.g. Russell). It'd also be good if it was easier to cross Adeline at Harmon - if both ends of the journey are south of Ashby, then crossing over Ashby and back again in order to bike on Russell takes time.	Intersection		Russell St	Adeline St	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	No flashing beacon here. Use a stop sign, PHB or light with diversion.	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/17/2022	Webmap	This Flashing Beacon is useless to cyclists. Please install a stop sign with diversion.	Intersection		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	Just put a stop sign here!	Intersection		Cedar St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	Please realign this crossing. Very difficult and dangerous for cyclists with lots of swerving. Especially dangerous in the dark.	Intersection		Rose St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	suggest a stop sign here due to very poor geometry making visibility very poor.	Intersection		Santa Fe Ave	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	(2022-05-17 15:47:18) Rosie: This intersection is really dangerous. Yesterday in full daylight I walked my bike across the crosswalk, but still 3 drivers in the inner lane (northbound, north side crossing westward) failed to notice I was already in the crosswalk (and that the driver in the outer lane had stopped) and sped through. Happens often, plus any parked vehicles that are slightly taller than a car block the view of oncoming traffic here.	Intersection		Russell St	Sacramento St	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	This should be a stop sign with diversion on Russell. No reason not to install one here. Cheaper than a light. Actually effective.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	(2022-05-17 15:51:31) Rosie: As others have said, think it should be something more than a beacon!	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
5/17/2022	Webmap	This already has a flashing beacon and it's great for pedestrians but not those on bike. This needs a PHB or stop sign, both with diversion. A critically important crossing to make safe for students at BAM.	Intersection		MLK Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
5/17/2022 23:31	Webmap	One way street that bikes regularly bike both ways on	Barrier	Baker St	66th St	Fairview St	12/10/2024	Chris K.	Noted for network update
5/19/2022	Webmap	This intersection is so scary - a flashing beacon is not nearly enough to make it safe. How about traffic calming plus a HAWK light or traffic signal	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
5/20/2022	Webmap	Aimee: Intersection of Hearst and MLK is challenging on bike because of the street jog, extra complex traffic of left and right turning cars both east and west bound on Hearst. I don't have good suggestions for this spot unless the street could be widened by cutting into northwest park corner, and the mystery southeast park corner (is that public space or private?), just to eliminate the jog, and give the bike lane slightly more space. I think having the bike lane a bright green would help.	Street	Hearst Ave	California St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
5/20/2022	Webmap	Aimee: I dislike the hard square curbs. I had a friend totally flip over bail on one of these (in a different city) into the traffic lane. I think it is a hazard to newer cyclists with less steering control/experience. Any design options that would be less unforgiving to run into as a cyclist? Also, how about occasional breaks rather than single solid curb the whole block, to have the option to get around obstructions, such as broken glass, or super slow other cyclists?	Street	Milvia St	Hearst Ave	Blake St	12/10/2024	Chris K.	Noted for network update
5/20/2022	Webmap	Aimee: It would help to have the bike lane bright green, to reduce the cars which pull across bollards and striping over to the curb. Maybe slight raised bike lane? Something to distinguish it from a parking space or space for cars, but without adding more hard curbs, bollards...etc.	Street	Milvia St	Hearst Ave	Blake St	12/10/2024	Chris K.	Noted for network update
5/20/2022	Webmap	Aimee: I don't think we should have both bike lane on Hearst st. and (2-way?) bike path parallel in Ohlone west of MLK: pick one or other. I suggest keep bikes on Hearst, leave park for peds. I could see just making the westbound bike lane on Hearst wet of MLK semi-integrated into park, by making a raised path (?), but still straight along street and not mixed w/ peds and park-goers.	Street	Hearst Ave	California St	Arch St/Le Conte Ave	12/10/2024	Chris K.	Noted for network update
5/20/2022	Webmap	Aimee: I bike or walk to this shopping district at least once a week. I don't like 2way cycle track suggestion. I suspect 2way bike traffic against the shops' sidewalk will create bike-pedestrian collisions, as peds step off the curb right into the cycle track at crosswalk (most peds won't look both ways for bikes). I suspect the massive pizza+boba tea lines will spill into cycle track. I will bike on street. If, as a ped, I get hit by a biker, will the 2way track be removed?	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update
5/20/2022	Webmap	Aimee: Bike lanes need to continue west past Gilman, at least to Ohlone Greenway, possibly down to 9th bike blvd.	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update
5/20/2022	Webmap	Aimee: I bike to MMkt. all the time, and would find more bike parking far more useful than 2way bike track. Also, better pavement on Hopkins, as right now its terrible.	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update
5/20/2022	Webmap	Aimee: I would rather see 9th made a super attractive, inviting bike blvd., than add bikes to San Pablo. With many frequent, well labelled, easy cross access streets to San Pablo. I also would love secure indoor bike parking for the San Pablo University neighborhood.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
5/20/2022	Webmap	(2022-05-20 18:57:04) Bailey: The fire lane is very commonly used. I once saw an ordinary sedan followed by a Berkeley PD car using the fire lane.	Intersection		University Ave	Milvia St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/20/2022	Webmap	(2022-05-20 12:03:06) Aimee: Widen path through Cedar Rose Park: pedestrians plus two way bike traffic gets cramped at busy times, and bikers end up cutting thru grass. Move path from park to ramp at street westward, so it more closely aligns with the ramp to path along tennis courts. Widen ramps down curb on both sides substantially. Possibly add bulb out at ramps. Make raised, widened crosswalk (possibly at a slight angle?). Lamp posts might need to be moved to accommodate wider path and crossing.	Intersection		Rose St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
5/20/2022 10:32	Webmap	Please make a westbound bike lane here. There are no safe westbound bike lanes when people exit campus from the crescent, and many of these streets have tons of double parking/bus stops that make safe biking very difficult.	Barrier	Center St	Oxford St	Martin Luther King Jr Way	12/10/2024	Chris K.	Noted for network update
5/20/2022 10:33	Webmap	Please add ped/bike crossing lights here as it is very difficult to cross safely	Barrier		University Ave	McGee Ave	12/10/2024	Chris K.	Noted for network update
5/20/2022 19:03	Webmap	This circle is horrifying to bike (and drive, to be honest) on. Unfortunately for folks living in North Berkeley and/or the Berkeley Hills, it often serves as the most direct path. I sometimes bike half a mile further just to avoid this.	Barrier		Marin Ave	Los Angeles Ave	12/10/2024	Chris K.	Noted for network update
5/21/2022	Webmap	Andrea: Spruce is so narrow and twisty (and currently has bike boulevard paint!) that sharrows would only work if parking was removed on one side of the street--which I support.	Street	Spruce St	Virginia St	Wildcat Canyon Rd	12/10/2024	Chris K.	Noted for network update
5/21/2022	Webmap	Andrea: Arlington is the best way to get up to the hills but is currently dangerous at several points. Parking needs to be removed on curves, where cars routinely speed up and nearly hit cyclists. Sharrows are terrible but would be better than the current situation.	Street	Arlington Ave	The Circle	City Limits - North	12/10/2024	Chris K.	Noted for network update
5/21/2022	Webmap	Andrea: I bike this road every day and it's currently in terrible condition. Crossings need to be upgraded to deter clueless motorists and protect cyclists and pedestrians. Cyclists deserve protection and there's plenty of space to use for them while preserving car access.	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
5/21/2022	Webmap	Andrea: Telegraph is wildly dangerous. Make it car free south of campus and give the space to buses and cyclists.	Street	Telegraph Ave	Woolsey St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
5/21/2022	Webmap	Andrea: Solano is quite dangerous now given the number of clueless drivers on it, particularly pulling in and out of the angled parking spots. Biking on the street is very dangerous, but there's plenty of room for a cycletrack as well as motorists.	Street	Solano Ave	City Limits - West	Northbrae Tunnel	12/10/2024	Chris K.	Noted for network update
5/21/2022 12:10	Webmap	The tight curves on Arlington area need to have parking removed to protect cyclists--dangerous motorists often speed up on these blind curves (!).	Barrier		Arlington Ave	San Fernando Ave	12/10/2024	Chris K.	Noted for network update
5/22/2022 22:21	Webmap	Russell and Shattuck intersection is heavily used by bicyclists (owing to Russell Street being a bike boulevard), but is hazardous to cross. You basically have to wait for a nice driver to stop for you, then venture out and hope the driver going the other way will respect your right-of-way. The city should install a bike/pedestrian traffic signal like the one at Hillegass and Ashby. There are many children and parents using this intersection due to Sylvia Mendez nearby.	Barrier		Shattuck Ave	Russell St	12/10/2024	Chris K.	Noted for network update
5/24/2022 12:30	Webmap	It would be great if there was a stop sign at this intersection, or a raised cross walk to slow cars. I saw a car inches away from t-boning another a few days ago here	Barrier		Rose St	Milvia St	12/10/2024	Chris K.	Noted for network update
5/24/2022 19:53	Webmap	Gilman from San Pablo to Monterey has heavy motor traffic and is really narrow. Please consider banning on-street parking to make room for bikes.	Barrier	Gilman St	San Pablo Ave	Monterey Ave	12/10/2024	Chris K.	Noted for network update
5/24/2022 21:12	Webmap	It can be challenging to get across Shattuck here, yet it's a major crossing for scads of bicyclists. Northbound drivers, in particular, seem to pick up a lot of speed after getting past Ashby. You can never count on them stopping to let you WALK your bike across (though that's true at any crossing).	Barrier		Russel St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
5/25/2022 13:13	Webmap	The bike lane ends on Shattuck the moment you get to Berkeley. Moreover, Shattuck needs more traffic calming from Dwight to Alcatraz - it is scary to ride and also to drive. Save us all a headache and force cars to slow down!	Barrier	Shattuck Ave	Dwight Way	Alcatraz Ave	12/10/2024	Chris K.	Noted for network update
5/30/2022	Webmap	Anonymous: Please widen this section and fix the bumps and tight curves that make riding along the path through Cedar/Rose park unpleasant.	Street	Ohlone Greenway	Hopkins St	Virginia St	12/10/2024	Chris K.	Noted for network update
5/30/2022	Webmap	Once the new pedestrian/bike bridge over I-80 at Gilman Street is complete, this Camelia St. Bike Boulevard is going to become more important. It likely needs to be extended to either Fourth St. or Second St. to connect over to the new cycletrack planned on Gilman St starting at Fourth St. to connect over the bridge.	Street	Rose St	9th St	Oxford St	12/10/2024	Chris K.	Noted for network update
5/30/2022	Webmap	Anonymous: The cars on Rose street have gotten a lost faster lately. They fly around the curve along Cedar-Rose park and pass way too close to me when I bicycling. Serious traffic calming will be needed to make this a viable bike boulevard.	Street	Rose St	9th St	Oxford St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/30/2022	Webmap	Anonymous: Please do not paint double-yellow lines on roads where cyclists are supposed to share the lane with cars. Car drivers are well trained to not cross over the double yellow line, so they squeeze cyclists instead in these instances. This happens to me on Rose St. and Hopkins St. all the time.	Street	Rose St	9th St	Oxford St	12/10/2024	Chris K.	Noted for network update
5/30/2022	Webmap	Anonymous: Please add protected bike lanes to San Pablo Ave. I often ride my bike to businesses on San Pablo Ave, but once I get to the right block using the side streets, I have to ride my bike on the sidewalk to make it to the right place. I'd rather have a safe bike lane, so that I can leave the sidewalks for pedestrians. That said, the sidewalks here are so wide, that we might be able to add separated bike lanes at the sidewalk level, keep them separate from the pedestrian spaces.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
5/30/2022	Webmap	The new pedestrian/bike bridge over I-80 at Gilman Street is going to increase the need for protected bike lanes on Gilman Street, or an alternate path along Camelia St.	Street	Gilman St	2nd St	Hopkins St	12/10/2024	Chris K.	Noted for network update
5/30/2022	Webmap	Once the new pedestrian/bike bridge over I-80 at Gilman Street is complete, this intersection and the Camelia St. Bike Boulevard is going to become more important. Please increase the priority level of improving this crossing to prepare.	Intersection		San Pablo Ave	Camelia St	12/10/2024	Chris K.	Noted for network update
5/30/2022	Webmap	Anonymous: This could be a good location for the RRFB's that they have along the Ohlone Greenway in El Cerrito that are automatically triggered as a cyclist is nearing the intersection, so that the lights are already flashing by the time the cyclist gets to the intersection. They work beautifully in El Cerrito for smaller street crossings like this one.	Intersection		Cedar St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
5/30/2022	Webmap	(2022-05-30 15:57:13) Anonymous: This could be a good location for the RRFB's that they have along the Ohlone Greenway in El Cerrito that are automatically triggered as a cyclist is nearing the intersection, so that the lights are already flashing by the time the cyclist gets to the intersection. They work beautifully in El Cerrito for smaller street crossings like this one.	Intersection		Rose St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
5/30/2022 16:07	Webmap	This intersection is still unsafe for families trying to ride along 9th Street and cross University to get to Rosa Parks elementary. The cars traveling southbound on 9th Street want to turn right onto University Ave to get to the freeway, creating an unsafe space for cyclists waiting to cross.	Barrier		University Ave	Ninth St	12/10/2024	Chris K.	Noted for network update
5/30/2022 16:08	Webmap	Ruth Acty School	Destination	Rose St	Acton St	Sacramento St	12/10/2024	Chris K.	Noted for network update
5/30/2022 16:10	Webmap	King Middle School: need more bike racks for the school, pool and playground.	Destination	Hopkins St	Carlotta Ave	Josephine St	12/10/2024	Chris K.	Noted for network update
5/30/2022 16:11	Webmap	Berkeley Natural Grocery. Lots of people ride their bikes here, but it's difficult to get here safely because there aren't good parallel paths to ride to avoid riding on Gilman.	Destination	Gilman St	Northside Ave	Tevlin St	12/10/2024	Chris K.	Noted for network update
5/31/2022	Webmap	Some of the flexposts have already been hit and damaged by cars.	Street	Milvia St	Hearst Ave	Blake St	12/10/2024	Chris K.	Noted for network update
6/1/2022	Webmap	Just east of here on Russell, there should be a stop sign on Lorina. Bikers on Russell assume they've got the right of way.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
6/1/2022	Webmap	PHB is sort of lame for a major bike route crossing an arterial street/highway. This should be changed to a full blown traffic light. Either that or pave the Delaware bike lanes so they are not so rough and choppy.	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
6/7/2022	Webmap	(2022-06-07 09:58:20) Katharine: Need a better intersection at Russell & Shattuck (not just at Oregon)	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
6/7/2022	Webmap	(2022-06-07 09:58:40) Katharine: Need better support for bicycles at Shattuck and Russell	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
6/7/2022	Webmap	(2022-06-07 09:58:54) Berkeley biker: Need a better intersection at Shattuck and Russell	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
6/7/2022 9:59	Webmap	Bad intersection for bicycles at Shattuck and Russell near Berkeley Bowl	Barrier		Shattuck Ave	Russell St	12/10/2024	Chris K.	Noted for network update
6/9/2022 18:39	Webmap	Given that cyclists often go between the downtown and Ashby on Fulton/Oxford, the stretch between Bancroft and Dwight cannot be used legally northbound On Fulton between Bancroft and Dwight. If there's a way to put a northbound lane adjacent to the sidewalk or narrow the sidewalk to allow cyclists on the east side of the street that would be good	Destination	Fulton St	Bancroft Way	Dwight Way	12/10/2024	Chris K.	Noted for network update
6/10/2022	Webmap	(2022-06-10 14:21:10) Anonymous: Since Russell is a bike boulevard it sucks how hard it is to cross Shattuck! Maybe add a stop sign.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
6/12/2022	Webmap	The bicycle light here is great!	Intersection		Sacramento St	Virginia St	12/10/2024	Chris K.	Noted for network update
6/12/2022	Webmap	: This seems pretty unnecessary. As a cyclist, passing through here is already one of the least stressful parts of my ride.	Intersection		Virginia St	7th St	12/10/2024	Chris K.	Noted for network update
6/12/2022	Webmap	This seems pretty unnecessary. As a cyclist, passing through here is already one of the least stressful parts of my ride. Also, the way traffic circles get implemented around here makes little difference to my perceived safety. In fact, it makes driver behavior less predictable, as some drivers don't understand they need to go around bollards to the right.	Intersection		Virginia St	8th St	12/10/2024	Chris K.	Noted for network update
6/12/2022	Webmap	This is unnecessary. This is not a difficult intersection. Pave the streets instead.	Intersection		Virginia St	Channing Way	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
6/12/2022	Webmap	I agree with JG. This is unnecessary. The funds would be much better used to pave the small streets between Virginia and Cedar.	Intersection		Virginia St	Curtis St	12/10/2024	Chris K.	Noted for network update
6/12/2022	Webmap	This seems unnecessary. The real issue here is crossing San Pablo.	Intersection		Virginia St	Kains Ave	12/10/2024	Chris K.	Noted for network update
6/12/2022	Webmap	seems unnecessary. This is a very low traffic intersection.	Intersection		Milvia St	Oregon St	12/10/2024	Chris K.	Noted for network update
6/12/2022	Webmap	(2022-06-12 12:25:52) Annette Greiner: This is a tough crossing for cyclists. I donâ€™t think a beacon will do much.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
6/12/2022	Webmap	Iâ€™m unlikely to trigger a beacon here, as Adeline street is divided nicely, so I can cross each direction on its own, and frequently traffic is low enough that I donâ€™t even have to stop between them.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
6/12/2022	Webmap	This is an important intersection to improve. Iâ€™m not sure that a flashing beacon will help.	Intersection		MLK Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
6/12/2022	Webmap	This is a good place to help cyclists to cross safely.	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
6/13/2022	Webmap	(2022-06-13 21:55:26) Anonymous: The treatment here is better than nothing, but a road diet and lower speed limits on MLK would help slow traffic so they see and yield to bicycles and pedestrians.	Intersection		MLK Jr Way	Prince St	12/10/2024	Chris K.	Noted for network update
6/13/2022	Webmap	(2022-06-13 21:51:33) Anonymous: The RRFB does not help bicycles crossing the street. Cars still go very fast and do not yield. It is unsafe for bicycles and pedestrians. Add bulbouts to improve daylighting (red zones at the corner will not work because cars will park illegally in the red zones to visit the corner market).	Intersection		California St	Alcatraz Ave	12/10/2024	Chris K.	Noted for network update
6/13/2022	Webmap	Anonymous: Add a stop light. This is a very dangerous intersection for bicycles and pedestrians. Cars on Ashby go too fast and do not yield.	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
6/13/2022	Webmap	(2022-06-13 21:57:57) Anonymous: This is generally very good, but could be improved. (1) There is usually a very long wait time for the light to turn green for bicycles/pedestrians. (2) The sensors do not always detect bicycles waiting to cross.	Intersection		Ashby Ave	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
6/13/2022	Webmap	(2022-06-13 21:48:30) Anonymous: The RRFB "improvement" does not help bicycles cross the street. This is still an extremely unsafe intersection for bicycles and pedestrians. There should be physical improvements to slow traffic speed, and traffic control to help bicycles cross such as a stop sign or traffic signal.	Intersection		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
6/13/2022	Webmap	(2022-06-13 21:59:18) Anonymous: This is a surprisingly dangerous intersection. There should be traffic control from both directions. Preferably a traffic circle. Otherwise a 4-way stop sign.	Intersection		Hillegass Ave	Russell St	12/10/2024	Chris K.	Noted for network update
6/13/2022	Webmap	(2022-06-13 22:00:52) Anonymous: Traffic control (stop sign or traffic light) is necessary to make this crossing safer for bicycles and pedestrians. RRFB is a waste of money and will not improve safety for bicycles.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
6/13/2022 22:09	Webmap	Alcatraz has a bike lane east of Adeline, but the bike lane abruptly ends at Adeline, forcing bicycles to share the lane with vehicle traffic. Discontinuous bike lanes are dangerous and have reduce ridership. Add continuous bike lanes on Alcatraz.	Barrier		Alcatraz Ave	Adeline St	12/10/2024	Chris K.	Noted for network update
6/13/2022 22:09	Webmap	Make the King/Alcatraz crossing safer for bicycles.	Barrier		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
6/14/2022	Webmap	Would get me off Bonar street! The current path through the park feels a bit like off-roading.. IMO paving this would be great to extend the greenway a bit further	Street		Addison St	Bancroft Way	12/10/2024	Chris K.	Noted for network update
6/14/2022	Webmap	Definitely a useful route, I ride it almost every weekday. As it is the street is a bit too wide to feel safe sharrow-ing. IMO ideally dedicate some space for a proper bike line.	Street	Acton St	Delaware St	University Ave	12/10/2024	Chris K.	Noted for network update
6/14/2022	Webmap	I ride this most weekdays. Should be protected cycle track IMO, I could see it becoming an important connector for people going to/fro the bart station.	Street	Acton St	Delaware St	Virginia St	12/10/2024	Chris K.	Noted for network update
6/14/2022	Webmap	Agreed with Nate, the existing bike infra is unusable because the lane is constantly blocked. This is an important route for those of us going from south-side to north-side. I actually cut through campus right now because Fulton isn't safe for bikes	Street	Fulton St	Dwight Way	Virginia St	12/10/2024	Chris K.	Noted for network update
6/14/2022	Webmap	Probably the highest-value-add project in Berkeley. Shattuck is an un-bikeable danger stroad right now, actually a suicide wish to bike on it. I'm so excited to see Shattuck revitalized into a proper downtown corridor! We should make the whole thing car-free while we're at it, only buses & deliveries allowed!	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
6/14/2022	Webmap	Not sure about a two-way cycletrack. Protected lanes with the flow of traffic might be the way to go here, though if we're going to get doored then I'd rather just bike in the car lane. I feel there are too many cross-streets & pullouts for two-way cycletrack to be safe? I'm not an expert on this though, I'd be interested to see the motivation for making this a cycletrack. Maybe you can add some motivation blurbs to the altaplanning map?	Street	University Ave	Oxford St	4th St	12/10/2024	Chris K.	Noted for network update
6/14/2022	Webmap	Yeah! Cars should be super annoyed and therefore stay out off my road :)	Intersection		Channing Way	10th St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
6/14/2022	Webmap	(I'm a cyclist) This dedicated bike light is excellent! It works really well for a nearly stress-free sacramento crossing. My only gripe is the long cycle time (it's green for cars on Sacramento for a decent chunk of time). Maybe there are still too many drivers though to shorten that green.	Intersection		Sacramento St	Virginia St	12/10/2024	Chris K.	Noted for network update
6/14/2022	Webmap	By far the most dangerous part of my commute right now. PHB is a decent call, but for cyclists having to dismount to press a button is high-friction. Can PHBs be triggered by bike-detectors?	Intersection		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
6/14/2022	Webmap	Does this solve the long-wait-time problem for the Ashby bikeway crossing?	Intersection		Ashby Ave	9th St	12/10/2024	Chris K.	Noted for network update
6/14/2022	Webmap	This is on my route to work. TBH I didn't even know there was a beacon here. I agree with Libby: This should either be a full traffic light or some very significant traffic calming is needed. This is the 2nd most dangerous crossing of my commute.	Intersection		MLK Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
6/16/2022	Webmap	Rachel: Bike lane ends abruptly on Alcatraz. It should at least be extended to King or California, which do have bike lanes so bikers can safely get off Alcatraz.	Street	Alcatraz Ave	King St	Adeline St	12/10/2024	Chris K.	Noted for network update
6/16/2022	Webmap	(2022-06-16 09:01:24) Rachel: Very hard to cross King on bike even though it is a bike boulevard. Cars are going really fast and often don't stop even when pedestrians and bikes are waiting. You have to just start walking into the intersection and hope they don't hit you. The best would be a stop sign at this corner but at the very least some measures to slow traffic.	Intersection		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
6/16/2022 9:05	Webmap	No safe way to cross Alcatraz on King. Cars don't stop even when peds/bikes are clearly waiting so you just have to start going and hope they don't hit you. Adding a stop sign would be best but at least some sort of traffic slowing measures.	Barrier		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
6/19/2022	Webmap	(2022-06-19 14:49:38) Jenna: This intersection is so difficult to cross. A flashing light could help.	Intersection		Russell St	Claremont Ave	12/10/2024	Chris K.	Noted for network update
6/22/2022 22:01	Webmap	It's unacceptable to call Russell a Bike Boulevard if its intersection with the busy street of Sacramento does not have any lights or stop signs so bikers can safely cross. It's also an accident waiting to happen	Barrier		Sacramento St	Russell St	12/10/2024	Chris K.	Noted for network update
7/4/2022 23:24	Webmap	This intersection on the greenway should not dip down into the gutters. I would like to see a raised crossing section here. This will allow for an easy crossing that allows for more visibility of cyclist and pedestrians	Barrier		Hearst Ave	West St	12/10/2024	Chris K.	Noted for network update
7/7/2022	Webmap	I won't cross San Pablo here, way too scary to cross without a traffic light. Instead end up using Delaware (which has a "bike lane" but a lot of fast traffic) or Allston, please add a traffic light here!	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
7/17/2022 22:58	Webmap	Many people are now using this street to access the cemetery. It would be great to have markings of some sort	Barrier		Sunset Dr	Sunset CT	12/10/2024	Chris K.	Noted for network update
7/25/2022	Webmap	It would be great to put a 4 way stop at the corner of Russell and Claremont Blvd. Bad sight lines for bikers and drivers alike.	Intersection		Russell St	Claremont Ave	12/10/2024	Chris K.	Noted for network update
7/26/2022 11:50	Webmap	Cyclists need more protection crossing Shattuck on this bike boulevard.	Barrier		Shattuck Ave	Russell St	12/10/2024	Chris K.	Noted for network update
7/26/2022 11:53	Webmap	Pedestrian bulb-out on Eastbound Channing at Telegraph forces cyclists into the car lane just prior to the intersection (on a bike boulevard!)	Barrier		Telegraph Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
7/26/2022 11:58	Webmap	I think a raised sidewalk would provide a lot of protection to cyclists crossing this intersection where there is little visibility during the approach. https://www.nycstreetdesign.info/geometry/raised-intersection	Barrier		Franklin St	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
7/29/2022	Webmap	Anonymous: Needs protected bike lanes	Street	Shattuck Ave	City Limits - South	Rose St	12/10/2024	Chris K.	Noted for network update
7/29/2022 17:39	Webmap	It needs to be safer to bike to Trader Joe's. Because it's on the intersection of two major car traffic streets, I find myself choosing other modes of transportation or biking on the sidewalk.	Destination		University Ave	Martin Luther King Jr Way	12/10/2024	Chris K.	Noted for network update
7/29/2022 17:42	Webmap	It's difficult to make a left turn here to go up Bowditch and get to campus. Needs a bike box	Barrier		Channing Way	Bowditch ST	12/10/2024	Chris K.	Noted for network update
7/29/2022 17:43	Webmap	Traffic signal doesn't detect bikes	Barrier		Dwight Way	Ellsworth St	12/10/2024	Chris K.	Noted for network update
7/29/2022 17:44	Webmap	Sightlines are difficult here because of the parking on the east side of Fulton. Drivers coming down Fulton can't see bicyclists traveling west on Channing	Barrier		Fulton St	Channing Way	12/10/2024	Chris K.	Noted for network update
8/2/2022	Webmap	Weldon: Sam Pablo seriously needs bike infrastructure for crossing and going up and down to shops and restaurants	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
8/5/2022	Webmap	(2022-08-05 22:15:31) Anonymous: This needs a full reconfiguration - biking west to east here is a dangerous maze!	Intersection		MLK Jr Way	Prince St	12/10/2024	Chris K.	Noted for network update
8/5/2022	Webmap	(2022-08-05 22:18:04) Anonymous: The bike lanes here are an improvement, but they need better design: so many cars and trucks still park in them.	Intersection		Russell St	Adeline St	12/10/2024	Chris K.	Noted for network update
8/5/2022	Webmap	(2022-08-05 22:19:14) Anonymous: Visibility crossing west to east is terrible! It's almost impossible to see south bound cars (much less have those cars see you) without pulling into the traffic!	Intersection		Russell St	Adeline St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
8/5/2022	Webmap	(2022-08-05 22:10:09) Anonymous: Should be a PHB with median barrier to eliminate left turns and traffic across Ashby.	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
8/5/2022	Webmap	(2022-08-05 22:14:20) Anonymous: We love biking, walking, and running through here now. Thank you!	Intersection		California St	Dwight Way	12/10/2024	Chris K.	Noted for network update
8/5/2022	Webmap	(2022-08-05 22:16:50) Anonymous: This needs a full reconfiguration through the BART property - biking east west is like an obstacle course with hills!	Intersection		Adeline St	Woolsey St	12/10/2024	Chris K.	Noted for network update
8/12/2022 16:45	Webmap	Drivers consistently park in the bike lane next to Ace Hardware. The other day a car swerved into the "protected" bike lane to park and nearly hit me	Destination	Milvia St	University Ave	Addison St	12/10/2024	Chris K.	Noted for network update
8/12/2022 21:30	Webmap	Fix the streets around SanPabl Park, starting with Russell Street, a bike blvd.	Destination	Russell St	Mabel St	Park St	12/10/2024	Chris K.	Noted for network update
8/12/2022 21:34	Webmap	Channing Way is dangerously potholed and crumbling. It is a detour route for Dwight Way and a Bike Blvd..	Barrier	Channing Way	McGee Ave	Jefferson Ave	12/10/2024	Chris K.	Noted for network update
8/19/2022 20:29	Webmap	This street is challenging to cross!	Barrier		Shattuck Ave	Russell St	12/10/2024	Chris K.	Noted for network update
8/23/2022	Webmap	(2023-08-23 15:49:16) Anonymous: No one understands what the hawk signal means... not even bikers!	Intersection		Ashby Ave	Hillegass Ave	12/10/2024	Chris K.	Noted for network update
8/23/2022	Webmap	(2023-08-23 15:50:05) Anonymous: No one understands what the hawk signal means... not even bikers!	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
8/23/2022	Webmap	(2023-08-23 15:51:03) Anonymous: The section in the middle between the concrete barriers has a bike symbol in it, and I stop by bike there thinking it's for waiting while inside the intersection. But a car almost hit me because it may be for cars to drive through? Unclear	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
8/23/2022 14:27	Webmap	Prevent accidents: PAINT THE CURB ENDS on the Milvia Bike Blvd RED or YELLOW. The new curbs separating the bike lane from the street present a HAZARD. The ends of the curbs, when approaching them on a bike, in the bike lane, can be hard to distinguish from the pavement striping. It's easy to not see them, especially at night, and run into them head-on. I did this, and others are likely to also.	Barrier	Milvia St	Durant Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
8/24/2022	Webmap	Anonymous: If San Pablo were safe to bike on, I would definitely patronize the businesses there. As it stands, I avoid the area much as I can. I used to bike on San Pablo briefly to access Berkeley Bowl, but I always felt like I was risking my life for some groceries, so now I bike on the sidewalk to cross at a light.	Street	San Pablo Ave	City Limits - South	City Limits - North	12/10/2024	Chris K.	Noted for network update
8/24/2022	Webmap	(2022-08-24 11:53:09) Anonymous: Please make a safe way to cross Dwight.	Intersection		Dwight Way	Mabel St	12/10/2024	Chris K.	Noted for network update
9/3/2022	Webmap	(2022-09-03 15:34:41) Laura: Cars traveling northbound come around the curve very fast. Safety infrastructure would be useful to help connect community in a vibrant, expanding business and residential district of our City.	Intersection		Channing Way	6th St	12/10/2024	Chris K.	Noted for network update
9/3/2022	Webmap	(2022-09-03 15:30:42) Laura: Essential and long overdue. Has been on the plan for years. The delay of safe crossing infrastructure at this bicycle intersection is emblematic of the City's overall lack of investment in west and south Berkeley.	Intersection		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
9/3/2022 15:49	Webmap	This is well-known hazardous intersection along a popular bicycle blvd. It needs rolling/walking safety infrastructure similar to what we see in the wealthier parts of town like at the Ashby and Hillegass bicycle blvd intersection.	Barrier		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
9/5/2022	Webmap	Jen: This road is insanely rough.	Street	Rose St	9th St	Oxford St	12/10/2024	Chris K.	Noted for network update
9/22/2022 0:33	Webmap	The Dwight Crescent, with drivers averaging 30mph and Sixth St densely lined with cars, makes for one of the worst blind spots in Berkeley. I don't dare cross at this intersection despite living on Channing/Fifth. I usually cross at Allston where I am at least protected by a stoplight.	Barrier		Sixth St	Channing Way	12/10/2024	Chris K.	Noted for network update
9/27/2022 0:19	Webmap	Best tacos spot in West berkeley Tacos El Manantial in the Smog Test center	Destination	San Pablo Ave	Russel St	Burnett St	12/10/2024	Chris K.	Noted for network update
9/27/2022 0:21	Webmap	Berkeley Ironwork, great local gym that gets lots of multi-modal transportation.	Destination	Potter St	Seventh St	Bay St	12/10/2024	Chris K.	Noted for network update
9/27/2022 0:23	Webmap	Many people heading to and from Berkeley Ironworks use this crossing. This light could use an update to prioritize safety for cyclist and pedestrians while crossing.	Barrier		Potter St	Seventh St	12/10/2024	Chris K.	Noted for network update
9/27/2022 0:26	Webmap	Addison Street between San Pablo Avenue/Curtis Street has very poor road conditions with people driving at high speeds. I'd like to see traffic calming measure here, like speed bumps inline with sidewalks. It would be nice if we could implement continuous sidewalks like the one seen in front of the USPS office on addison st and san pablo avenue.	Barrier	Addison St	San Pablo Ave	Curtis St	12/10/2024	Chris K.	Noted for network update
9/29/2022 16:29	Webmap	Channing is an east-west connector between the bike boulevards on California and Milvia. However, the west end, between sacramento and McKinley, needs resurfacing.	Barrier	Channing Way	Grant Street	McKinley Ave	12/10/2024	Chris K.	Noted for network update
9/29/2022 16:31	Webmap	Vehicle traffic turning into McKinley poses a serious danger to walkers and bikers headed to/from Washington Elementary. Cars regularly double and triple park on the space, execute three-point turns, and drive in reverse to get out of the dead-end road.	Barrier		McKinley Ave	Channing Way	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
10/7/2022	Webmap	As desperate as I am for some bike safety improvements on this corridor, I have concerns that the two way bike track will lead to increased collisions with pedestrians crossing north/south at Monterey + Hopkins.	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update
10/7/2022	Webmap	A median and narrowing of lanes like Dwight + California will make this intersection much safer	Intersection		California St	Alcatraz Ave	12/10/2024	Chris K.	Noted for network update
10/7/2022	Webmap	Yes! Median desperately needed.	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
10/7/2022	Webmap	On wide intersections cars often ignore the flashing lights. Adding a center island as a landing zone for bikes/pedestrians crossing, and narrowing the car lanes for traffic calming is a more practical solution. The installation of that particular design at Dwight and California really works well, and should be a model for calming at other intersections.	Intersection		Milvia St	Hopkins St	12/10/2024	Chris K.	Noted for network update
10/27/2022	Webmap	Beautiful ride which gets a lot of cyclists - a truly bike friendly city would realize it needs a dedicated bike lane, and build one.	Street	Wildcat Canyon Rd	Spruce St	City Limits - East	12/10/2024	Chris K.	Noted for network update
10/27/2022	Webmap	The concept is great, but it has turned into a safety hazard. More people are transporting their children to Cragmont and Step One by bicycle, on a hilly street with sharp turns and bus and truck traffic. I ride this street 2-3 times a week, and I think giving any hint that it is safe for transporting children on a bike is criminal.	Street	Spruce St	Virginia St	Wildcat Canyon Rd	12/10/2024	Chris K.	Noted for network update
10/29/2022	Webmap	(2022-10-29 17:29:47) Doug: Extremely dangerous crossing of San Pablo used by many students and families.	Intersection		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
11/15/2022 22:10	Webmap	The streets are San Pablo park are in dire condition. It's unsafe for both cyclists and cars, creating truly dangerous situations. This neighborhood is full of potholes which are sometimes only avoidable by biking on the sidewalk and attempting to dodge pedestrians, and after sunset there isn't enough light to navigate the unsafe streets.	Barrier	Dohr St	Ward St	Oregon St	12/10/2024	Chris K.	Noted for network update
11/15/2022 22:13	Webmap	Addressing the pavement here and redoing the Marina has been such a lovely asset - it feels much safer now	Destination		W Frontage Rd	University Ave	12/10/2024	Chris K.	Noted for network update
1/3/2023 22:49	Webmap	Sacramento goes from two fast lanes to one narrow lane here, but nobody has yet slowed down. This is a difficult intersection walking, biking or turning in a car.	Barrier		Sacramento St	Ada St	12/10/2024	Chris K.	Noted for network update
1/3/2023 22:50	Webmap	Very bad pavement. This would be a much more popular route, if paved properly.	Barrier	Acton St	Channing Way	Dwight Way	12/10/2024	Chris K.	Noted for network update
1/3/2023 22:53	Webmap	This is an excellent connection into Emeryville. Yet it's not yet connected to Berkeley's route system!	Destination		Lowell St	Stanford Ave	12/10/2024	Chris K.	Noted for network update
1/3/2023 22:55	Webmap	Eastshore highway is very uncomfortable on a bike. I'd love for the Transfer station redesign to include a little bitty bike bridge right here, into the Target lot.	Destination		Second St	Harrison St	12/10/2024	Chris K.	Noted for network update
1/7/2023	Webmap	(2023-01-07 08:04:22) Anonymous: I fully support the notion of a road diet for MLK through here. Do we really want the folks living in the new housing at Ashby to be surrounded on all sides by multi-lane roads?	Intersection		MLK Jr Way	Prince St	12/10/2024	Chris K.	Noted for network update
1/7/2023	Webmap	(2023-01-07 08:21:45) Dan: I can't recall if it is Channing or Bancroft, but one of these has stop signs on Bonner, but no equivalent control for the crossing road. This is universally a bad arrangement for bike routes.	Intersection		Bonar St	Channing Way	12/10/2024	Chris K.	Noted for network update
1/7/2023	Webmap	(2023-01-07 08:08:17) Anonymous: This intersection should get the same treatment as Hillegass and Ashby intersection. This is a really challenging crossing, particularly during rush hour.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
1/7/2023	Webmap	(2023-01-07 08:11:38) Dan: This intersection strikes me as a real barrier for folks East of it to commute to Ashby. I cross it regularly during rush hour and doing so always feels risky. Russel ought to be an East-West arterial for bikes and think this is one of the key points that really holds it back from achieving that.	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
1/7/2023 8:18	Webmap	I agree with the others that this crossing needs improvement. It seems the City is planning a crossing on Harmon, but practically I think most people currently cross Sacramento at this intersection due to the existing pedestrian Island and because it is a more direct route to Ashby/ Downtown Berkeley from the 65th st crossing of San Pablo that many cyclists use. The Harmon route would be somewhat circuitous in comparison.	Barrier		Sacramento St	Woolsey St	12/10/2024	Chris K.	Noted for network update
2/15/2023	Webmap	Acton has all the elements needed to be a Bicycle Boulevard AND connect to BART. It works just fine, just needs a few more car diverters and paving.	Street	Acton St	Delaware St	University Ave	12/10/2024	Chris K.	Noted for network update
2/15/2023	Webmap	Anonymous: No way I want to cycle through here, except by "taking the lane" which I can already do.	Street	Hopkins St	9th St	Milvia St	12/10/2024	Chris K.	Noted for network update
2/15/2023 10:43	Webmap	This is the main dropoff entrance to Sant Mary's school -- often missing from destination maps.	Destination		Albina Ave	Hopkins Ct	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
2/15/2023 10:44	Webmap	This does not go through, but could make a direct walking route from the 'hood to the new bike bridge. Pacific Steel Casting is mostly gone. This route also avoids the worst of the RV encampments.	Barrier	Camelia St	Second St	Eastshore Hwy	12/10/2024	Chris K.	Noted for network update
2/15/2023 10:51	Webmap	Adams Street is a fine low stress route, yet it ends here. Most cyclists end up on the Orientation Center for the Blind's sidewalk entrance. The actual destinations are across Cerrito Creek. This is a route that would open up many trip pairs, if completed. There are challenges here, but the value is high.	Barrier		Adams St	Clay St	12/10/2024	Chris K.	Noted for network update
2/15/2023 10:54	Webmap	This area, the Durant Night Market, needs more accommodation for DoorDash and Uber Eats drivers who now risk a ticket, when all they are doing is picking up food. It's a major zone for this, and realism requires accommodating the double parking without consequences.	Destination	Durant Ave	Dana St	Telegraph Ave	12/10/2024	Chris K.	Noted for network update
2/15/2023 10:55	Webmap	https://www.telegraphforpeople.com/ Telegraph for People is a student organization at UC Berkeley fighting for safe and vibrant streets for people in our city. Our flagship priority is making Telegraph Avenue car-free near the UC Berkeley campus (on 3 blocks from Haste to Bancroft). We want to create a vibrant public realm, more space and safety for pedestrians and cyclists, faster and more reliable buses, and revitalized small businesses. We believe that students have the power....	Destination	Telegraph Ave	Bancroft Way	Haste St	12/10/2024	Chris K.	Noted for network update
3/31/2023 14:20	Webmap	Make this a Bike blvd. Better alternative than Hopkins.	Destination	Ada St	California St	Ordway St	12/10/2024	Chris K.	Noted for network update
4/11/2023 14:41	Webmap	Bad visibility of car traffic when coming from Allston Way and trying to cross one lane onto Fulton northbound.	Barrier		Allston Way	Oxford St	12/10/2024	Chris K.	Noted for network update
4/12/2023 13:35	Webmap	Should be a flashing light we can press to cross Cedar either at Grant or Josephine	Barrier		Cedar St	Josephine St	12/10/2024	Chris K.	Noted for network update
5/25/2023 15:22	Webmap	Light is slow to respond to cyclists	Barrier		Ashby Ave	King St	12/10/2024	Chris K.	Noted for network update
5/25/2023 15:22	Webmap	There is a large bike storage area here that many Cal students and staff use	Destination	Piedmont Ave	Optometry Ln	Stadium Way	12/10/2024	Chris K.	Noted for network update
5/25/2023 15:25	Webmap	Right-turn lane is too wide and encourages cars to drive quickly, putting cyclists and pedestrians either crossing Adeline or continuing straight on Ashby at risk	Barrier		Adeline St	Ashby Ave	12/10/2024	Chris K.	Noted for network update
6/3/2023 12:08	Webmap	so difficult to cross the street here as a car, bike or ped - needs traffic control	Barrier		College Ave	Woolsey St	12/10/2024	Chris K.	Noted for network update
8/2/2023 22:51	Webmap	Major roads like San Pablo and University are not fun to cycle on, yet that's where many shops and restaurants are. Bike lanes would improve access	Destination		San Pablo Ave	University Ave	12/10/2024	Chris K.	Noted for network update
8/23/2023 15:54	Webmap	This traffic light doesn't detect bikers and I've been stuck here waiting for way too many minutes without the light turning green	Barrier		Ashby Ave	Fulton St	12/10/2024	Chris K.	Noted for network update
8/27/2023 20:36	Webmap	Curb bump out, with random cones / confusing	Barrier		Martin Luther King Jr Way	Hopkins St	12/10/2024	Chris K.	Noted for network update
2/2/2024 14:40	Webmap	The city does not maintain this stretch of the bike path. It's full of trash and the weeds grow into dry brush which is a fire hazard during the summer. Let's improve and maintain the infrastructure we have before expanding onto San Pablo Ave and creating more transportation problems.	Barrier	9th St	Anthony St	Potter St	12/10/2024	Chris K.	Noted for network update
5/28/2024 17:06	Webmap	Ninth street below Channing is a mess. come on. So busy due to Berkeley bowl traffic. There was already a collision on Heinz with a cyclist. The angled parking for artisan bakeries and commercial spaces is super unsafe and drivers will swerve around you. The pavement is also terrible and unsafe for thin wheels.	Barrier	9th St	Dwight Way	Parker St	12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Questions about future engagement events (pop-ups and bike tour) and the interactive webmap					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Including universal design principles in future bicycle facility designs to maximize accessibility					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Making bicycle boulevards consistently lower-stress by improving crossings and minimizing vehicle cut-through traffic. Paving prioritization should also be given to bicycle boulevards.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Sounds like electric bikes that travel at a much greater speed are permitted in bike lanes. Do you have any data at how that changes the spirit of a bike lane where hopefully people are going at slow to moderate speed.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	How much collaboration is there across City of Berkeley departments? For example, construction projects planned by Berkeley Unified School District?					12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/28/2022	Virtual Workshop	For traveling in east-west direction in north Berkeley, Virginia and Delaware are good streets EXCEPT when it comes to crossing Martin Luther King Jr Way. Is a light at the intersection of Delaware or Virginia & MLK Way under consideration? That remove a key dangerous situation on those routes.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	What is the best way for businesses that may be affected to ask questions? For example, businesses that may be impacted by construction.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	What is the rationale for including electric devices (fast and heavy) and shopping carts (slow and obstructive) in separated bike lanes? This seems especially dangerous. Why?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Are all the roads that are marked for improvements getting repaved as well?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	It seems like there isn't a plan with Albany to improve bike options on Solano Ave? Generally, North Berkeley seems to not have a lot in the plan (north of Hopkins), specifically crossing San Pablo to get to things like the Soccer Fields in that area. Are there more plans in this area?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	The biggest barrier for me to bicycle more in Berkeley is not having confidence in secure ways to park my bike.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Poorly maintained pavement is a big barrier. Even when potholes are repaired (which is fairly timely after I report them), often the resulting pavement is not very smooth. Also, street cleaners tend to tear up potholes and pothole replacements.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	The ubiquitous double-parked cars and delivery vehicles, for which no enforcement is ever visible, impede safe bike travel.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Is there an assessment of how well the 2017 changes have worked? E.g., are the Bicycle Boulevards considered successful, or is the Milvia route successful, and by what measures if so? Thanks much.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	are these collisions specifically counting bicycles/rolling transit only, or all collisions including pedestrian crossings?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Are there plans for an improved crossing of Alcatraz on the California St. bike route?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	For the class 4 recommended bike lanes, what mode of protection would most likely be used?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Milvia's "engineering" changes have made biking worse and higher-stress. Riding north, I now have southbound cars headed right at me.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Is there data on where on these high collision corridors the injuries tend to occur? Do the injuries tend to be concentrated at the intersections?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	The survey #'s are completely unreliable. Unless you go back to the same respondents and get responses about their current cycling frequency.							
		Only bike-oriented people spoke to the interviewer at their door. To avoid sounding non-green, 70% of those said they'd ride bikes more under some conditions.							
4/28/2022	Virtual Workshop	They really meant a recreational ride every week or 2. Doesn't displace commuter driving, nor affect our CO2 footprint at all.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Phasing lights at intersections – to separate left-turn phases – will make everyone safer.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	How did Grizzly peak get classed as level 2? Riding on the route is wild. It is interesting to me that there is from the north that is considered 1 or 2					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Having a smooth bike lane is a big factor in making it comfortable, less stressful, and safer. Cars do not need lanes as smooth as bicycles. Would it be possible to have bike lane paving kept smoother than the car lanes?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	In the protected bike lanes on Milvia, there are still some dangers I've experienced that people need to be aware of. E.g. (1) drivers making right turns at intersections where there is no stop sign; (2) higher speed bicyclists passing lower speed bicyclists in relatively narrow lane; (3) bicyclists riding the wrong way in one way bike lane.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Could universal design be considered for lighting or providing better contrast as the cement mediums are both a hazard to low vision bicycle riders like myself as well as walkers, rollers, persons using mobility devices .					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	I live in North Berkeley. The bikeplan map looks like my neighborhood does not exist. Can you explain why?					12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/28/2022	Virtual Workshop	Living in one of the underserved parts of the City, and having received an invite and chosen a specific date and time to participate in a listening session, I would like to know how many people were selected to participate and how the selection decisions were made. Everyone I know who responded to a mailing was denied participation. Thank you.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	I only use baywheels in berkeley, but it doesn't go north enough for me. How much say does the city have in where new bikeshare stations go?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Are there better designs possible for traffic diverters? The current low metal bars between the concrete bollards are hazardous to cyclists and do not deter most cars.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	I'm curious about the LTS map. Is the assessment of stress different than that used in the 2017 plan? I was surprised to see Russell & Shattuck shown as LTS 3, and Russell & Adeline LTS 4. I would have flipped those (volume at Shattuck is higher and cyclists have to cross bidirectional traffic; Adeline has a center refuge and a marked lane). Thanks.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Is there a useful way to document/report cars that park in bicycle lanes? Including city vehicles/BPD.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Do you have data about the safety of bike lanes protected by parked cars. I wonder because I have experienced hazardous conditions at intersections due moving cars not being able to see me and no where to move when someone opens a car door into the bike lane.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	E-bikes also great for people who are in great shape but just want to carry heavy loads or go long distances or uphill without getting sweaty					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Are planners pairing up with low vision riders or persons using alternative bicycles and those using the bicycle lanes with wheelchairs etc as side walks have issues? It might be good to reach out with the diverse community of persons with disabilities to understand their experience. There needs to be a broader understanding of all users including bicyclist with disabilities etc and persons with disabilities having to use the bicycle lanes because of sidewalk issues etc.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Reflecting the high injury streets and accident heat map, my experience has been increased vehicle traffic when Cal is in session coinciding with class hours. What mitigations and public education will you do to increase SAFE DRIVING in those areas around Cal?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	The issue with e-bikes isn't just speed, it's mass and weight. They certainly belong on streets. They don't belong in confined ("protected") bike lanes.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Are there cheap ways to better sign two-way stops along bicycle routes? The current "cross traffic does not stop" signs seem insufficient and I have had cars pull out in front of me many times. This ambiguity around who has to stop is very dangerous.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Will the city ever implement protected bike parking?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Did you take data on the effects of bicycle collision on persons with disabilities and seniors?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	My biggest concern these days is bike-jackings up at Tilden and Redwood Parks. Is law enforcement prioritizing these crimes?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	How will you prioritize implementation of recommendations/recommended improvements as you compile the new bike plan? You are getting lots of great ideas submitted through these different opportunities, but it doesn't seem like the community is getting a chance to weigh in on preferences among the different ideas with regard to what is most important to getting more people biking and improving safety and enjoyment.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	How will the city prioritize which projects to complete in which order? I find the current piecewise development dangerous, since currently, bicycle boulevards will frequently switch between low-stress and high-stress layouts in subsequent blocks. Perhaps fewer, complete routes would be better than many routes in piecewise development at the same time.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Is there a way to report hazardous locations/situations for inclusion in your future remediation plans?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Is there any effort to make bicycle boulevards continuously safe? e.g. Russell is a bike boulevard but faces many unprotected crossings (Sacramento, Adeline, Shattuck) so it is not actually usable as a bike boulevard. There are orhter examples across Berkeley and they make it really hard to bike everywhere.					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Will the plan recommend the use of certain tools like HAWK lights, or against others? In other words, can we narrow the tools used per-project to ones we believe work best?					12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/28/2022	Virtual Workshop	The Milvia AND Bancroft Way bike lanes are FANTASTIC! 40 years in the making! But BUSD is planning a \$50mil Tennis/Parking/Plant Ops project at Milvia/Bancroft, how does Bike Berkeley line up with this??					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Is there any consideration to make two-way streets into one-way, in order to allocate all the difference in freed right-of-way to improvements for people walking, biking and rolling?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	How are you designing surveys to achieve scientifically and statistically accurate results that consider all Berkeley residents and visitors?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Is there a way to do the painting on the asphalt that is less raised? Going up and down these painted areas on the bike routes is bumpy for wheelchairs					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Is Berkeley open to implementing (or piloting) Edge Lane Roads? Is that in consideration within this Bike Lane update?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	What are the constraints on the design of the bike plan? Specifically, there are some bolder ideas (like completely closing some streets to cars or grade-separated bike lines) that are not in the plan. What limitations were there in coming up with the latest plan?					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	can we add more bike parking on telegraph please					12/10/2024	Chris K.	Noted for network update
4/28/2022	Virtual Workshop	Is there any plan for Berkeley to start enforcing traffic violations? The biggest danger to biking in Berkeley is cars running stop signs and traffic lights, driving in bike lanes, speeding, etc. Better infrastructure can only do so much when there are effectively no traffic rules for cars.					12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	A need for smoother and improved pavement quality on bike boulevards, especially on Russell Street, Heinz Street, and Channing Way.	Street				12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	Crossing San Pablo Ave at the intersections of Russell Street, Channing Way, Delaware Street, and Virginia Street were identified as barriers to biking.	Street	San Pablo Ave			12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	Improved paths in San Pablo Park to accommodate people biking and rolling with smaller wheels.					12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	Residents would like to see a north-south bike route between California Street and 9th Street that connects San Pablo Park to Strawberry Creek Park.					12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	The paths along the waterfront at Cesar Chavez Park and East Bay Shoreline Park could be widened, so people biking and walking can share the same space.					12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	Strawberry Creek Park could use a low-stress east-west connection to improve bike access to the Bay Trail and Mario Savio Bridge over I-80.					12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	Poor pavement quality was reported on Hillegass Ave, Delaware Street, and Gilman Street.					12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	When traveling north to Berkeley from Oakland on Shattuck Ave, the bike lane disappears when reaching the Berkeley border. Residents would like to see an improved, continuous biking connection here.	Street	Shattuck Ave	Oakland Border	Adeline St	12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	The Ohlone Greenway path should be widened and made more comfortable for all trail users.	Street	Ohlone Greenway			12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	Green pavement conflict markings through intersections increase comfort and the sense of safety.					12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	Residents like the new separated bikeways on Milvia Street.		Milvia St			12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	Bike access to and from Berkeley Bowl east and Ashby BART Station could be improved.					12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	Crossing Sacramento Street at the intersections of Russell Street and Channing Way were identified as barriers to biking.	Intersection		Sacramento St	Russell St	12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	The intersection of King Street and Alcatraz Ave is hard to cross, and the existing RRFB on the east leg of the intersection requires an awkward movement when biking south on King Street to activate the RRFB.	Intersection		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	The intersection of Ashby Ave and California Street would feel safer if there was a better way for people biking north-south on California Street to cross Ashby Ave.	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	Residents like the upgraded intersection at Dwight Way and California Street and would like to see similar improvements elsewhere.	Intersection		California St	Dwight Way	12/10/2024	Chris K.	Noted for network update
5/7/2022	Pop-Up Event	Some residents expressed concerns about crossing safety on the Virginia Street bike boulevard at the intersections of Oxford Street and Shattuck Ave.	Intersection		Virginia St	Oxford St	12/10/2024	Chris K.	Noted for network update
6/19/2022	Pop-Up Event	There needs to be better, coordinated connections on bicycle between Oakland and Berkeley, especially around the Shattuck and Webster corridors.					12/10/2024	Chris K.	Noted for network update
6/19/2022	Pop-Up Event	Improve crossings around schools - Crossings along MLK and Adeline are too stressful and unfriendly to kids (Malcolm X)					12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
6/19/2022	Pop-Up Event	Corridors with difficult crossings (Adeline (multipoint threat), San Pablo/Gilman, Channing/San Pablo, Russell/Sacramento, Dwight/California, Ohlone Greenway crossings					12/10/2024	Chris K.	Noted for network update
6/19/2022	Pop-Up Event	Bike lanes should continue through intersections instead of stopping to create a turn lane					12/10/2024	Chris K.	Noted for network update
6/19/2022	Pop-Up Event	South Berkeley residents feel it can be hard to bike downtown or reach the Bay Trail.	Barrier				12/10/2024	Chris K.	Noted for network update
6/19/2022	Pop-Up Event	Some residents want the City to build more separated bikeways on larger streets as they find them more comfortable than bicycle boulevards because some drivers still don't respect people biking on bike boulevards.					12/10/2024	Chris K.	Noted for network update
6/19/2022	Pop-Up Event	Paving (Getting to the bike boulevard network can be difficult when many connector streets have poor pavement quality, Grant is uncomfortable to ride on, Acton is uncomfortable to ride on)					12/10/2024	Chris K.	Noted for network update
6/19/2022	Pop-Up Event	Addison needs traffic calming to feel safer	Street	Addison St			12/10/2024	Chris K.	Noted for network update
6/19/2022	Pop-Up Event	Regional trails and connections to them are the best options for regional connectivity	Destination				12/10/2024	Chris K.	Noted for network update
6/19/2022	Pop-Up Event	The Bay Trail needs better access/directional wayfinding across the city	Destination				12/10/2024	Chris K.	Noted for network update
6/19/2022	Pop-Up Event	Traffic circles help calm traffic and can be aesthetically pleasing (when maintained)					12/10/2024	Chris K.	Noted for network update
6/19/2022	Pop-Up Event	Need more dedicated scooter parking areas					12/10/2024	Chris K.	Noted for network update
6/19/2022	Pop-Up Event	Bikeway designs should be similar across the City to improve continuity					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Carlton/Sac – no lights – it's a game of chicken waiting to cross – have to speed bike across to avoid cars	Intersection		Sacramento St	Carlton St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· MLK/Hopkins – how are bikes suppose to turn? The bike lane just ends (common around Berkeley) (Hopkins ends at Gilman)	Intersection		Oxford St	Hopkins St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· 8 th /University – multiple- stop threat – very aggressive driver – high speed drivers	Intersection		University Ave	8th St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· California & Ashby is tough intersection	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Right turn only on California on to Dwight is making California a more bikeable street.	Intersection		California St	Dwight Way	12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Ashby crossing near Malcolm X, the push button is very effective. Having that in conjunction with bike infrastructure is great for safety.	Intersection		Ashby Ave	King St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Derby/MLK – pavement on west side is bad (signalized, best option for MLK)	Intersection		MLK Jr Way	Derby St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· University/Ohlone Greenway – good crossing	Intersection		University Ave	Ohlone Greenway	12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Woolsey crossing Sacramento to 65 th	Intersection		Woolsey St	Sacramento St	12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Crossing San Pablo is tricky, Crossing San Pablo, MLK Jr and Sacramento is tough. San Pablo crossing is tough.	Intersection	San Pablo Ave			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Sacramento and San Pablo and Shattuck at Bike boulevard crossings are difficult	Intersection	Sacramento St			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· San Pablo crossings – it would be great to have more priority for bike and pedestrians	Intersection	San Pablo Ave			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· The Ashby crossing near Malcolm X would be good to use on San Pablo	Intersection	San Pablo Ave			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	San Pablo and Channing – there are cars parked in line of sight. Limiting parking near these tough intersections can help cars see bikers	Intersection		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	Paving on bicycle corridors can be improved x8					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	Potholes are even WORSE for scooters and can impact strollers and other wheeled devices					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Dwight – is an alternative to Channing and something else – both with bad pavement quality – force out of direction or sidewalk riding – lack of good parallel alternative routes	barrier	Dwight Way			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Make it easy/comfortable for people biking to use the designated routes					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Western					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Channing – after McKinley if gets really bad	street	Channing Way			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Carlton (near sports basement)		Carlton St			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Derby (especially south of MLK)		Derby St			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Shattuck		Shattuck Ave			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Oregon St	street	Oregon St			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Bicyclists have very little space to go to avoid potholes, especially when around parked and moving vehicles					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	§ Limiting maneuverability can pose lots of safety risks (for all modes, especially people bicycling)					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o The deferred maintenance is going to cost more than regular maintenance					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Areas around schools and libraries are really bad (is this intentional to slow drivers?)					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o South Berkeley, generally – riding a road bike is nearly impossible, boarding on dangerous	barrier				12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· “Can't be a bike friendly city with road conditions like they are.” Tom Buoye					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Sometime I feel the need to ride slowly, to be more seen					12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/26/2022	Listening Session	· Want to bike more – but a lot of streets feel unsafe to bike on. How can we use our cars less?					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Bike theft is a real fear					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Issues where bicycle boulevard cross large arterials – really need to be aware of surroundings	barrier				12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Street sweeping to get the debris and glass out of the roadway (especially after rain)					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Need to keep cut through traffic off of bicycle boulevards (like CA to avoid stop signs and traffic)					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Connectivity is a big concern. Places feel disconnected, Berkeley's network is insular, tough to connect to regional destinations.	barrier				12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Getting to the Marina is challenging from the Shattuck	destination				12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Valet bike parking and safe bike box parking exists but people often don't know about it					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Walking a bike through an intersection feels like a right. Whereas biking through an intersection feels wrong. The community has to give and take about being lawful.					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Unkept pavement and potholes are tough. Pavement should be better maintained for bikers.					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Can bikes have the right of way at bike boulevard intersections, not cars?					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· I would like to see a better connection from all over Berkeley -- north, west, east and south, to the Marina via dedicated bike lanes. Its a big park right along the water, free to public, and deserves more visitors. And if there is going to be a ferry to San Francisco from Berkeley in the near future, people deserve to see this place. Check out the Cesar Chavez and Dolores Huerta memorial at the Northwest corner of the Marina!! Its incredible.	destination				12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Getting to the Bay Trail is difficult to get to	destination				12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Sacramento and San Pablo north-south movement is really difficult					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· University and Sacramento are scary big arterials but they are convenient for car people. There is no bike equivalent in Berkeley to them, the parallel bike boulevards parallel could use green paint and be more bike priority.	street				12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Channing from west to downtown Berkeley. There's tough vision during crossings, and it gets more bike friendly when you get closer to downtown. West Berkeley section of Bike Boulevard is less bike friendly. Pavement markings and push buttons at crossings would be great.	street	Channing Way			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Bike sensors that make signals / lights go without needing to press a button would be great.					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Crossings like the Emeryville Greenway are convenient and would be good to see in Berkeley					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Crossing the street with approaching bikes is fine – cars are the issue					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· There are no car free spaces in Berkeley (i.e., JFK in SF)					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Bicyclists by the marina are fairly well behaved					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· There is no place to rent a helmet with the bike share bikes					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Sometimes prefer Class II (and bike blvd) over Class IV – low traffic streets are important to the street – don't need a bunch of San Pablos					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Class IVs can be confusing for all road users					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Barriers can limit bikers mobility options – need to improve the visibility and reflectivity of curbs, islands, and other types of divertors					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Combination of one-ways and street closures can make it hard to navigate					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Bike signal detection is helpful for navigating – but not all people biking now what they are/how to use them					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Ped Refuge islands are helpful on large arterials – gives people a safe spot to wait halfway through					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Bike Blvd x 5 or facility on arterial x3 (they can work on big streets for long distance)					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Coordinate bike blvd connections across jurisdictions, not just large street connections					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Would like to see bollards and planters shutting off traffic from arterials – make it easier for us to avoid them					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Physical barriers are much more preferable to just bike lanes, especially concrete and not just posts					12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/26/2022	Listening Session	· As a multimodal person, the 9 th Street bikeway was so nice (got her off of San Pablo's sidewalk) – not to balance to needs of all the modes and balance					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Bike blvds could help with pedestrian crossings as well					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Used to use San Pablo to go south – 9 th Street project provides a much better safer, experience – especially at night x2	street	San Pablo Ave			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Milvia is good to bike on with the Class IV – they make me feel safer – x2	street	Milvia St			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Divided bike lane with cars on the other side feels the safest.					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Very safe to bike on					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Not great for cars (can see scuff marks from cars)					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Turb into BHS via Bancroft is uncontrolled and very uncomfortable					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Some drivers tend to avoid Milvia now (there are better ways to get around now. Some find it very confusing)					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o Consider rolled curbs over vertical curbs to reduce car damage					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	o It really works, though					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Hopkins – current changes could be just as confusing	street	Hopkins St			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Ohlone Greenway is great – x2	destination	Ohlone Greenway			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· South Park was closed – heavily used by BHS Mountain Biking Team					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Carlton (and a lot of streets west and south of MLK – x2) are poorly paved	street	Carlton St			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Avoid biking on Shattuck – too close to cars – very little protection x2 (lots to do, but little protection)	street	Shattuck Ave			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Don't see things like Milvia west and south of MLK					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Top 2 streets to repave – Derby and MLK – coordinate with Oakland					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· San Pablo (Carlton – Ashby) – as driver, would feel nervous with bike lane, especially at night (how to make safe spaces for drivers and bikers is hard)	street	San Pablo Ave			12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Time of day makes a huge difference when crossing, afternoon commute is crazy for drivers					12/10/2024	Chris K.	Noted for network update
4/26/2022	Listening Session	· Unsignalized crossings of San Pablo (at least some have refuge islands)	street	San Pablo Ave			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· When I ride down Channing going west, there is a spot at MLK where you have a secure spot to wait for the light to change. Cars aren't supposed to go straight through, they are supposed to turn right, but they still go straight through. This could be improved.	Intersection		MLK Jr Way	Channing Way	12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· New bike island / stop sign on Sacramento and Virginia – this one is problematic. The signal favors the cars and the wait time when you are on your bike takes a long time to cross Sacramento. Drivers also don't listen to signage, don't know that they can't turn left. A 4-way stop usually works really well.	Intersection		Sacramento St	Virginia St	12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· University and California intersection is scary. Cars don't yield, drive fast, and get very close.	Intersection		University Ave	California St	12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Milvia & University, crossing University. The crossing is a long distance, 4 lanes plus parking	Intersection		University Ave	Milvia St	12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· New crossing of Dwight is a good thing.	Intersection	Dwight Way			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· San Pablo and Channing crossing is always tough, walks through intersection.	Intersection		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Bikes to the trailway in El Cerrito for recreation. Lives near BART station.	destination				12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Roads that are in disrepair and have potholes make biking hard. Also streets without bike lanes make biking hard because cars get close.					12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· People on fast rolling electric vehicles like scooters and electric bikes more chaotic and dangerous than cars. Have had more close calls with people on scooters than with cars. Cars seem to be more orderly.					12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· The pavement quality on biking streets is terrible. The trade-offs are: ride on dangerous arterials where the pavement is smooth or get a bone jarring experience on a bike boulevard.					12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Concerned about getting doored by parked cars					12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Side street traffic is unpredictable and less likely to be looking out for you than cars that are on main arterials.					12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· There are a lot of convenient bike parking locations throughout the City. Businesses often have them out front.					12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· The painted green bike lanes and sharrows make biking feel safe					12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/29/2022	Listening Session	· As a non-car owner, the idea of closing a street to cars and making it exclusively for bikes is very enticing and desirable.					12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Bikes and cars can work together if there is 8ft for the bikes.					12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Prefers main and busy streets like Shattuck and MLK Jr for bike errands because need the efficiency and speed of automotive traffic. The bicycle designated streets feel more dangerous because they are unpredictable.	street	Shattuck Ave			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Ohlone Greenway is really pleasant to ride on the weekends	destination	Ohlone Greenway			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Channing bike boulevard got repaved recently which is nice, but the last couple of blocks west of MLK are still bad	street	Channing Way			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Durant between Milvia and Shattuck has poor pavement quality	street	Durant Ave	Milvia St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Atkin St has poor pavement quality	street	Atkin			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Milvia Bike Blvd from Cedar to Dwight Way – wish they would paint the grey curbs that designate the lanes a bright color because they are hard to see and it’s dangerous because you could easily run into them.	street	Milvia St	Cedar St	Dwight Way	12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Designated bikeways that are separate from cars feel safer than anywhere else. Especially when there is a physical barrier between you and the cars.					12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Likes being able to ride to performances at Berkeley or the grocery store—the challenge is finding safe arterial crossings. It’s hard to know where the safe crossings are when they vary so much on the bike boulevards.	destination				12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· 9 th St is a good north-south bike boulevard that favors people biking	street	9th St			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· The new Milvia concrete barriers make you feel safe and protected from the cars.	street	Milvia St			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Telegraph Ave barriers in Oakland feel less safe because there are restaurants with parklets and parked cars and people crossing the bikeway.	street	Telegraph Ave			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Ohlone Greenway – this is a nice corridor	destination	Ohlone Greenway			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Woolsey is a nice street to bike on	street	Woolsey St			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Going from the Bay Trail onto Gilman is a tough connection. The pavement is in disrepair.	barrier	Gilman St			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Cedar near Berkeley campus, where the roads split—there were sharrows and it led me into a fast lane with lots of cars	barrier	Cedar St			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Russell St where you have to share the road with cars, section between MLK and Sacramento feels tough. Very dense neighborhood so there are a lot of cars trying to get around you when.	street	Russell St			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· San Pablo Ave is dangerous for biking and people get doored by parked cars. If I have to use San Pablo then I ride my bike on the sidewalks.	barrier	San Pablo Ave			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Destinations on Russell like the library and San Pablo park need to be able to be reached by car.	destination				12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Rides on Russell from Harper & Russell to Cedar & San Pablo. Goes through the Dwight & California intersection. The new upgraded islands is safe and better than it was before. Cars slow down for you.	street	Russell St			12/10/2024	Chris K.	Noted for network update
4/29/2022	Listening Session	· Gilman St and East shore crossing, and all facilities west of the freeway are tough to get to.	barrier	Gilman St			12/10/2024	Chris K.	Noted for network update
4/30/2022	Listening Session	· New crossing on Dwight/CA is helpful. “It makes me feel very safe”	Intersection		California St	Dwight Way	12/10/2024	Chris K.	Noted for network update
4/30/2022	Listening Session	· University/Milvia intersection is great	Intersection		University Ave	Milvia St	12/10/2024	Chris K.	Noted for network update
4/30/2022	Listening Session	· Crossings are the weakest part of the bicycle boulevard network	Intersection				12/10/2024	Chris K.	Noted for network update
4/30/2022	Listening Session	· Milvia is great x3	street	Milvia St			12/10/2024	Chris K.	Noted for network update
4/30/2022	Listening Session	o Bike lanes are narrow and not really enough space for people biking to pass					12/10/2024	Chris K.	Noted for network update
4/30/2022	Listening Session	o What about wheelchairs? They don’t like the sidewalk and there isn’t passing room in the bike lane – a bidirectional facility might have been better					12/10/2024	Chris K.	Noted for network update
4/30/2022	Listening Session	o Some bike lanes sloped which can be harder for people in wheelchairs					12/10/2024	Chris K.	Noted for network update
4/30/2022	Listening Session	· Adeline with the Class IV is nice. But can be hard to get to from Shattuck or other areas can be hard	street	Adeline St			12/10/2024	Chris K.	Noted for network update
4/30/2022	Listening Session	· The bridge over the highway to eastshore state park is great	destination				12/10/2024	Chris K.	Noted for network update
4/30/2022	Listening Session	· Ohlone Greenway is great	destination	Ohlone Greenway			12/10/2024	Chris K.	Noted for network update
4/30/2022	Listening Session	o Path can be narrow in Berkeley – especially in areas with multiple modes					12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
4/30/2022	Listening Session	· Separated lanes are great, but can be harder for drivers to see through people biking when people driving are turning right – most drivers don't signalize					12/10/2024	Chris K.	Noted for network update
4/30/2022	Listening Session	· Protected bike lanes are important for safety					12/10/2024	Chris K.	Noted for network update
4/30/2022	Listening Session	· Milvia around Ace Hardware/ Ashby by Berkeley Bowl can be very chaotic	street	Milvia St			12/10/2024	Chris K.	Noted for network update
4/30/2022	Listening Session	· Figuring out the intent of drivers can be hard (not using turn signals)					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· University/Acton – crossing feels unsafe especially for kids	Intersection		University Ave	Acton St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· MLK/Addison now has median which has made it a little easier to cross at the uncontrolled location (Mei was almost hit in the dark) – lots active modes downtown	Intersection		Addison St	MLK Jr Way	12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Derby/Shattuck/Adeline – really awkward intersection – hard to feel seen. Drivers can be really aggressive	Intersection		Adeline St	Derby St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· University/Atkins – people run red along University x3	Intersection		University Ave	Atkins st	12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Hopkins/Curtis - uncontrolled – fast moving cars – Curtis bike blvd?	Intersection		Hopkins St	Curtis St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Alcatraz/ King St – near Malcolm X – Farmers' Market access – Crossing King is impossible x3	Intersection		Alcatraz Ave	King St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· King St/ Stamford – hard to see cars coming from Adeline – fast moving cars – riding in a crosswalk through a park – not good access to the Bike Blvd	Intersection		Stamford St	King St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Milvia/Rose	Intersection		Milvia St	Rose St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· From Adeline Class IV at Russell – bike sightlines are bad to see vehicles	Intersection		Adeline St	Russell St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Addison/Sacramento	Intersection		Addison St	Sacramento St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Russell/Sacramento – PHB would be helpful – would need to be easily actuated (same at Shattuck and Russell x2)	Intersection		Russell St	Sacramento St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Virginia/Sacramento signal has really made it easier to cross	Intersection		Virginia St	Sacramento St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Russell/Shattuck – easier to cross as ped walking bike	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· 9 th /Virginia – When going downhill can be difficult to judge some of the uncontrolled crossing locations	Intersection		9th St	Virginia St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Paving needs to be better across the City					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Loves the access to the Bay Trail and enjoys the beauty of the trails (Addison > bike bridge or Buchanan to GG Fields area via Marin)	destination				12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Some portions of the Ohlone Greenway can be challenging, but generally its pretty easy to use					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Likes major arteries for cars and parallel routes for bikes – likes that this is city wide x3					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Traffic calming needs to really make the experience unpleasant for cars to really make it bike-focused x2					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Paint is good, but actual traffic calming is the most important thing					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	o Like traffic diversion/ partial closures x2					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	o New signal at Dwight was really helpful					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	o Bike signal detection and other things to increase driver awareness of bikes makes it easier					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Likes to see the regional coordination with neighboring cities					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Intersection crossings of bike blvds is a problem – big sightlines, bright colors, and beacons all help raise awareness x3					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· The bike blvds are only as good as their paving					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	o People biking have a different tolerance for paving – great sections don't really benefit the network – need continuous smoothness					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· 9 th Street – poorly paved and get worse as you go south x2	street	9th St			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Bancroft near Milvia needs to be repaved	street	Bancroft Way			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Magee near University needs to be repaved	street	McGee Ave			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Everything around San Pablo Park is bad except Ward Street x2	barrier	San Pablo Ave			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Need better routes to the bike bridge across the highway	barrier				12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Ohlone Greenway is too narrow and too crowded near the park x4	barrier	Ohlone Greenway			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	o People run in the middle, kids running around, too much going on for a good bike route					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	o Can be hard to find a gap in the traffic on Cedar near the park	barrier				12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Russell – nothing at Sacramento. Adeline near Berkeley Bowl is ok, but sightlines are bad with parked cars	street	Russell St			12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/2/2022	Listening Session	· Roads in front of schools tend to be very poorly paved – can be very bad for children’s’ safety					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· New design on Hurst – parking protected class IV – driveways and limited sightlines are really creating a safer feeling – Its bad for drivers using those driveways too – questionable in a residential area	street	Hearst St			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Addison – when it changes to one-way by the theaters can be very challenging	street	Addison St			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Crossings on San Pablo are really hard – need to improve crossings in the redesign x2	barrier	San Pablo Ave			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Crossing Ashby is a pain	barrier	Ashby Ave			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	o The curb extension has really helped to improve visibility (Wendy crosses everyday) x3					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Crossing Dwight can be tricky because the streets aren’t aligned – Atkins is a better alternative, but is poorly paved (has a helpful signal at University) x2	barrier	Dwight Way			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Likes bike blvds, but they need better implementation					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Sometimes feels safer biking on the sidewalk					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Biking around is at its worst during the afternoon rush hour					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Needs bike lockers and other secure bike parking at more than just BART stations					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Some prefer the more often (non-Class IV facilities)					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Protected bikeways are what I feel the safest in. Won’t use any other bike lane					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Traffic calming can be incredibly effective – when there is a critical number of bikes, cars have to slow down and go with their pace/flow					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Needs corridors with dedicated bicycle priority – all the way through Oakland, Berkeley, and Emeryville					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· There is a lot of debris collection in the Class IV facilities – creates a hazard for people biking					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Concerned about pedal hitting the concrete barrier in the Class IV sometimes					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Feel safest on bicycle boulevards – safety in numbers					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Bike blvds are great only in areas with lower volumes of car traffic – drivers need to understand that bikes are here					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Creating a friendly culture of bicycling helps everyone feel safe and welcome					12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Protected bikeway on Bancroft is great	street	Bancroft Way			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Likes new Adeline facility x2 Feels, pretty comfortable.	street	Adeline St			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· New separated facility on Milvia is great, but has some trash build up and maybe some sightline issues	street	Milvia St			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Bay Trail Bridge over the freeway is great for bicycle access to the water	destination				12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Virginia – nice crossing by the BART station, but the San Pablo crossing is really bad	street	Virginia St			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Ohlone greenway is great	destination	Ohlone Greenway			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· NB BART – Curtis – Dwight to University – rough riding – lots of kids going to school – feels unsafe	street	Curtis St			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Milvia – southern part Neel doored twice by Sports Basement – looks parking turnover – not really a safe place for people to bike	street	Milvia St			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· On the greenway near Albany boarder – Berkeley section is narrow and can get crowded with lots of peds. Lighting is bad at night.	destination	Ohlone Greenway			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Acton – toward Adeline – poor pavement	street	Acton St			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· Adison – Addison to Chavez bridge – park access – terrible paving condition	street	Addison St			12/10/2024	Chris K.	Noted for network update
5/2/2022	Listening Session	· West Berkeley Bowl – 9 th Street – really wide and cars drive fast – 10 th Street is good alternative with 15 mph limit and has speed bymps	street	9th St			12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Channing and 6 th , Channing and San Pablo – these don’t have signals, families use these routes with their kids. On 6 th there is a curve into Dwight—there are a lot of auto crashes here. Walking bike is the best option to get through these two intersections	Intersection		Channing Way	6th St	12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Delaware and San Pablo intersection is tough, bike lane is faded, and when you are on your bike waiting for the light you are very exposed, especially when cars are turning right	Intersection		San Pablo Ave	Delaware St	12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Dwight and 9 th is a tricky intersection—drivers on Dwight, bikers on the 9 th bike boulevard	Intersection		Dwight Way	9th St	12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· California and Ashby crossing does not feel safe, you have to trust the cars to stop for you	Intersection		Ashby Ave	California St	12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Dwight and California island feels safe	Intersection		California St	Dwight Way	12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Addison and MLK crossing feels safe	Intersection		Addison St	MLK Jr Way	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/4/2022	Listening Session	· Anywhere where a bike boulevard crossing a major road where there is no signal at the crossing. Russell and Sacramento	Intersection		Russell St	Sacramento St	12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Biking safely with children – kid sits on bike trailer or bike seat. Felt very safe because there was a flag on the bike. Streets that have a wide space between cars for bikes felt safe. Have radius around the moving bikes is important					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Thankful for bike lanes / having a designated space for bikes feels safe					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Bike boulevards are good					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Streets that dead end to cars but let bikers and walkers through feel safe					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Navigating bike boulevards with a car can be frustrating. When you have to turn around in your car it's tough. There could be better signage that it's not a through street.					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· It would be helpful to pick some streets in Berkeley that are car-free or car-minimal. Like a one-way street that makes it only useful for the people who live there to come and go.					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Berkeley is not comfortable for older people who are more cautious					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Bike lanes on busy arterial roads are not preferred because older people won't ride on them and they reduce travel lanes which makes cars more condensed. Busy streets also make people bike on the sidewalk which is tough for pedestrians.					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· A combination of bike boulevards and separated bikeways on arterials would be ideal. Making bike lanes better and more separated on the main streets is good.					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Bike boulevards are preferred to protected bike lanes. Especially when they are more enjoyable spaces for pedestrians too. Trees are really nice.					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· When you are a biker going straight at an intersection and there are cars going right, this feels unsafe. Need protections for bikers					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Parking protected bike lanes are helpful. Physical barriers are important on arterial roads					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Weekday rush hour is a tough time of day to bike, especially arterial road crossings					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· When the sun angle is in driver's eyes it feels less safe as a biker					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Traffic diverters should be one or the other. No cars through or cars through. The halfway options make cars still go through and annoys people.					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Bike traffic lights ahead of car traffic lights helps ease congestion and helps cars see bikers better					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· I wonder if there can be signage along bicycle boulevards with maps of the bicycle boulevards, so bikers know how to get to their destination on those boulevards and can plan their route.					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· We should be looking at bike cities in Europe that have successfully made biking safe for all ages					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· One more recommendation for bikes: better access to the SF Bay Trail	destination	Bay Trail			12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Speed bumps help slow down traffic and make the Russell bike boulevard feel safer	street	Russell St			12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Milvia St has become complicated to bike on because cars can block off certain areas	street	Milvia St			12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Biking on Sacramento is scary, when you're heading towards Oakland,	street	Sacramento St			12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Traffic circles are safer than all-way stops because bikes don't often stop but cars do					12/10/2024	Chris K.	Noted for network update
5/4/2022	Listening Session	· Ohlone Greenway south of Gilman near the train tracks I think is very dark at night and doesn't feel as safe	street	Ohlone Greenway			12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· San Pablo – 65 th – 9 th – drivers are crazy	Intersection		San Pablo Ave	65th St	12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Better lanes on Channing and Milvia – feels much safer to bike – divider makes it feel safer	street	Channing Way			12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Paving is important – x3					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· The strong bike culture makes people driving and biking more aware of each other					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· More bikers on the road makes more comfortable – culture x2					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Larger sidewalks make it easier for kids to bike on sidewalks					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Large bike blvd symbols make them more aware					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Drivers appreciate the separation (when sightlines are good) with separated bikeways					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Bad sidewalks encourage joggers (and people walking) to run there instead of on the sidewalk					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Dedicated bus lanes – long distance travel for active modes					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Leaves/maintenance can be a problem – need proper sweeping					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· With Class IVs concrete is better barrier than parked cars – dooring is a big threat					12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/5/2022	Listening Session	· Streets are not well lit, even with a bike night, or when walking and jogging – focus on bicycle boulevards x2					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Felt hard to get to Oakland using bicycle boulevards – either needs a lot of planning or needing to use an artery					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	o Acton > Baker > Laton > Market					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	o Not many through streets to Oakland in the middle of the City					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	o Need a designated north-south route (Acton-Baker) (Baker has a collision history with all the wrong way bike riding)	street	Acton St			12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	o Bike Blvd – more diverters, paving, crossings still a problem					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	o Arterial – separated facilities support					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Milvia is safer now x3 (some avoided it before because it so poorly paved)	street	Milvia St			12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Russell – more bikes and fewer cars – more bikes discourage cars	street	Russell St			12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Access to aquatic park is really driver focused. Road quality is also poor	destination				12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Avoid San Pablo					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Oxford – lots curb turn over – too much for a bike corridor	street	Oxford St			12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· When traveling with baby carrier, only travels on less busy streets with designated facilities					12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Russell – poor pavement quality	street	Russell St			12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Acton – poor pavement quality	street	Acton St			12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Channing – poor pavement quality	street	Channing Way			12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· University – bad for all modes – very aggressive, Spruce, MLK – hard to make room for people bicycling	street	University Ave			12/10/2024	Chris K.	Noted for network update
5/5/2022	Listening Session	· Arterials are always tough to ride on, but can be the most direct or necessary to cross					12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Improvements recently made along Milvia are excellent! The protected bike lanes are a game changer- thank you!	Street	Milvia St			12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Road quality poor on sections of bike boulevards	Street	4th St			12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Road quality poor on sections of bike boulevards	Street	Russell St			12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Road quality poor on sections of bike boulevards	Street	Milvia St	Virginia	Rose	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Joey Flegel-Mishlov: The main thing that makes a difference to me in choosing to bike or drive is how easy it is to drive, not to bike. We focused a lot on what makes it easier to bike, but often it's just the fact that there's little parking, or difficult parking, or expensive parking at my destination that moves me to biking. We spoke a little bit about making it difficult to drive on Bicycle Boulevards and how important that is to feeling safe when biking there, and I think this is true generally: the more that we can carve out a very specific role for cars to play in Berkeley, and make it difficult for them to exist outside of that role, the better for bikers.					12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Joey Flegel-Mishlov: I was surprised that public transit didn't come up at all in today's meeting! I'd feel much safer biking more often with fewer cars on the road, and one major way to get cars off the road is making public transit stronger. I'd love to see more bus routes, more frequent bus routes, and reduced fares or free public transit to encourage people not to drive as much. It's much easier to bike with 1 bus on the road than 20 cars.					12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Joey Flegel-Mishlov: I believe Angie brought up the importance of roads near schools as children are often biking to school. It made me realize there were no children on our call. Of course today was a school day so it makes sense that there weren't any on today, but I do hope Alta is doing listening sessions with children as well. They can't drive so are probably some of Berkeley's most prolific bikers! And they have a very intuitive understanding of what does and doesn't work when trying to get around.					12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Nomi Pete: I couldn't get in meeting. Sorry, wanted to participate. Mainly wanted yu all to know, that I'm a senior, and furious when someone on a bicycle zoom past me on the sidewalks. Is it legal for them to ride on sidewalk? Mostly down town Berkeleydown fm campus. On center thru Dwight way on Shattuck. Or any sidewalk in Berkeley. Long time ago, a bicyclist ran into me as I stepped off the curve. Don't mind sharing street with bicycle riders.I like how yu have the green section for them by Berkeley High. Motorists can see them. Also bicyclist should obey stop signs and lights just like we car drivers do.					12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/2/2022	Email Comments	Sasha Rasmussen: I'm writing out of disgust for the apathy the City of Berkeley has shown to the less monied, less powerful neighborhoods in the city. If you live in the hills, your concerns get paid attention to, but in my neighborhood it is growing increasingly harder to ride a bike. On Addison beyond San Pablo and traversing West to 6th St., the road on both sides is deplorable, torn up, should have been repaved "yesterday", and poses safety concerns to every bike rider. I ride on the sidewalk now. The City doesn't seem to think it's worthy of their attention.	Street	Addison St	San Pablo Ave	6th St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Sasha Rasmussen: Similarly, on Hearst Ave. from 6th. St. moving East to 9th St, . the road is so dilapidated that I feel forced to ride on the opposite side of the street which is only marginally better, but highly illegal and jeopardisial to my safety. I know the city has the money to get this done but chooses other ways to spend its money. I hope someone will hear what i'm saying and finally take some appropriate action.	Street	Hearst Ave	6th St.	9th St.	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Need stop signs (minor intersections) or stop lights (major intersections) along bike boulevard crossings to make it easier/less stressful	Intersection		Channing Way	6th St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Road quality poor on sections of bike boulevards	Intersection		Channing Way	Grant St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Need stop signs (minor intersections) or stop lights (major intersections) along bike boulevard crossings to make it easier/less stressful	Intersection		Sacramento St	Channing Way	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Jonathan Astmann: As a bike commuter I regularly cross Sacramento at Ward Street where there's a streetlight. I bring my kids to Malcolm X Elementary that way and I get to work that way. I'm there all the time. The new bike plan calls for crossing Sacramento one block north of there at Derby where there is not a light. No offense, I'm sure you're all smart, well-intentioned public servants/transportation consultants, but this particular piece of the proposed plan is moronic because it's dangerous. I challenge you to cross Sacramento on a bicycle at rush hour at Derby. Seriously! Go try it! Try to cross back and forth a few times while you're at it. If you proceed with placing the official crossing at Derby, I believe most bicyclists won't use it. Instead they'll go one block over to Ward, because rather than playing Frogger with their life, most bicyclists prefer a peaceful, uneventful commute. Therefore I think it would be preferable to have the official bike path jog over one block to Ward (acton to ward to california) and then back to Derby to cross MLK at Derby where there's a light. I understand you want the elegance of a straight shot bike route and I fully agree with you there, except for when it's fantastically dangerous. If you're planning to address my concern by placing one of those buttons that activates blinking lights in the crosswalk, lemme tell you from experience that on a street like Sacramento, nothing short of a stop light makes the crossing safe. Full stop.	Intersection		Sacramento St	Ward St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Road quality poor on sections of bike boulevards	Intersection		9th St	Heinz Ave	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Alan Gould: A key obstacle on that route is the intersection of Shattuck and Russell where there is no light or other means to cross Shattuck easily/safely. Is there any plan for improvement at that intersection? The condition of road on Russell between Hillegass and Shattuck is pretty rough, making for an uncomfortable ride and jeopardizing any fragile cargo that I'm carrying on my bike. Is there any plan for improving the condition of bike lanes on Russell east of Shattuck?	Intersection	Russell St	Hillegass Ave	California St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Need stop signs (minor intersections) or stop lights (major intersections) along bike boulevard crossings to make it easier/less stressful	Intersection		California St	Virginia St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Need stop signs (minor intersections) or stop lights (major intersections) along bike boulevard crossings to make it easier/less stressful	Intersection		California St	Dwight Way	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Need stop signs (minor intersections) or stop lights (major intersections) along bike boulevard crossings to make it easier/less stressful	Intersection		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Road quality poor on sections of bike boulevards	Intersection		Russell St	Mabel St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Need stop signs (minor intersections) or stop lights (major intersections) along bike boulevard crossings to make it easier/less stressful	Intersection		MLK Jr Way	Virginia St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Need stop signs (minor intersections) or stop lights (major intersections) along bike boulevard crossings to make it easier/less stressful	Intersection		Virginia St	Oxford St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Need stop signs (minor intersections) or stop lights (major intersections) along bike boulevard crossings to make it easier/less stressful	Intersection		Milvia St	Rose St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Need stop signs (minor intersections) or stop lights (major intersections) along bike boulevard crossings to make it easier/less stressful	Intersection		Russell St	Sacramento St	12/10/2024	Chris K.	Noted for network update

Date	Source	Comment Text	Comment Type	On St/ Coordinates	Cross StA	Cross StB	Addressed Date	Addressed By	Outcome
5/2/2022	Email Comments	Corey Busay: Need stop signs (minor intersections) or stop lights (major intersections) along bike boulevard crossings to make it easier/less stressful	Intersection		San Pablo Ave	Virginia St	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Need stop signs (minor intersections) or stop lights (major intersections) along bike boulevard crossings to make it easier/less stressful	Intersection		Russell St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
5/2/2022	Email Comments	Corey Busay: Need stop signs (minor intersections) or stop lights (major intersections) along bike boulevard crossings to make it easier/less stressful	Intersection		Virginia St	Shattuck Ave	12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	Bike access and the Prince Street crosswalk from Ashby BART can be difficult to navigate when using a recumbent (and other non-traditional) bike.	Barrier		MLK Jr Way	Prince st	12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	The crossing of Sacramento Street when traveling west on the Russell Street bike boulevard was a barrier. The intersection has no signal and four lanes of traffic to navigate across on Sacramento Street.	Barrier		Sacramento St	Russell St	12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	The pavement quality on the Russell Street bike boulevard could be improved and made smoother.	Street	Russell St			12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	Many in the group felt comfortable on bike boulevards and agreed that on-street bike facilities feel safer when they are adjacent to arterial roadways as opposed to on them.	Street				12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	The crossing of San Pablo Ave when traveling west on the Russell Street bike boulevard requires a challenging jog across San Pablo Avenue without a designated space for bikes. The protected left turn phase from San Pablo Ave onto Heinz could be longer to allow more time for bicycles to proceed through, and painted markings through the intersection designating an area for bikes would be helpful. Members of the group expressed feeling exposed to cars at this location and difficulty taking kids on this route.	Barrier		San Pablo Ave	Russell St	12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	Biking to destinations along San Pablo is challenging for people biking and often requires walking on the sidewalk to feel safe from moving traffic.	Barrier	San Pablo Ave			12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	Participants like the bike boulevard purple signs that help with wayfinding.					12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	Improvement to the pavement quality on Heinz Street, 9th Street, and near schools will make these areas feel safer and more comfortable, especially for kids using bikes with smaller wheels.					12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	The greenway is “magical” according to a participant. Members of the group liked that it is smooth and only has people biking and walking on it.					12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	The pavement quality on Channing Street could be improved and made smoother.	Street	Channing Way			12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	The California Street bike boulevard is a nice route for biking. The group enjoyed the trees, low traffic volumes, and designated bike areas. Two-way stop-controlled intersections, where those crossing California Street have to stop, were preferred over all-way stops.	Street	California St			12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	Members of the group prefer stop-controlled intersections over RRFBS.					12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	Members of the group liked the new Class IV separated bikeway on Milvia Street.	Street	Milvia St			12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	Positive takeaways from the Milvia bikeway include separation from moving cars, having designated space for people biking that makes them visible to cars, and the curbs preventing parents dropping off their kids from parking in the bike lane.	Street	Milvia St			12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	Negative takeaways from the Milvia bikeway include: narrow sections can feel claustrophobic, there can be cognitive overload from the different elements and intersections in the bikeway, the lack of street sweeping in the bike lane itself, and a preference for bollards over concrete curbs (more porous).	Street	Milvia St			12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	Members of the group expressed a need for bike facilities on University Ave.	Street	University Ave			12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	Crossing MLK Jr. Way after leaving Ashby BART Station felt unsafe on bike—even when using the RRFB crossing at Prince Street, cars did not immediately yield and traveled at high speeds.	Intersection		MLK Jr Way	Prince st	12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	The intersection of Channing Street and San Pablo Ave is challenging to cross. The crosswalk can give people biking a false sense of security.	Intersection		San Pablo Ave	Channing Way	12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	The new 9th Street crossing at Ashby is comfortable for all ages and abilities.	Intersection		Ashby Ave	9th St	12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	The new stop signs at California Street and Allston Way make the bike boulevard feel safer.	Intersection		California St	Allston Way	12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	The RRFB at the crossing of Ashby Street when traveling north on the King Street bike boulevard makes the intersection feel safer.	Intersection		Ashby Ave	King St	12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	The intersection upgrades at California Street and Dwight Ave felt very safe as it forces oncoming traffic to slow down.	Intersection		California St	Dwight Way	12/10/2024	Chris K.	Noted for network update
5/14/2022	Bike Tour	The intersection of Hearst Ave and MLK Jr Way has a narrow and awkward shift in the bike lane that sends people biking into traffic.	Intersection		MLK Jr Way	Hearst Ave	12/10/2024	Chris K.	Noted for network update

[illegible]

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/14/2025	Email	Charles Siegel	<p>I appreciate the suggested improvements proposed for the 2025 Bicycle Plan, but I think a few significant changes are needed to give us a Bicycle Boulevard network that will attract people of all ages and abilities.</p> <p>Make Crossings Safer: Add Four-way stops: The proposal does not include four-way stops as an item in the Low-Stress Intersection Toolkit (p.67 of the packet). Four-way stops should be added to the toolkit, because they are the most cost-effective way to make some crossings safer. In fact, the city is already using four-way stops at bike boulevard crossings: one has been installed at Virginia Street/Oxford Street, and one is proposed at Mabel Street/Dwight Way/Bonar Street.</p>	Intersection	Dwight Way			Add 4-way stops explicitly to Intersection Table instead of as footnote	3/5/2025	Chris K
1/14/2025	Email	Charles Siegel	<p>Remove RRFBs: RRFBs are included in this toolkit, and six crossings are protected with only an RRFB in the map on p. 68. RRFBs alone are not enough to provide safe and convenient crossings for bicyclists, and the RRFBs at these crossings should be replaced with either RRFBs + Medians or four-way stops.</p> <p>During public input on the 2017 Bike Plan, many members of the public said that RRFBs were inadequate and that four-way stops should be used instead. As a result, a note was added to that plan saying that, if the plan calls for an RRFB, a four-way stop can be used instead. The current proposal says that one change in the plan is "Fewer rapid rectangular flashing beacons (RRFB) due to resident and City staff concerns about effectiveness for bicycle crossings" (p.68). Lets really address these concerns by eliminating RRFBs from the plan and replacing them with something more effective.</p>	Intersection				Clarify funded projects for Map 5-13 in Plan copy	3/5/2025	Chris K
1/14/2025	Email	Charles Siegel	Add More Speed Tables on Russell Street, California Street, Channing Way, and Ninth Street: The proposal says "Speed tables on every block of Bicycle Boulevards," and does show those speed tables on most Bike Boulevards, but it has far fewer speed tables in these four bike boulevards. Is this just an error in the drawing?	Street	California St			Update Map 5-15 and Plan copy	3/5/2025	Chris K
1/14/2025	Email	Charles Siegel	Add More Speed Tables on Russell Street, California Street, Channing Way, and Ninth Street: The proposal says "Speed tables on every block of Bicycle Boulevards," and does show those speed tables on most Bike Boulevards, but it has far fewer speed tables in these four bike boulevards. Is this just an error in the drawing?	Street	Channing Way			Update Map 5-15 and Plan copy	3/5/2025	Chris K
1/14/2025	Email	Charles Siegel	Add More Speed Tables on Russell Street, California Street, Channing Way, and Ninth Street: The proposal says "Speed tables on every block of Bicycle Boulevards," and does show those speed tables on most Bike Boulevards, but it has far fewer speed tables in these four bike boulevards. Is this just an error in the drawing?	Street	9th St			Update Map 5-15 and Plan copy	3/5/2025	Chris K
1/14/2025	Email	Charles Siegel	Add More Speed Tables on Russell Street, California Street, Channing Way, and Ninth Street: The proposal says "Speed tables on every block of Bicycle Boulevards," and does show those speed tables on most Bike Boulevards, but it has far fewer speed tables in these four bike boulevards. Is this just an error in the drawing?	Street	Russell St			Update Map 5-15 and Plan copy	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/14/2025	Email	Charles Siegel	<p>Include Speed Tables on Bike Boulevards with Class 2 Bike Lanes: These Bike Boulevards should have speed tables even where they also have striped Class 2 bike lanes, since the striped lanes alone are not enough to make them secure bike routes. In fact, a member of Walk Bike Berkeley has overtaken from behind and severely injured by a driver while bicycling in one of the striped bike lanes on Ninth St. Unless we also use speed humps to slow traffic, these striped lanes do not provide the security we expect from Bike Boulevards.</p> <p>With these changes to create safer crossings and to calm traffic, the Bike Boulevards could provide a network of secure streets that would attract people who are now unwilling to bicycle because it is dangerous.</p>	Street				Will clarify in Bike Blvd Design Guide Update	3/5/2025	Chris K
1/16/2025	Email	Mimi Moungovan	Please do not betray and kill the local businesses on Hopkins Street for heaven sake.	Street	Hopkins St			Noted	3/5/2025	Chris K
1/16/2025	Email	Armin Karcher	Many traffic circles on bike routes or bike boulevards (such as the brand new one on California and Francisco) have 4-way stop signs. This directly interferes with efficient bike travel, and is opposed to the idea of a traffic circle. The circle is designed to slow down traffic, and allow crossing intersections without stopping since you only have to look for traffic coming from your left. Replacing the stop with yield signs would be a huge upgrade.	Intersection		California St	Francisco St	Noted	3/5/2025	Chris K
1/16/2025	Email	Armin Karcher	The protected intersection at the North Berkeley Library is a hazard to bicyclists. I do see that this is a very welcome upgrade for pedestrians to a problematic intersection, but routing the bike path in sharp turns around the traffic islands, when there are often leaves on the ground in the area is a serious hazard. I avoid the bike lane in that area and ride on the street.	Intersection		Hopkins St	The Alameda	Noted	3/5/2025	Chris K
1/16/2025	Email	Armin Karcher	The RRFPs on Virginia at MLK and Oxford are no help for cyclists. I see this as a good solution for pedestrians, but for me as cyclist I need to get off my bike, cross over to the sidewalk, push the button, then push my bike across the crosswalk. I still avoid Francisco east of McGee and prefer to use Delaware and Hearst.	Intersection	Virginia St			Noted	3/5/2025	Chris K
1/16/2025	Email	Armin Karcher	The protected bike lane on Hearst is not as good as it could be. The uphill lane is often blocked by parking vehicles both on the block before Shattuck and on the block after Oxford. Parking enforcement seems to ignore this. The downhill lane has poor visibility of turning traffic, and since speed tend to be higher on downhill routes this can be hazardous. The routing around the bus stops is problematic as people getting off the bus or running to catch a bus will ignore bicyclists. I would have much preferred a bike routing to the left of the bus stops.	Street	Hearst Ave			Noted	3/5/2025	Chris K
1/16/2025	Email	Armin Karcher	<p>I have been bicycling in Berkeley since 1994. I commute by bike in any weather, since COVID 4 days a week, 5 days a week before that. I really enjoy Bike Boulevards as a commute option, as they allow for fast bike travel with minimal interaction with cars. To me fast bike travel is just as important as a low number of cars. Since I have started biking in Berkeley 30 years ago much has changed, and not all for the better.</p> <p>* The dual direction bike lane on Bancroft is a hazard to fast moving downhill bikers. I used to bike on Bancroft in the downhill direction (I always used Channing going uphill), now since the bike path and bus lanes are in place I avoid Bancroft and stick to Channing.</p>	Street	Bancroft Way			Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/16/2025	Email	Armin Karcher	However some of the improvements have been extremely welcome, for me especially the transformation of Milvia has been very positive. I think it is easy to point out the things that don't work for me, but I want to make sure that you understand that overall I think bicycling in Berkeley is a good experience, and I would not trade my bike for a car under any circumstance. I really appreciate that the city is making an effort to prioritize road users other than cars, and I do think it does have a positive impact on my quality of life.	Street	Milvia St			Noted	3/5/2025	Chris K
1/16/2025	Email	Andy Peterson	Please focus on Claremont Ave between College and Ashby. This is a school zone with no safe routes for kids to walk or bike, and drivers speeding 45 mph. We need traffic calming and bike safety infrastructure. Thank you!	Street	Claremont Ave			Noted - recommendation on network	3/5/2025	Chris K
1/16/2025	Email	Peter Schurman	The comment map seems to cover basically the whole city. As it should. The planned improvements seem minimal by comparison. Very disappointing.	Support				Noted	3/5/2025	Chris K
1/16/2025	Email	Susan Charlip	Re-pave Stuart Street! It's like a 3rd world country.	Street	Stuart St			Noted - not on bike network	3/5/2025	Chris K
1/17/2025	Email	David Coolidge	There is a very dangerous situation on the north side of the intersection of Dwight Way and California St. Southbound motor traffic is routed to the right into a 45 degree cutoff lane that feeds into a right turn onto westbound Dwight (a remnant of the railroad right of way that used to be there, and not exactly a standard street arrangement). The southbound bicycle lane veers across the cutoff to continue south on California (cars are required to turn, they can't go that way). Bikes should be routed to the left of motor traffic well before reaching that cutoff. Most riders seem to do that spontaneously, but it's not how the pavement is marked, people just ride out of the bike lane and closer to the middle of the street.. I nearly hit a guy with my car last month who was following the marked bike lane exactly - as I said that's not common - from the right side of the street he suddenly swerved right across in front of me. He was following the marked bike lane exactly. His timing was poor but otherwise he wasn't doing anything wrong. I think the only thing that has prevented collisions at that corner is the fact that motor traffic is very very light - pretty much limited to people who live there, probably.	Intersection		California St	Dwight Way	Noted and passed to City	3/5/2025	Chris K
1/21/2025	Email	Jennifer L. Natali	I defy death or injury everyday when I bike across Ashby Ave at Wheeler. Cars run the red light constantly. It is difficult to see. We need much improved traffic signaling that's more visible to drivers and more responsive to bikes and pedestrians. Cyclists must wait so long to cross, that they off venture out when it's not safe. I know you need to work with Caltrans to make improvements. But this is one of the most dangerous intersections in Berkeley. Please cut through the bureaucracy and include the Wheeler and Ashby crossing in bike plan safety improvements.	Intersection		Ashby Ave	Wheeler St	Noted - Wheeler not on bike network	3/5/2025	Chris K
1/21/2025	Email	Vig Karthik	I'd love to see if there have been efforts to address the very small clearance between the bike lanes and car parking spots. A lot of the lanes have almost no space for bikers to avoid car doors opening and I personally end up in the vehicle traffic lane many times to avoid that risk.	Support				Noted and passed to City	3/5/2025	Chris K
1/21/2025	Email	Theo Posselt	Hello - I am a relatively frequent use of the Virginia bike boulevard. For most of the length, it's great. However the crossings of Shattuck and MLK are not good. It's unclear how the "beg beacons" (flashing pedestrian warning lights) are supposed to handle bikes (can a biker RIDE once the lights are flashing, or do they need to dismount and walk); and drivers either don't see or ignore the flashing lights. I think a real light (ideally sensor-triggered) is needed at both intersections.	Intersection		Virginia St	Martin Luther King Jr Way	Noted - RH and H proposed at both intersections	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/21/2025	Email	Theo Posselt	Hello - I am a relatively frequent use of the Virginia bike boulevard. For most of the length, it's great. However the crossings of Shattuck and MLK are not good. It's unclear how the "beg beacons" (flashing pedestrian warning lights) are supposed to handle bikes (can a biker RIDE once the lights are flashing, or do they need to dismount and walk); and drivers either don't see or ignore the flashing lights. I think a real light (ideally sensor-triggered) is needed at both intersections.	Intersection		Virginia St	Shattuck Ave	Noted - RH and H proposed at both intersections	3/5/2025	Chris K
1/21/2025	Email	Chris Hoofnagle	Hi, I have commuted to work in Berkeley for over 10 years now. The bike infrastructure works very well for me. What doesn't work is lack of traffic enforcement. No amount of engineering can protect a biker from people who have set out to drive irresponsibly. We need to update our "threat model" and understand that there are some drivers who need to be ticketed or even arrested for speed, etc. I have noticed that when I experience aggression (not accidental screwups) from drivers there are two hallmarks: people with no plates/paper plates, and fully-darkened windows. If police were to engage in neutral conduct sweeps, ticketing people without plates and with illegally tinted windows, almost all of my conflict with drivers would be deterred. To be clear, there's no way to bike lane our world into that situation. We need to enforce the law!	Support				Will identify programmatic priorities in Draft Plan	3/5/2025	Chris K
1/21/2025	Email	Lauren Davis	I live on Curtis between Gilman and Hopkins and I am very interested in bike projects along both corridors!	Support	Curtis St			Noted	3/5/2025	Chris K
1/21/2025	Email	Devin Kinney	This is a dangerous areas that needs attention imho: crossing at 9th and University (this takes a long time to change even if no cross traffic is coming down University and bikes/cars are piled up; cameras or weight sensors should turn light semi-quickly, esp after 6pm).	Intersection		9th St	University Ave	Noted	3/5/2025	Chris K
1/21/2025	Email	Devin Kinney	This is a dangerous areas that needs attention imho: crossing at Russell and Sacramento needs bulbs outs or a hawk signal.	Intersection		Russell St	Sacramento St	Noted - H proposed	3/5/2025	Chris K
1/21/2025	Email	Devin Kinney	I will try to attend the pop-up event but wanted to share some feedback in case I can't make it: I ride to work on bike boulevards (King St, Russell St, 9th St.; sometimes the Emeryville/Berkeley Greenway that connects to Berkeley Bowl West). This is a dangerous areas that needs attention imho: pavement on 9th between Heinz and Parker.	Street	9th St			Noted - Heinz a high-priority project	3/5/2025	Chris K
1/21/2025	Email	Devin Kinney	This is a dangerous areas that needs attention imho: crossing on 9th at Cedar (cars do not slow down and are hard to see coming - a cyclist already died at this intersection - fix it!).	Intersection		9th St	Cedar St	Noted - RM proposed	3/5/2025	Chris K
1/21/2025	Email	Devin Kinney	This is a dangerous areas that needs attention imho: crossing at Alcatraz and King can get hairy (lower priority than others). Thanks for condering these problematic parts of the bike boulevard network. Generally, I'm very pleased with Berkeley's desire to have a holistic plan and find its execution thus far to be exemplary.	Intersection		Alcatraz Ave	King St	Noted - RM proposed	3/5/2025	Chris K
1/21/2025	Email	Anna Lu	Please repave Delaware St from the BART station west. The bike lane is very heavily trafficked and the pavement is cracked everywhere, lots of potholes. Thank you.	Street	Delaware St			Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/21/2025	Email	Brian Harding	<p>On bike boulevards, strive for minimal 2-way crossings. For example, if you're riding along Virginia at rush hour, and want to cross MLK, you have to wait until the cross traffic is nice enough to stop. By the rules of the road they aren't required to stop, so it makes a confusing situation. When people are confused, mistakes happen, and that is dangerous for bikers.</p> <p>Thanks for all that you do! The bike boulevards and dedicated bike lanes are wonderful.</p>	Intersection		Virginia St	Martin Luther King Jr Way	Noted	3/5/2025	Chris K
1/21/2025	Email	Brian Harding	<p>I read that you are asking for opinions on Berkeley's Bike Plan. Here are my thoughts:</p> <p>1. Berkeley bike infrastructure is generally amazing -- keep up the good work!</p> <p>2. Do not use Cape Seal on Bike Boulevards. The recent re-paving of Virgina Street was a disaster for bikes. Try riding downhill on Virginia on a road bike; your hands will be numb from the vibrating. Either re-pave completely (e.g., Hot Mix Asphalt) or don't repave until conditions are worse than Cape Seal.</p>	Street	Virgina St			Noted and passed to City	3/5/2025	Chris K
1/21/2025	Email	Geoff Archer	<p>Bancroft intersecting at Fulton near Edwards and Great China. The hallmark of good engineering and design is simplicity. This is not that. The bike sensors at intersections are working really well lately. Thank you.</p>	Intersection		Bancroft Way	Fulton St	Noted	3/5/2025	Chris K
1/21/2025	Email	Geoff Archer	<p>There's been some good, some bad, and some inane bike planning. I bike everywhere. I bike for every reason except racing. The Ohlone bikeway and how you've connected to Albany and El Cerrito are really good. There are a couple of locations that couldn't be worse. Hopkins near the North Berkeley library. It's truly awful. The cars are confused, the bikes and scooters are confused. I've been through that intersection in different directions and still have to worry about getting hit. You gotta do better.</p>	Intersection		Hopkins St	The Alameda	Noted	3/5/2025	Chris K
1/21/2025	Email	Jeffrey Pang	<p>I am particularly interested in improvements to the Harmon/Prince/66th area bike boulevards, especially making the crossing of Sacramento St safer so there are safer/faster bike routes to Ashby Bart from west of Sacramento.</p>	Intersection		Harmon St	Sacramento St	Noted - project is included	3/5/2025	Chris K
1/21/2025	Email	Margot Smith	<p>Some bike lanes have been bad for businesses and concert venues, and eliminated parking for elders and people with disabilities using them. They need to be considered. Not everyone can bike.</p>	Oppose				Noted	3/5/2025	Chris K
1/21/2025	Email	Daniel Dong	<p>I am both a bicycle rider and auto driver. I see some improvements that are very helpful and others that actually may cause more danger for both the cyclist and the auto driver. I advocate for a balance between safety for both cyclist and drivers. I love the bicycle boulevards that I have used often such as Virginia, Milvia, California, and the pathway that runs from Richmond through Berkeley. These are well designed. At the same time, I see the obstacles in Gilman as potentially dangerous, but only time will tell. Gilman is an extremely busy corridor. Cyclist need to be more courteous and considerate as do drivers. I see cyclist riding on streets other than the bicycle pathways such as on Cedar or Sacramento causing traffic jams and unnecessary risks for both cyclist and drivers. Some of the street calming improvements may stop deaths now, but lead to more accidents that are not deadly.</p>	Street	Gilman St			Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/21/2025	Email	Thomas Buoye	I thought you'd never ask. Is this where we comment? I'm all bicycles and safety but boy am I disappointed. Way too many 9" curbs, that will be invisible at night, dividing bike/car 'lanes', and the incredible number of them that are hazzard. I'm deeply afraid that a cyclist will hit one, go over the handlebars and break their neck..... Way too much 'furniture' in the road as the Brits say. Oh, and I just experienced the 'Improvement' at Fulton and Durant, southbound. Really? You expect me to cross the lanes of traffic, from west side to east side. I suspect 90% of the cyclists will do exactly what did, TAKE THE LANE. Ok, that's enough, but I'd love to speak to anyone about this.	Oppose		Durant Ave	Fulton St	Noted	3/5/2025	Chris K
1/21/2025	Email	Fred Krieger	Please enforce traffic laws. Bicycling in Berkeley is too unsafe because of speeding and erratic drivers. Thanks!	Other				Will identify programmatic priorities in Draft Plan	3/5/2025	Chris K
1/21/2025	Email	Bonnie Borucki	Bike lanes obstructed by building construction are dangerous. This summer I had an accident, resulting in a torn PCL ligament on Milva between Blake and Dwight Way. I hit the long white concrete barrier at the wrong angle and flipped into the street.	Street	Milvia St			Will add to Disability Design Considerations	3/5/2025	Chris K
1/21/2025	Email	Maxwell Gara	I want to join the project mailing list and am fully supportive of improving Berkeleys bike infrastructure.	Support				Noted	3/5/2025	Chris K
1/21/2025	Email	David Shaddock	Bike lanes discriminate against older residents. I'm one. Ubiquitous tripping hazards, impossibly complicated driving. The one between the top of campus to Ashby will make an awful congestion problem a nightmare.	Oppose				Noted	3/5/2025	Chris K
1/21/2025	Email	Octavio Raygoza	I love the plan. One comment I have is that it seems you propose a Traffic Diversion feature at Rose and Chestnut. I hope this would divert traffic from using Rose as a through street. This would make Rose street safer as it currently still has a lot of traffic. There is also a playground on this crossing and today there is not sidewalk or stop sign, making crossing this street difficulty so a traffic diverting feature at this crossing on Rose would be welcome. I just wanted to flag that this would be a great idea if it truly diverts traffic from Rose Street and I want to support this as I hope it gets added to the final proposal.	Intersection		Rose St	Chestnut St	Noted	3/5/2025	Chris K
1/21/2025	Email	Thomas Francis	I understand you are soliciting comments from the public. I do not support bike lanes that prove detrimental to our local businesses, such as those along Hopkins Street that limit customer traffic and parking.	Oppose	Hopkins St			Noted	3/5/2025	Chris K
1/21/2025	Email	Thomas Francis	I live in the Berkeley Hills, and most often bike rides rarely if ever obey the traffic signs (monthly if not weekly there are riders who shoot through stops signs along Marin). That bad behavior only tends to lessen my willingness to show support. I believe in the merits of bike lanes, and also understand that residents who are used to parking on the sides of the road adjacent to their homes or businesses will be the ones most impacted by what I sense is an overly aggressive plan to construct lanes throughout the City. I believe a more measured approach, one that is about 50% of the size proposed, is more appropriate.	Oppose				Noted	3/5/2025	Chris K
1/22/2025	Email	Jef Poskanzer	I like bike lanes but I like bicycle boulevards more - but only if they have large physical objects physically forcing drivers to behave. Paint and pool noodles are not enough. Berkeley should order thousands more of the 1970s-era concrete bollards and place them on every block of every non-arterial street, making drivers slow down to bicycle speeds and encouraging them to use other routes. I ran the numbers and it would cost around \$10 million and a few years work. Cheap and easy.	Support				Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/22/2025	Email	Michael Coulom	Also please include the southwest portion of the Stanford/Adeline/King/62nd Street section in the plan, which currently only shows a Complete Street Corridor route north-south from MLK to Adeline. Stanford is set to have bus service restored as early as March. The King/Stanford bike-ped crossing could use a flashing beacon and narrowing to provide more safety for this highly used crossing. Also queue this up for Emeryville's studies and improvements to Stanford and Powell, putting pressure on Oakland for their stretch. Stanford is an important connector for people from South Berkeley to Emeryville Amtrak (much closer than Berkeley station) and for people from Oakland and Emeryville to get to Ashby BART and Berkeley businesses.	Intersection		King St	Stanford Ave	King/Stanford crossing is in City of Oakland	3/5/2025	Chris K
1/22/2025	Email	Michael Coulom	Add Pedestrian Flashing Beacons at all bike boulevard and bike lane intersections with Alcatraz.	Street	Alcatraz Ave			Noted - recommendation on network	3/5/2025	Chris K
1/22/2025	Email	Michael Coulom	Add Pedestrian Flashing Beacons at all bike boulevard and bike lane intersections with Ashby.	Street	Ashby Ave			Noted - recommendation on network	3/5/2025	Chris K
1/22/2025	Email	Michael Coulom	Add Pedestrian Flashing Beacons at all bike boulevard and bike lane intersections with MLK.	Street	Martin Luter King Jr Way			Noted - recommendation on network	3/5/2025	Chris K
1/22/2025	Email	Michael Coulom	Add Pedestrian Flashing Beacons at all bike boulevard and bike lane intersections with Sacramento.	Street	Sacramento St			Noted - recommendation on network	3/5/2025	Chris K
1/22/2025	Email	Michael Coulom	Add Pedestrian Flashing Beacons at all bike boulevard and bike lane intersections with San Pablo.	Street	San Pablo Ave			Noted - recommendation on network	3/5/2025	Chris K
1/22/2025	Email	Michael Coulom	Please add a facility to the plan extending the Prince Street bike boulevard from Ashby BART further west to San Pablo. This is a significant gap that requires people travelling from West Berkeley to Ashby BART to take a circuitous route north or south and back again to reach Ashby BART, with difficult crossings of San Pablo and Sacramento. Proposed route west --> east: Folger or 67th across San Pablo to either Haskell or 67th; turn south or north onto Acton; east onto Princl negotiate wider public access with Rumford Plaza owners to facilitate bike/ped reconnection at Prince Street and Sacramento; continue east on Prince to San Pablo.	Street	Prince St			Recommendation instead on Harmon St	3/5/2025	Chris K
1/22/2025	Email	Thalia Z Leng	Hi - I'm in favor of bike lanes on Claremont Avenue (road diet) - its excessively wide and nowhere near capacity. At very least, re-striped crosswalks and maybe flashing beacons as they are unsignalized. I know part of Claremont is in Oakland, but at least on Claremont near John Muir, an elementary school with a lot of foot traffic. Anything helps!	Support	Claremont Ave			Noted - recommendation on network	3/5/2025	Chris K
1/22/2025	Email	Claude Fischer	No, no, no to the crazed expansion of bike lanes. Bancroft is a horror. Claremont, my neighborhood, should not follow. All this is discomfit the majority in favor of a privileged minority.	Oppose	Bancroft Way			Noted	3/5/2025	Chris K
1/22/2025	Email	Jonah Gollub	Please update Virginia crossings at MLK and Shattuck Avenue. The current activated blinkers are not sufficient to stop or even slow traffic at these intersections and bikes must move dangerously far out into traffic to be noticed and get vehicles to stop for the crosswalk. Adding a light or red blinkers would reduce danger to bikers.	Intersection		Virginia St	Martin Luther King Jr Way	Noted - RM and H recommendations	3/5/2025	Chris K
1/22/2025	Email	Jonah Gollub	Please update Virginia crossings at MLK and Shattuck Avenue. The current activated blinkers are not sufficient to stop or even slow traffic at these intersections and bikes must move dangerously far out into traffic to be noticed and get vehicles to stop for the crosswalk. Adding a light or red blinkers would reduce danger to bikers.	Intersection		Virginia St	Shattuck Ave	Noted - RM and H recommendations	3/5/2025	Chris K
1/22/2025	Email	Andrew Baskett	Please do proceed with a separated bikeway along Claremont Avenue near Woolsey Street. This street is challenging to travel on/across, especially with children.	Support	Claremont Ave			Noted	3/5/2025	Chris K
1/22/2025	Email	Andrew Baskett	Crossing Ashby on Pine is also very dangerous (bringing kids on Emerson School in the morning).	Intersection		Ashby Ave	Pine St	Noted - not on bike network	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/22/2025	Email	Phil Erickson	We need bicycle improvements on Hopkins Street. I live on McGee Ave across the street from Berkeley Hort and believe the parking concerns of the commercial area can be easily addressed. Don't see how anything other than separated bike lane from California/Monterey to Sutter St is viable. Further west on Hopkins is more challenging because of the narrower right of way. Would need aggressive speed management to make cycling safer, and may not be feasible. Know of many King Middle School families living throughout the area that would benefit from improvements on Hopkins St. (As an aside, disappointed in the recent Virginia St improvements - paving quality is horrible and new traffic circle and diverter appear to be too easy for vehicles to drive over).	Support	Hopkins St			Noted	3/5/2025	Chris K
1/22/2025	Email	Liza Lutzker	Hello - I see that you are listing the "King Middle School PTA Meeting- February 25th event as private. It is CRITICAL that this event be open to all BUSD families, not just those at King. This is from a equity perspective (King is THE wealthiest school in the district) and from a representativeness perspective (you're missing all of BHS, the other middle schools and the elementary schools). Please be sure that this event is fully inclusive of all BUSD stakeholders and that communications about this event are clear that all are invited.	Support				Noted	3/5/2025	Chris K
1/23/2025	Email	Jennifer Berke	No more adjustments for bikes. We need to be able to drive through Berkeley without it taking 1/2 hour. Traffic is a mess already. Many people have to drive. Spending the money on bike safety ignores the numerous essential needs in Berkeley. Also essential is parking. Don't get rid of more parking spaces, it's ridiculous. There's already almost no where to shop in the city.	Oppose				Noted	3/5/2025	Chris K
1/23/2025	Email	Roger Marquis	Hoping this process is more transparent than the aborted Hopkins St improvements, and that there are no more unsafe, unmaintained or badly designed sidepaths as we have at Hopkins and Alameda and along much of Milvia.	Oppose	Hopkins St			Noted	3/5/2025	Chris K
1/23/2025	Email	Justin Kao	Rose St near California needs more traffic calming. When the light at Sacramento is green, the stop sign at California is the only stop on Rose for the 7 block stretch from Acton to Edith! Vehicles are blowing through this stop sign all the time, because they hit it so fast they don't even see it. It would be great to add a circle at Holly and another stop sign at McGee, or at least pedestrian bulb outs at both of those intersections and a median island at Rose and McGee.	Intersection		California St	Rose St	Noted - recommendation on network	3/5/2025	Chris K
1/24/2025	Email	Richard	Wouldn't it be safer for bikes to ride on the left side of the road, where they can see the on-coming traffic?	Street				Noted	3/5/2025	Chris K
1/24/2025	Email	Pamela Webster	I encourage planners to study the Milvia Street boulevards awkward transition between Dwight Way and Blake Street. New development on that block is changing traffic flow and jeopardizes safety at the intersection north of the traffic barrier.	Street	Milvia St			Noted	3/5/2025	Chris K
1/24/2025	Email	Thomas Buoye	Just pave the bike 'boulevards'. The city has done a lot, Channing and Milvia for example, but I still can't understand why they only partially pave a road? The cost of 'setup' is huge. I was riding on GPC and they finally fixed the section between marin and Euclid, BUT the section north of Centennial is still crap. Need I remind you that a cyclist, Mr. Lee, was killed on GPC ~15 years ago and Oakland paid millions of dollars to settle the wrongful death lawsuit. Thanks.	Street				Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/24/2025	Email	Natalie Couch	I think that Rose and Hopkins between Sacramento and MLK/the Alameda should both be one way, with Hopkins going uphill and Rose going downhill, for both cars and bikes. In general, I feel pretty safe biking and walking around Berkeley, especially compared to other places I've lived, and I attribute that mostly to lower speed limits and conscientious drivers. I often don't need a protected bike lane, and I get really annoyed when I'm stuck behind a slower bicyclist in a protected bike lane. But when sharing the road, the driver's need to be prepared to go bicycle speed and there need to be good places for passing. And having designated bike boulevards is good -- then the cars on those streets are prepared to go slow, and the cars that want to go fast can go on the main, parallel streets. Lastly, I've come closest to falling off my bike when the road is bumpy and I hit a bump at a bad angle. Regularly repaving streets is even more important to bicyclists as it is for cars.	Oppose	Hopkins St			Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Suggest RRFB be removed from the toolbox (replace RRFBs with 4-way stops)	Intersection				Complete	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	I prefer Allston over Addison for a bike boulevard.	Street	Allston Way			Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	No cycle track on Hopkins because it takes away parking for seniors, disabled, and businesses.	Oppose	Hopkins St			Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	More protected bike lanes, especially on Hopkins.	Support	Hopkins St			Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Red curb at every bike lane throughout the city, especially Milvia.	Support	Milvia St			Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Rose St (where I live & bike) should not be a bike boulevard and should not get disruptive speed tables. It's a feeder street and emergency and evacuation route. Rose St was improperly added to the bike network through abusive self-dealing by Karen Parolek for her family's personal convenience in getting her kid to school. Corruption needs to end here & now.	Oppose	Rose St			Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Extend Russell to Heinz so that San Pablo doesn't need to be crossed. Cars always park on Russell, blocking entrance to San Pablo Park (near Mabel St).	Street	Russell St			Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Ban cars on Telegraph.	Support	Telegraph Ave			Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Remove parking and build more protected bike lanes	Support				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Concern for access to the disabled community (crossing bike lanes and 2-way cycle tracks)	Other				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Before assuming cycle tracks on arterials are necessary, consider improvements to bike boulevards. Why do bikes need to be on the arterials?	Oppose				Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/25/2025	Pop-Up	Downtown Farmers Market	I think Telegraph + Shattuck having complete streets will take bikes & scooters off the sidewalk & improve safety as pedestrian & cyclist!	Support				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	I would like to see more protected bike lanes.	Support				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	In general, focus on bike boulevards before considering adding bike lanes to arteries (e.g. San Pablo, etc).	Support				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	In general, gather and share data for each area of focus (accidents, bike or equestrian at fault, pedestrian/infrastructure injuries, and disabilities challenges in new infrastructure).	Other				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	4-way stop signs on all corridors	Support				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	No separated bikeway on Gilman or Hopkins.	Oppose				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Prioritize bikes on resurfaced roads!	Support				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	We need more calm streets and protected bike lanes for a complete network. Big changes are good! Take away parking if needed.	Support				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	No separated (caged) bike lanes anywhere again! They endanger cyclists, especially when abused by motorized vehicles (scooters, skateboards, and e-bikes).	Oppose				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Lengths of block vary (maybe add a mid-block speed table)	Support				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Collisions on Monterey Ave/North of Hopkins and Sacramento/South of Hopkins should not make Hopkins an eligible route due to no collisions occurring on Hopkins St	Oppose				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Can we ask people to give time to others to speak rather than grandstanding and speaking falsehoods?	Support				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Lack of attention to northeast Berkeley (more than bike routes)	Support				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	I don't feel comfortable biking on concrete-protected bike lanes (as an older cyclist)	Oppose				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Need wayfinding signage (Bike Boulevard Network)	Support				Noted	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Prefer Blake Street for bicycle boulevard	Street	Blake St			Noted - Derby St is a prioritized Key Project	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/25/2025	Pop-Up	Downtown Farmers Market	Please add calming feature at Milvia at Blake Street.	Intersection		Milvia St	Blake St	Noted - diverter already existing	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	More traffic calming on Rose St and California St (more than traffic circles). Fast speeds from Sacramento Street.	Intersection		California St	Rose St	Noted - proposed speed tables on Rose responsive to request	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Support Pedestrian Hybrid Beacon at Sacramento and Addison (x2).	Intersection		Addison St	Sacramento St	Noted - recommendation on network	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Pedestrian/bike beacon at California and Dwight.	Intersection		California St	Dwight Way	Noted - recommendation on network	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Concern with Derby and Sacramento	Intersection		Derby St	Sacramento St	Noted - recommendation on network	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	We need safer crossings on existing bike boulevards like Russell at Shattuck.	Support		Russell St	Shattuck Ave	Noted - recommendation on network	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Virginia & MLK crossing feels very dangerous still, cars don't stop even when lights are flashing	Intersection		Virginia St	Martin Luther King Jr Way	Noted - recommendation on network	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Continuing the work on Gilman and Hopkins is key—the new bridge dumps people onto an unsafe route heading east on Gilman.	Support	Gilman St			Noted - recommendation on network	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Repave Hopkins St. It is so dangerous that you can trip and bikes can hit ruts.	Street	Hopkins St			Noted - recommendation on network	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Protected bike lanes on Shattuck	Support	Shattuck Ave			Noted - recommendation on network	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Please do not re-pave without safety measures (ex. Rose St) for bikes and pedestrians. More 4-way stops and better crossing at Sacramento St.	Intersection	Rose St			Noted and passed to City	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Convert Walnut Ave from bike route to bike boulevard.	Street	Walnut Ave			Shattuck proposed separated bikeway is 1 bloc kaway	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Access (ADA) – are you following ADA for the disabled and looking at impact on disabled people with the cycle tracks?	Oppose				Will add to Disability Design Considerations	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Engage disability community in all planning.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Study south side Complete Streets for usage and safety before building more. Collect baseline data before building.	Oppose				Will discuss Complete Streets policy in Draft Plan	3/5/2025	Chris K
1/25/2025	Pop-Up	Downtown Farmers Market	Please increase enforcement of traffic violations – cars & bikes. Put speed tables before crosswalks, not at all intersections.	Intersection				Will identify programmatic priorities in Draft Plan	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/25/2025	Pop-Up	Downtown Farmers Market	In general, increase awareness/education targeting bicyclists regarding Idaho stops (stop otherwise), e-bikes, bright colors, and lights.	Support				Will identify programmatic priorities in Draft Plan	3/5/2025	Chris K
1/25/2025	Email	Allen Kester	More bike lanes, please!	Support				Noted	3/5/2025	Chris K
1/27/2025	Email	Daryl Rogers	I am writing regarding the intersection of Linden Avenue and Ashby Avenue. As residents who moved to this area six months ago, my family and I strongly support the proposed bicycle plan and future initiatives to improve bicycle and pedestrian safety, both in our neighborhood and throughout Berkeley. During our time here, we have observed that much of the existing infrastructure is outdated and presents significant safety concerns. These conditions have unfortunately discouraged us from walking and biking in our neighborhood and across Berkeley. We are encouraged by the planned improvements and appreciate the city's efforts to engage with residents during the implementation process. Thank you for your consideration.	Intersection		Linden Ave	Ashby Ave	Noted - not on bike network	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Bike Lane needs to continue on Alcatraz between Adeline and California.	Street	Alcatraz Ave			Harmon Bike Blvd will provide connection to California	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	California and Ashby intersection desperately needs safer bike and pedestrian crossing	Intersection		California St	Ashby Ave	Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Traffic circles at all bike boulevard intersections, e.g. Channing and Milvia.	Intersection		Channing Way	Milvia St	Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	PHBs aren't enough at Russell and Sacramento/Derby/Channing. Go for full traffic lights (x2)	Intersection		Channing Way	Sacramento St	Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	The Sacramento/Channing intersection is actually really good for a non-protected intersection. Making more like that would be an improvement even without lights or signals.	Intersection		Channing Way	Sacramento St	Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Prefer Delaware & Allston because of signals at major crossings.	Street		Delaware St	Allston Way	Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	PHBs aren't enough at Russell and Sacramento/Derby/Channing. Go for full traffic lights (x2)	Intersection		Derby St	Sacramento St	Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Drivers confused at PHB at Hillegas/Ashby.	Intersection		Hillegass Ave	Ashby Ave	Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/28/2025	Pop-Up	South Berkeley Farmers Market	Bottleneck on Rose/Sacramento. No room for bike to pass through	Intersection		Rose St	Sacramento St	Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	College/Russell: need to remove the "staple" in the middle of the path (dangerous for bikers)	Intersection		Russell St	College Ave	Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Update for doing the Pedestrian Hybrid Beacon at Russell & Shattuck soon!	Intersection		Russell St	Shattuck Ave	Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	PHBs aren't enough at Russell and Sacramento/Derby/Channing. Go for full traffic lights (x2)	Intersection		Russell St	Sacramento St	Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Alcatraz is a bad street to cross.	Street	Alcatraz Ave			Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Repave Russell St and all roads	Street	Russell St			Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	What I feel safest on is low-traffic side streets. Putting in large, flat speed bumps and repaving if the pavement quality is poor is the best way to make side streets safe. Separated bike lanes with cement barriers (like Telegraph Avenue in downtown Oakland) are good, too.	Support				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Separated bike lanes	Support				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Berkeley should join the rest of the regions bike network	Support				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Also note that 60% voters support FF for safer streets. Don't listen or balance the loud NIMBYs.	Support				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Make bike boulevard crossing with busy streets safe and low stress	Support				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	This is all great! My main feedback is let's do as much of all of it as we can, we need it!	Support				Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/28/2025	Pop-Up	South Berkeley Farmers Market	I really appreciate whats being done.	Support				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Do more! More separate and elevated tracks!	Support				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Want a stop light at all the bicycle boulevards (difficult to stop and press signal)	Intersection				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	As a long-time biker, bike lanes that are separated from traffic by parked cars do not feel safer to me. Most of my scary interactions with drivers now take place on roads with these separated bike lanes. I have not seen any actual studies demonstrating how these lanes separated by parked cars have improved safety. Let's see some data before we make more of these	Oppose				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Separated bike lanes!	Support				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Drivers don't respect pedestrian hybrid beacons. Stop lights instead!	Support				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Safe routes to school so kids can be safe	Support				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Want more robust recommendations from 2017. Replace all streets with 5 crosswalk signs in 1 direction with an all-way stop intersection.	Intersection				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Consider traffic light changes to Amsterdam style lights - all cars in every direction stop at once and bikes + peds can cross from all directions while cars are stopped (referece not just bike on youtube).	Support				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Traffic calming on Alcatraz and Adeline.	Support				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Separated bikeway maintenance is difficult	Street				Noted	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Diverters can make intersections less safe for bikes/peds. Specifically uncontrolled drivers are less likely to slow down. Design issue with wide-turning radii and yield signs.	Intersection				Noted - Bicycle Boulevard Design Guide update	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/28/2025	Pop-Up	South Berkeley Farmers Market	Pedestrian refuge islands at Shattuck and Russell.	Intersection		Russell St	Shattuck Ave	Noted - pedestrian bulb-outs instead	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Make Prince/MLK Jr Way bikeable (barrier along MLK Jr Way)	Intersection		Prince St	Martin Luther King Jr Way	Noted - recommendation on network	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Russell at Mabel: Intersection too wide, "slip lane", cars block crosswalk, right next to a park with small kids.	Intersection		Russell St	Mabel St	Noted - recommendation on network	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Pedestrian refuge islands at Russell and Sacramento.	Intersection		Russell St	Sacramento St	Noted - recommendation on network	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Safe Routes to School. Stop light at Alcatraz and King! Anything less is unsafe for kids.	Intersection		Alcatraz Ave	King St	Noted - RM proposed	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	All-way stop on Alcatraz and King St (preferably a traffic light)	Intersection		Alcatraz Ave	King St	Noted - RM proposed	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Bike sensors don't seem to work like at Parker & San Pablo.	Street				Noted and passed to City	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Bancroft /Fulton: protected intersections have a weird bike flow and need reflectors on the concrete island.	Intersection		Bancroft Way	Fulton St	Will add to Disability Design Considerations	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Make sure bike lanes are free of trash! It's dangerous when you have to swerve out into traffic to avoid glass or large debris	Support				Will add to Disability Design Considerations	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	E-bikes and e-scooters are changing individual mobility. They're often too fast to be in bike lanes, but they still need to be protected.	Support				Will add to Disability Design Considerations	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Drivers need visible sight of pedestrians and bicyclists (and vice versa). Consider short people and kids!	Street				Will add to Disability Design Considerations	3/5/2025	Chris K
1/28/2025	Pop-Up	South Berkeley Farmers Market	Make separated bikeways large enough to pass for slow/fast riders or families.	Street				Will add to Disability Design Considerations	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
1/30/2025	Email	Alan Smith	I abhor the bike lanes. They have very low usage and cut into street availability for cars. Bike riders often ride opposite to traffic, which is very dangerous. The physical barriers for bikes interfere with right turns. And bike riders don't pay anything for their street usage. I'd like to see them completely eliminated.	Oppose				Noted	3/5/2025	Chris K
1/31/2025	Email	Virginia Browning	Regular bicycles often don't fairly "share the road" with pedestrians and threaten and hit them (I have experienced this).	Other				Noted	3/5/2025	Chris K
1/31/2025	Email	Virginia Browning	Consider a material OTHER than concrete for PEDESTRIAN paths. Older and even slightly physically-challenged walkers do significantly better on asphalts or another soft material. Concrete is scarce anyway. Use THAT on streets for cars/bicycles and use softer material on pedestrian paths/sidewalks.	Other				Noted	3/5/2025	Chris K
1/31/2025	Email	Virginia Browning	Concrete bicycle dividers don't work for adaptive bikes/trikes. They require too much strength to lift over them and they don't fit the wheel widths well and cause hurt and harm in hitting the sides. Also, cars and even buses get hung up on them which doesn't help anyone. Pedestrians trip on them. Soft material - BETTER!	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
1/31/2025	Email	Virginia Browning	Electric vehicles on pedestrian/bike paths are INAPPROPRIATE! They scare the hell out of pedestrians and even hit them.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
1/31/2025	Email	Daniel Borgstrom	Those concrete divider-ridges that separate bike lanes from automobile lanes scare me. Cars can get caught and bottomed out on them. Bikes can be overturned by them. As a pedestrian, I could trip and fall. They create an unnecessary hazard for everyone. Also, electric bikes as well as speeding bicycles threaten pedestrians.	Oppose				Noted	3/5/2025	Chris K
2/1/2025	Email	Peter Bender	I support more implementation of "Yield to all crossing traffic" signs at places like Cedar St. at Cedar Rose park. It seems that would slow traffic, increase awareness, and make explicit that all cars should yield to all foot or wheeled traffic on the pathway, while also not requiring unnecessary, inconvenient, and inefficient stopping of vehicles at most times. I know this location currently has a "yield to [image of walker]" sign, but it is not so clear that applies to bikes, skaters, scooters, etc., should look more official/bigger (like with actual yellow traffic triangular yield signs), and be more common and consistent throughout the city.	Intersection		Cedar St	Cedar Rose Park	Noted	3/5/2025	Chris K
2/1/2025	Email	Nico Tripceovich	Thank you. Still a lot of work to do so everyone feels safe biking in Berkeley!	Support				Noted	3/5/2025	Chris K
2/2/2025	Email	Laura Kurre	The intersection of Channing Way and San Pablo in West Berkeley requires a safe crossing solution. It's been identified by the City as a high hazard intersection for years yet safety measures have not been implemented. It's an important route for school children and commuters.	Intersection		Channing Way	San Pablo Ave	Noted - recommendation on network	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	RRFB Sensor @ Addison & MLK	Intersection		Addison St	Martin Luther King Jr Way	Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	2) Bancroft-Hears St: would greatly appreciate bike lanes as there are much fast cars on the wide road	Intersection		Bancroft Way	Haste St	Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	San Pablo/Dwight: Perhaps Parking, stronger protection than proposed mere beacon Channing/Shattuck: Sorely needed	Intersection		Channing Way	Shattuck Ave	Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/5/2025	Listening Session	ASUC	RE: Option 2 High Vehicle traffic on Derby by warring is incompatible with the many pedestrians and bike users Especially channing circle	Intersection		Derby St	Warring St	Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	San Pablo/Dwight: Perhaps Parking, stronger protection than proposed mere beacon Channing/Shattuck: Sorely needed	Intersection		Dwight Way	San Pablo Ave	Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	At Fulton and Durant - cars tuning onto Durant do not look or signal and run into bikes going straight. Add signal timing	Intersection		Fulton St	Durant Ave	Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Hit by car @ Stuart/Hillegass	Intersection		Hillegass Ave	Stuart St	Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Circle @ stuart/hillegass	Intersection		Hillegass Ave	Stuart St	Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	RE: Option 2 High Vehicle traffic on Derby by warring is incompatible with the many pedestrians and bike users Especially channing circle	Intersection		Piedmont Ave	Channing Way	Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Channing circle uncomfortable to bike, especially turning corner & when buses stop at the corners	Intersection		Piedmont Ave	Channing Way	Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	More areas to park bikes on Telegraph between Bancroft & Parker and on San Pablo Ave along all restaurants and on Durant between Dana and Bowditch	Street	Durant			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	More areas to park bikes on Telegraph between Bancroft & Parker and on San Pablo Ave along all restaurants and on Durant between Dana and Bowditch	Street	Telegraph Ave			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	On Channing near Dana and Telegraph the bike lanes have many potholes and makes me ride in the car lane (also to avoid getting doored)	Street	Channing Way			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Fulton: 1. Durant - Haste: cars still park occasionally in 2-way bike lane. Add diverters (+1)	Street	Fulton St			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Aquatic park is a popular bird watching spot. Many cars speed to off/on - ramp. Build a pedestrian path or sidewalk along the on/off-ramp	Street	Bay St			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	9th/Channing - south, some roads extremely poor asphalt bikes go on sidewalk instead to avoid	Street	9th St			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Arlington near the large street parking can get sketchy when it comes to dooring	Street	Arlington Ave			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	9th/Channing - south, some roads extremely poor asphalt bikes go on sidewalk instead to avoid	Street	Channing Way			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Some bike routes should be Class 4 on the "County Streets" in North Berkeley like Sonoma, Colusa, Tulare	Street	Colusa Ave			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	One-way streets make cycling inconvenient and dangerous (Haste + Dwight)	Street	Dwight Way			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	One-way streets make cycling inconvenient and dangerous (Haste + Dwight)	Street	Haste St			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Hearst bike lane too narrow (+2)	Street	Hearst Ave			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Add all way stops for Hillegass bike blvd	Street	Hillegass Ave			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Hopkins Bike Lane (+1)	Street	Hopkins St			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Albany bike protection from Marin Ave all the way to Circle	Street	Marin Ave			Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/5/2025	Listening Session	ASUC	Milvia bike lane too easy to drive into: Delivery trucks can drive over the barrier but bikes can't escape	Street	Milvia St			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	On the Greenway and on Milvia. Bikes have a stop sign every block. Give us right-of-way on bike routes	Street	Milvia St			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	On the Greenway and on Milvia. Bikes have a stop sign every block. Give us right-of-way on bike routes	Street	Ohlone Greenway			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Repave Russell	Street	Russell St			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Some bike routes should be Class 4 on the "County Streets" in North Berkeley like Sonoma, Colusa, Tulare	Street	Sonoma Ave			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Prioritize parts of Telegraph Ave near Bancroft for pedestrians	Street	Telegraph Ave			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Modify all telegraph signals to have all way pedestrian only cycles in high density zones	Street	Telegraph Ave			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Some bike routes should be Class 4 on the "County Streets" in North Berkeley like Sonoma, Colusa, Tulare	Street	Tulare Ave			Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Need more dedicated improvements on bike boulevards! Puttig a sign doesn't make us safer (especially with poor road conditions)	Support				Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Don't like one way streets for bikes	Street				Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	What about non-network streets	Street				Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Put stop signs on top of diverters in addition to on the sidewalks	Intersection				Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Need TOD at Ashby & North Berkeley BART	Support				Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Emeryville has sensor signals om Greemway	Support				Noted	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Make traffic diverters on bike blvds bike large again! Cars can easily drive around new ones	Intersection				Noted - Bicycle Boulevard Design Guide update	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Create policy to standardize bicycle accessible systems at all new PHB signals or traffic signals	Intersection				Noted - Bicycle Boulevard Design Guide update	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Channing should have protected bike lanes! (lose the parking)	Support	Channing Way			Noted - proposal is upgraded bike lane	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Virginia and MLK traffic signal/bike signal please!!!	Intersection		Virginia St	Martin Luther King Jr Way	Noted - recommendation of H	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Crossing MLK at Virginia Sucks	Intersection		Virginia St	Martin Luther King Jr Way	Noted - recommendation of H	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	add signal on Virginia/Shattuck & Virginia/MLK	Intersection		Virginia St	Shattuck Ave	Noted - recommendation of H	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	add signal on Virginia/Shattuck & Virginia/MLK	Intersection		Virginia St	Martin Luther King Jr Way	Noted - recommendation of RM and H	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Cars speed through greenway xing at cedar. Give them a stop sign and speed table	Intersection		Cedar St	Ohlone Greenway	Noted - recommendation on network	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Using the Greenway to cross Gilman sucks. Make it a traffic circle	Intersection		Gilman St	Ohlone Greenway	Noted - recommendation on network	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Median on Sacramento & Russel will help to cross	Intersection		Russell St	Sacramento St	Noted - recommendation on network	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/5/2025	Listening Session	ASUC	Fulton Bike Lanes should continue onto Oxford	Street	Oxford St			Noted - recommendation on network	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Oxford Class IV instead of shattuck?	Street	Oxford St			Noted - recommendation on network	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Less RRFBS for streets like San Pablo, Sacramento, MLK, Shattuck, and more bike signals	Intersection				Noted - recommendation on network	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Ashby/Hillegass PHB not detecting bikes	Intersection		Ashby Ave	Hillegass Ave	Noted and passed to City	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	HAWK sensor at Virginia/San Pablo has never detected by bike	Intersection		Virginia St	San Pablo Ave	Noted and passed to City	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Get trash cans out of bancroft bikeway! Enforce this please	Street				Will add to Disability Design Considerations	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	More areas to park bikes on Telegraph between Bancroft & Parker and on San Pablo Ave along all restaurants and on Durant between Dana and Bowditch	Street	San Pablo Ave			Will identify programmatic priorities in Draft Plan	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	I know a lot of people who do not even consider biking in Berkeley because it is unsafe. In general it would be beneficial to ake people aware of a focuse on Safety	Support				Will identify programmatic priorities in Draft Plan	3/5/2025	Chris K
2/5/2025	Listening Session	ASUC	Allow reporting of illegal parking online not just by telephone. Parking dispatch only works from M-F 9am-4:30 pm which is unacceptable	Other				Will identify programmatic priorities in Draft Plan	3/5/2025	Chris K
2/6/2025	Email	Anonymous	Add 2-Way Cycle Track and intersection control to improve the crossing at Dwight/Hillegass/Bowditch.	Intersection		Hillegass Ave	Dwight Way	Changed to 2-way cycletrack + stop control	3/5/2025	Chris K
2/6/2025	Email	Anonymous	Add intersection control to improve safety of Grant/Dwight intersection.	Intersection		Grant St	Dwight Way	New recommedation - RM at Grant/Dwight	3/5/2025	Chris K
2/6/2025	Email	Anonymous	A new traffic circle at Russell/King is not necessary.	Intersection		Russell St	King St	Noted	3/5/2025	Chris K
2/6/2025	Email	Anonymous	Add a north/south Class III Bicycle Boulevard west of 6th Street (i.e., 4th or 5th Streets).	Street	4th St			Noted	3/5/2025	Chris K
2/6/2025	Email	Anonymous	Bowditch between Dwight and Bancroft should be upgraded to a Class 111 Bicycle Boulevard.	Street	Bowditch St			Noted	3/5/2025	Chris K
2/6/2025	Email	Anonymous	California Street north of Dwight should be a Class III bicycle boulevard.	Street	California St			Noted	3/5/2025	Chris K
2/6/2025	Email	Anonymous	Add more traffic calming improvements to Rose Street. Cars frequently speed here and a pedestrian was recently killed by a car. If this street is intended to be a low-stress bicycle boulevard, there needs to be more traffic -calming improvements so motor vehicles are not able to drive 40 mph.	Street	Rose St			Noted	3/5/2025	Chris K
2/6/2025	Email	Anonymous	The Bike Plan should include an analysis of connectivity to bicycle networks in other jurisdictions. A bike lane that suddenly stops at the city border can be dangerous and will have diminished utility.	Support				Noted	3/5/2025	Chris K
2/6/2025	Email	Anonymous	The Bike Plan should prioritize paving of the bicycle network. A bicycle boulevard with deteriorated pavement (e.g., the current condition of Russell Street between Shattuck and Telegraph) will have diminished utility.	Support				Noted	3/5/2025	Chris K
2/6/2025	Email	Anonymous	RRFBs and Pedestrian Hybrid Beacons should be easy for bikers to activate, without the need to dismount or bike on the sidewalk to press a button.	Support				Noted	3/5/2025	Chris K
2/6/2025	Email	Anonymous	Where 2-Way Cycle Tracks are proposed (San Pablo at Heinz/Russel, Dwight at Mabel/Bonar, San Pablo at Addison), there also needs to be some form of intersection control (e.g., stop light, RRFB+Median, or Pedestrian Hybrid Beacon) to allow for bicycles to safely cross high-traffic streets.	Intersection				Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/6/2025	Email	Anonymous	Improve the safety of the crossing of Stanford Ave. at King Street. This is a critical connection from the King Street Bicycle Boulevard to the bikeway network in Oakland. Under current conditions, bicycles traveling north across Stanford to King Street must travel against traffic, and there is no intersection control to stop cars (many of which are traveling at 40+mph).	Intersection		King St	Staford Ave	Noted - intersection in City of Oakland	3/5/2025	Chris K
2/6/2025	Email	Anonymous	Add intersection control to improve safety of Russell/College intersection.	Intersection		Russell St	College Ave	Noted - is currently all-way stop	3/5/2025	Chris K
2/6/2025	Email	Anonymous	The existing unprotected Class ii bike lane on Channing east of MLK frequently is blocked by illegally parked/stopped cars, trash bins/dumpsters, and other illegal obstructions. This creates a dangerous situation as bikes need to swerve into the motor vehicle traffic lane to avoid illegal obstructions. Channing east of MLK should be a Class IV separated bikeway with physical infrastructure to prevent the bike lane, at least for the blocks without driveways (e.g., westbound Channing between Milvia and MLK), if not the entire stretch of Channing east of MLK.	Street		Channing Way	Martin Luther King Jr Way	Noted - proposal is upgraded bike lane	3/5/2025	Chris K
2/6/2025	Email	Alice Kamens	I want to call special attention to the intersection of Addison and Sacramento. Addison is a bike boulevard as well as a major artery for nearby schools and daycares. It is currently impossible to safely cross Sacramento on Addison without having to get out into the intersection and holding up a hand to get cars to stop. There is a beacon at Bancroft and Sacramento which is a less utilized intersection. Crossig Sacramento on Addison is really unsafe, and we desperately need a beacon there. Thank you! PS - when you google "Berkeley Bike Plan" this site does not come up :(maybe there's something you can do for SEO?	Intersection		Addison St	Sacramento St	Noted - recommendation on network	3/5/2025	Chris K
2/6/2025	Email	Anonymous	The intersection of California and Alcatraz is unsafe under current conditions because patrons of the liquor store/market at that corner always park illegally in a way that blocks bike travel north on California (and BPD never enforces parking violations there), which forces bikes traveling north on California to bike in the wrong lane of traffic.	Intersection	Alcatraz Ave	Alcatraz Ave	California St	Noted - recommendation on network	3/5/2025	Chris K
2/6/2025	Email	Anonymous	Add a safe bicycle crossing at the intersection of Prince and MLK (at the west side of the Ashby BART Station). Under current conditions, bicycles traveling east on Prince are forced to ride against the direction of traffic on MLK and on the sidewalk in order to be able to cross MLK to access the BART station. The current connectivity between Prince Street and the Ashby BART Station is dangerous.	Intersection		Prince St	Martin Luther King Jr Way	Noted - recommendation on network	3/5/2025	Chris K
2/6/2025	Email	Anonymous	Improve safety of bike lane on Alcatraz, especially the Alcatraz/Adeline intersection and continuity of a bike network on Alcatraz west of Adeline.	Street				Noted - recommendation on network	3/5/2025	Chris K
2/6/2025	Email	Anonymous	The proposed Class III bicycle boulevard on Prince/Woolsey should extend west of King Street all the way across Sacramento Street and to Mabel Street.	Street				Noted - recommendation on network	3/5/2025	Chris K
2/6/2025	Email	Anonymous	Intersection of Russell and Hillegass should be a 4-way stop.	Intersection		Russell St	Hillegass Ave	Proposal is traffic circle	3/5/2025	Chris K
2/6/2025	Email	Anonymous	Intersection of Virginia and California should be a 4-way stop.	Intersection		Virginia St	California St	Traffic circle just implemented	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Four-way stops are only in the Bicycle Boulevard Crossing Treatment Progression as a footnote. Four-way stops should be clearly listed in the Bicycle Boulevard Crossing Treatment Progression because they are an effective way to make some crossings safer. Four-way stops already work well at existing bicycle boulevard crossings, for example, at Milvia/Cedar and Ninth/Dwight. Further, the City has recently added new four-way stops at Virginia/Oxford and Virginia/California and will soon add one at Mabel/Dwight.	Support				Add 4-way stops explicitly to Intersection Table instead of as footnote	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/7/2025	Letter	Walk Bike Berkely	Set an explicit goal of creating a design speed of 20 mph on Bike Boulevards. Lower the legal speed limit on Bike Boulevards to 20 mph or less, which we believe would be allowable under AB 43, 1938 and 321 in almost every instance (with the possible exception of Milvia from Dwight to Delaware).	Support				Add to Bicycle Boulevard Design Guide Update	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Clarify that speed tables are recommended for all bicycle boulevards: The proposal says “Speed tables on every block of Bicycle Boulevards,” and does show those speed tables on most Bike Boulevards, but it has far fewer speed tables on some bike boulevards. We recommend applying a highlight or some other map overlay indicating where speed tables are recommended rather than mapping individual speed tables.	Support				Add to Bicycle Boulevard Design Guide Update	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Include Speed Tables on Bike Boulevards with Class 2 Bike Lanes: Bike Boulevards should have speed tables even if they also have striped Class 2 bike lanes, since the striped lanes alone are not enough to make them secure bike routes. If we just stripe lanes, they are just Class 2 Bike Lanes. If we keep the striped lanes and also add speed humps, they become secure Bike Boulevards.	Support				Add to Bicycle Boulevard Design Guide Update	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Space Speed Tables Effectively. The guidelines call for "Speed tables on every block of Bicycle Boulevards," but Berkeley's blocks vary dramatically in length. In the flatlands, there are two main lengths of blocks, one twice as long as the other. Eg, Channing to Dwight east of MLK is two blocks, but west of MLK is one block. The standard should be: “one speed table per block or one speed table every 300 feet, whichever is the shorter distance.”	Support				Add to Bicycle Boulevard Design Guide Update	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Emeryville Greenway/Folger: Proposed: No improvement. Should be: A raised crossing plus the existing RRFB.	Intersection		Emeryville Greenway	Folger St	Added RRFB to existing map, added raised intesection to proposed map	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	West St Path/Delaware: Proposed: No improvement. Should be: A median or raised crossing plus the existing RRFB.	Intersection		West St Path	Delaware St	Added RRFB to existing map, added raised intesection to proposed map	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Addison/Curtis/Lehua Way: Proposed: No improvement. Should be: A four-way stop and/or raised intersection. This improvement is needed to facilitate a safe route to Oxford Elementary.	Intersection		Addison St	Curtis St	Addison Bike Blvd Phase 2 will address in design	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Upgrade Bay/Shellmound from Aquatic Park south the city line from class 3 bike route to class 4 cycletrack. This change is consistent with ACTC plans for the Ashby interchange project.	Street	Bay St			Berkeley will reach out to ACTC staff to confirm project details	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Virginia/MLK: Proposed: Median+RRFB. Should be: PHB. Crossing a street with heavy traffic like MLK, a median+RRFB is not adequate.	Intersection		Virginia St	Martin Luther King Jr Way	Changed to PHB recommendation	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Upgrade Heinz Street from 7th to San Pablo and 9th Street from Heinz to the greenway entrance from class 3 bicycle boulevard to class 4 cycletrack. These segments are unlikely to ever meet bicycle boulevard traffic volume goals due to Berkeley Bowl West traffic.	Street	Heinz St			Heinz included in Key Projects	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Spruce St and Arlington: Add a class 2 upgraded bike lane for the uphill (climbing) direction on Spruce and Arlington. Frequent vehicles passing in a shared lane make cycling in the uphill direction high stress, both of these streets would better support Northeast Berkeley.	Street	Spruce St			Infeasible without parking removal	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	The presentation and intersection map indicate that the City has 6 protected intersections, however several are not protected intersections. We don't not consider believe the following intersections to be protected, though they support certain turning maneuvers: Milvia/Bancroft; Bancroft/Shattuck; Bancroft/Barrow	Intersection				Intersection of Bancroft/Milvia removed as Protected Intersection	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/7/2025	Letter	Walk Bike Berkely	Ninth/Delaware: Shift the diverter so it goes from the southeast to the northwest corner, instead of from the northeast to the southwest corner. Currently, many drivers take a shortcut to the freeway by going west on Delaware, turning left at this corner, and entering University Ave. at Ninth St., creating dangerous traffic for bikes using the Ninth St. Bike Boulevard and the class 2 Bike Lanes on Delaware. Shifting the diverter would force cars to turn right at this corner, eliminating this shortcut.	Intersection		9th St	Delaware St	Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	California/Ashby: Proposed: Median+RRFB. Should be: PHB. Crossing a street with heavy traffic like Ashby, a median+RRFB is not adequate. It should be a PHB or Signal, as where other Bike Boulevards cross Ashby.	Intersection		California St	Ashby Ave	Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Extend the Camelia Street Bike Boulevard from 8th Street to 4th Street, then from Camelia St to Gilman St to connect to the protected cycle track starting at 4th and Gilman.	Street	Camelia St			Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	“Complete Street Corridor Study” should be defined to allow the City to use quick-build materials to pilot test one or more cycletrack designs along a corridor as part of the study in situations where staff has the capacity and the design considerations warrant it.	Support				Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	The recommended network improvement maps should recommend facilities, not processes.. To that end, the network maps should simply recommend “Class IV Cycletrack” rather than include the two additional confusing and unnecessary indicators: “Complete Street Corridor Study - Primary Transit Route” and “Complete Street Corridor Study.” We agree that building cycletracks requires careful analysis, but most other city Bicycle Plans do not recommend studies on their network maps. Rather, they recommend protected bike lanes on the maps while also outlining, in other sections of the plan, studies and public engagement steps needed to implement those facilities.	Support				Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	The Bicycle Plan should recommend cycletrack design standards that are wide enough to be (1) comfortable for families using cargo bikes or biking side-by-side with young children and (2) used occasionally by emergency responders and for evacuations.	Support				Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Walk Bike Berkeley appreciates that the City has removed Rectangular Rapid-Flashing Beacons (RRFBs) as a stand alone bike boulevard crossing treatment. We support using RRFBs with medians as a low-stress crossing treatment in some situations.	Support				Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	For RRFB-alone recommendations for already approved and funded projects (e.g., the San Pablo Parallel Bikeways project), the plan should indicate that those improvements are approved/funded and thus will be built, but also indicate the City’s desire for longer-term improvements, consistent with the updated Bicycle Boulevard Crossing Treatment Progression.	Support				Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Update City Policy on Vertical Deflection Devices.The plan should recommend studying modern vertical deflection device design, including but not limited to speed humps and speed cushions in accordance with recommended guidance from NACTO and FHWA. With the aim to seek approval from city council as potential exceptions to moratorium on vertical deflection devices.	Support				Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Keep recommending traffic calming at intersections: We are concerned with plans to make fewer traffic circle recommendations. Effective traffic calming must be done both mid-block and at intersections. Use of mid-block speed tables does not obviate the need for traffic circles or other intersection treatments to reduce vehicle speed and tighten vehicle turns. Raised intersections or crosswalks may be more effective than traffic circles, because they do not make cars swerve into the space where bicycles ride.	Support				Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/7/2025	Letter	Walk Bike Berkely	Collect and use vehicle volume and speed data to determine treatments. Bicycle boulevard treatments should have the goal of meeting NACTO's guidelines for vehicle speeds and volumes recommended to design Bike Boulevards for all ages and abilities, and the Vision Zero goal of eliminating severe and fatal crashes. The plan should say that the City will collect traffic volume and speed data for bicycle boulevards or obtain this data from third parties (such as Streetlight). The plan should outline how the City will evaluate those data to determine what diversion and/or traffic calming treatments are needed to meet low-stress bikeway standards.	Support				Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Public notification prior to installing traffic calming features: Consistent with Council direction to develop bicycle boulevard implementation guidelines similar to Oakland's, the plan should indicate that public notification, but no other public process, is needed before installation of basic traffic calming features along bikeways (e.g., speed tables and traffic circles) as part of any capital project.	Support				Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	King/Alcatraz, Milvia/Rose,, Milvia/Hopkins, Dwight/Bowditch-Hillegass: These intersections should have four-way stops as an option.	Intersection				Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Use the Term Class 2 Bicycle Boulevard for Bicycle Boulevards with striped lanes. Current terminology on the map is inconsistent. Class 3 Bicycle Boulevard is used to mean a bike boulevard with no striped lanes. Class 2 Bike Lane and Class 2 Upgraded Bike Lane are used for parts of bike boulevards that have striped lanes (like California north of Dwight) without clearly indicating that they are bike boulevards. These should be called Class 2 Bicycle Boulevards instead, 1) for consistency with the term Class 3 Bike Boulevards, 2) because it is not the bike lane that is upgraded but the whole street, and 3) to assure that they are not confused with ordinary Class 2 Bike Lanes (like on Delaware). This terminology makes it clear that they get full bike boulevard treatment with traffic calming.	Support				Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Consistent with the 2017 bicycle plan, show how Berkeley's recommended network improvements connect with those in Oakland, Emeryville, and Albany.	Support				Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Upgrade the bike lanes on all Class 2 Bicycle Boulevards by adding buffered lanes where street width permits. Buffered bike lanes are needed to provide a lower-stress experience when vehicles pass. (See the note above about calling these segments Class 2 Bicycle Boulevards.)	Support				Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Reduce all LTS4 intersections on the Bicycle Boulevard network to LTS2. This high-priority project would include both the Sacramento/Channing and Sacramento/Russell intersection improvements. Berkeley has had a Bicycle Boulevard network since the 1990s and it is partly successful. But safe crossings of intersections have been neglected, causing network-wide harmful effects. To encourage city-wide cycling, the city must create a connected, city-wide network of traffic-calmed Bike Boulevards.	Intersection				Noted	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Alcatraz/Idaho: Proposed: RRFB. Should be: Four-way stop or RRFB+median. Just an RRFB is not adequate to create a safe and convenient crossing.	Intersection		Alcatraz Ave	Idaho St	Noted - ACTC project	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Stannage/Cedar, Stannage/Hopkins, Kains/Gilman, Milvia/Hopkins: Proposed for all: RRFB. Should be: Four-way stop or median+RRFB. Just an RRFB is not adequate to create a safe and convenient crossing.	Intersection				Noted - ACTC project	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Russell/Adeline: Proposed: Median+RRFB. Should be: PHB. A median+RRFB can work on a two-lane street, but not on a four-lane street like Adeline. The median is already there and does not make it a safe and convenient crossing.	Intersection		Russell St	Adeline St	Noted - approved in Woolsey-Fulton BB Plan	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Shattuck/Woolsey: Proposed: RRFB. Should be: Median+RRFB or PHB. Just an RRFB is not adequate to create a safe and convenient crossing of Shattuck.	Intersection		Woolsey St	Shattuck Ave	Noted - approved in Woolsey-Fulton BB Plan	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/7/2025	Letter	Walk Bike Berkely	Addison/MLK: Proposed: Median+RRFB. Should be: PHB. The median+RRFB already exists here is not adequate to make the crossing safe, so it should be upgraded to a PHB. A PHB is proposed for Addison/Sacramento and is the appropriate treatment for crossing MLK too.	Intersection		Addison St	Martin Luther King Jr Way	Noted - Median + RRFB is existing	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Protected Bike Lanes on Gilman from 4th St to at least the Ohlone Greenway: This is already becoming a primary route for soccer players as young as 11 years old getting to and from the Pedestrian and Bike bridge across I-80. Creating this as a primary path would build biking into a common daily activity for many children and families. These should connect with protected bike lanes on Hopkins to create a continuous secure route.	Street	Gilman			Noted - recommendation on network	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Protected Bike Lanes on Hearst from California to Milvia: This low-stress bikeway would connect the Ohlone Greenway with the existing protected lanes on Milvia and on Hearst, creating a continuous secure bikeway connecting downtown Berkeley and UC Campus with the cities to the north and with the new housing coming at NB BART. Our goal should be to complete these lanes by the time the housing at NB BART is complete.	Street	Hearst St			Noted - recommendation on network	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Ohlone Greenway at Cedar, Rose and Santa Fe: Proposed raised intersection. Should be: Raised intersection plus RRFB or stop signs.	Intersection		Ohlone Greenway	Cedar St	Noted - updated project detail from DPW	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	9th/Virginia: Proposed: No improvement. Should be: A four-way stop at this intersection of two bicycle boulevards.	Intersection		9th St	Virginia St	Proposal is traffic circle	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Designate Josephine St to be a Class 3 bicycle boulevard from Virginia to Sonoma. This would create low-stress connections to bikeways recommended on Hopkins, Rose, and Grant.	Street	Josephine St			Redundant to Grant St BB	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Designate Berryman St to be a Class 3 bicycle boulevard from Shattuck Ave. to Josephine St. Add RRFB+Median or PHB at Henry St.	Street	Berryman St			Redundant to Rose St BB	3/5/2025	Chris K
2/7/2025	Letter	Walk Bike Berkely	Oxford Elementary School's location is incorrect on the draft maps. It is shown at its former location (1130 Oxford). Oxford is now located at 1222 University Ave, between Curtis and Bonar.	Other				Will add to maps	3/5/2025	Chris K
2/8/2025	Pop-Up	Flea Market	Poor crossings. Consider quick-build improvements to enhance safety.	Intersection		Russell St	San Pablo Ave	Noted	3/5/2025	Chris K
2/8/2025	Pop-Up	Flea Market	Poor crossings. Consider quick-build improvements to enhance safety.	Intersection		Russell St	Sacramento St	Noted	3/5/2025	Chris K
2/8/2025	Pop-Up	Flea Market	Prefers to rde on separated paths. Will drive out to the Bay Trail or Alameda to ride. Doesn't like sharing the road with cars due to safety issues. In particular, worries about conflicts between right-turning vehicles and through bikes.	Support				Noted	3/5/2025	Chris K
2/8/2025	Pop-Up	Flea Market	Senior woman - Uses E-bike to get around. Worries about theft on BART, therefore, prefers ferry to get to SF. Uses bike lanes. Likes Haste Ave bike lane and uses it to get to the UC. Loves Ohlone path	Support				Noted	3/5/2025	Chris K
2/8/2025	Pop-Up	Flea Market	The project is a waste of money. No one bikes. Bikes should pay a fee similar to a license. People biking don't stop at stop signs or traffic lights.	Oppose				Noted	3/5/2025	Chris K
2/8/2025	Pop-Up	Flea Market	Likes Bike BLVD because they slow cars and reduce traffic. Supports complete closure of bike blvds to cars. Supports decreasing speed limits throughout the city.	Support				Noted	3/5/2025	Chris K
2/8/2025	Pop-Up	Flea Market	Doesn't like bike lanes. People on bikes merge into the travel lane.	Oppose				Noted	3/5/2025	Chris K
2/8/2025	Pop-Up	Flea Market	Repave city streets	Support				Noted	3/5/2025	Chris K
2/8/2025	Email	John Newton	I'm a recreational cyclist. But I'm not a fan of the rampant growth of the nutty bicycle infrastructure across the city. Our place and neighborhood, on Grizzly Peak, is apparently now part of a planned Class III cycling infrastructure upgrade. I don't care for it. Just pave the roads. This is waste. Cycling is a leisure activity for almost everyoe who rides in the hills. The level of special accomodations that are being made is just nuts.	Oppose				Noted	3/5/2025	Chris K
2/8/2025	Pop-Up	Flea Market	Repave city streets	Support				Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/12/2025	Email	Kate	The decision to push bike traffic onto major streets with heavy car traffic instead of augmenting safety on existing bike boulevards should be documented as an absolute failure of planning. This flawed decision has resulted in increased danger for pedestrians, bikes, and cars alike. Cars have resulted to increasing traffic on residential side streets that were once safe, low traffic options for pedestrians. Bikes don't use the narrow, converted car lanes plus barrier. Pedestrians are less visible in the cacophony of plastic doodads and non-sensical arrows. Improving the existing the bike boulevards would have been a financial and safety win. Readjust before the city becomes unnavigable for all of us.	Oppose				Noted	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	I haven't one word from Christopher's presentation about how the bike plan is addressing concerns of the disabled.	Other				Noted	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	These statewide reckless bicycle plans are denying access to persons with disabilities to safely park, get out of the way of emergency vehicles, deal with emergency situations during vehicle emergencies to get over and exit accessible vans and vehicles and access sidewalks.	Oppose				Noted	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	Do you know how many Berkeleyans use accessible vans or drivers with disabilities?	Other				Noted	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	The bicycle community wants to ram through their bicycle access and deny access to pedestrians with and without disabilities, and drivers with disabilities who drive modified vans with either van side lifts or ramps, rear lifts or ramps, and vehicles used by people with disabilities, seniors, slow walkers, and people who are blind or visually impaired, Deaf or Hard-of-Hearing. The plan was out of the gate leaving disabled access to be considered as an afterthought.	Oppose				Noted	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	Surprised nothing was mentioned regarding accessibility and safety for disabled in terms of cycletracks. Bicyclists are whizzing through intersections. Live near San Pablo and see pedestrians using phbs. If someone is blind and trying to cross the street they won't know when a bike is coming. Looking at design solutions as well as programmatic solutions so cyclists can be compliant and keep people safer.	Other				Noted	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	[Resources shared] https://www.braunability.com/us/en.html https://archive.ada.gov/pcatoolkit/ch6_toolkit.pdf https://www.access-board.gov/ri/ https://www.access-board.gov/prowag/	Other				Noted	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	Pedestrian right of way is critical to ensuring access. https://www.federalregister.gov/documents/2024/07/03/2024-14424/federal-management-regulation-accessibility-standard-for-pedestrian-facilities-in-the-public	Other				Noted	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	Class IV lanes present difficulties for many people. How can ppl get to destinations easily on an expanded bicycle boulevard network instead of using more cycletracks?	Oppose				Noted	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	More people walk than bike so you should prioritize pedestrians over bicyclists. Pedestrian right of way is critical to ensuring access. https://www.federalregister.gov/documents/2024/07/03/2024-14424/federal-management-regulation-accessibility-standard-for-pedestrian-facilities-in-the-public	Oppose				Noted	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	[Resource shared] https://www.access-board.gov/news/2023/08/08/u-s-access-board-issues-final-rule-on-public-right-of-way-accessibility-guidelines/	Other				Noted	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	Please send me the PowerPoint presentation to Connie Arnold at ihss_advocate@yahoo.com	Other				Noted	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	311 is a joke	Other				Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/18/2025	Listening Session	CIL	NACTO I am familiar with and very limited on accessibility design	Other				Noted	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	I'm a modified van driver with a passenger side lift. Bicycles seem to rule the world today infringing on all other street users including pedestrians and drivers. My civil rights as a person with a disability is to exclude my access to on-street accessible parking, to emergency parking, and to all drivers unable to walk. It is a crooked attempt to erode the rights of all drivers of vehicles. Currently, a law was passed that excludes people from parking within 20 or more feet of street corners. This is the location where wheelchair ramps were located for people in wheelchairs to get onto the sidewalk. You are creating barriers for wheelchair ramp and lift exiting from vehicles. You are in violation of equal access for drivers in vans with lifts and ramps. I am expected to align my lift in between your concrete barriers. This is inaccessible. If I want to park, I cannot easily park. You know nothing about disabled access parking or how drivers of accessible vans or cars exit. This is all about bicycles over drivers. You idea of other electric vehicles includes bicyclists and electric scooter users going at unsafe speeds. I'm talking about electric scooters and bicyclists who going way faster then electric wheelchair users. You are violating the civil rights of persons with disabilities including persons with disabilities who do or don't drive. What are you doing about pedestrian crosswalk buttons with audible and motion sensor access detection that are easily accessible to wheelchair users and pedestrians who are blind? Accept the above comments as my official public comments. Thank you, Connie Arnold Email: ihss_advocate@yahoo.com	Oppose				Noted and passed to City	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	For Complete Streets projects that have already been installed, did the City comply with its 2012 Complete Streets policy which states that “All relevant Departments and Divisions shall perform annual programmatic evaluations of how well the streets and transportation network of the City of Berkeley are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.” If so, please point to where evaluations of new infrastructure can be found – e.g., baseline data on the Southside (Fulton/Bancroft/Dana) project, and evaluations of Hopkins/Alameda and Adeline corridor infrastructure.	Oppose				Noted and passed to City	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	Has or will the City conduct an assessment of pedestrian and cyclist injuries that do not involve collision with an automobile? That is, injuries that result from pavement problems?	Other				Noted and passed to City	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	Traffic lights near Fulton don't work. When you're updating infrastructure for your projects, are you thinking about ramifications on people who are low vision. The signals don't tell blind people when they are entering a bike lane.	Intersection	Fulton St			Will add to Disability Design Considerations	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	More accessibility needs to be included. When I'm not using bike/trike what is set-up is problematic for me. On Milvia when the cycletrack isn't clean it's problematic. When construction sites leave debris it makes cyclists have to get out of the lane and become a pedestrian to continue. I went to First congregational church of Berkeley to speak to people and there were lots of other issues.	Street	Milvia St			Will add to Disability Design Considerations	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	Personally I ride transit and I rely on an accessible van to navigate Berkeley. It has been difficult to park safely and offboard from accessible van. Milvia is a difficult street to unload a wheelchair on. Are you seeking input on providing equal/safe access under PROWAG?	Street	Milvia St			Will add to Disability Design Considerations	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	Clearance for a side lift on a van requires clear unobstructed space.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	Yes, and these bollards and concrete curbing is making it difficult to park. I drive a high tech van. Everywhere I go is becoming a nightmare to park.	Oppose				Will add to Disability Design Considerations	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/18/2025	Listening Session	CIL	Didn't hear a focus of people with disabilities in the presentation. I use ridesharing, don't own a car, use adaptive bicycles. Diverter that are not contrasting enough is a problem at night time. In a cycletrack I cannot maneuver well when there are contraflow lanes. Not enough curb cuts in the cycletrack to get bicycle in and out of the track due to physical disability (MS)	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	No, you need to read the codes! And that should have been done before anything was ever built! Exactly, they do not stop and this is a safety issue. This is not on end-users. This should have been a thought in advance. Place speed limit on electric scooters. Keep them from going faster than electric wheelchairs.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	I want to mention the importance of slope and street crown angle to the ability of drivers to be able to deploy van lifts and ramps. Sloping is critical.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	When these plans are being developed, we need to consider how disabled pedestrians are crossing the streets and how this impacts our blind and visually impaired community by taking away their ability to read traffic properly. Bicycles, especially electric bicycles, are much quieter and can come zooming up out of nowhere. We need to think about how pedestrian signals should be altered when bicycle lanes are involved. I don't feel that my safety is being taken into consideration at all. These changes significantly affect how orientation and mobility instructors teach the blind and visually impaired, and we need to take action to address this issue.	Intersection				Will add to Disability Design Considerations	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	Something about on-street blue zone parking and not knowing how many spots there are in the city. Parking garage complaints. Lyft Baywheels complaints.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	At every level, people with disabilities and seniors with impairments are being excluded from the beginning, and even when people speak up, those comments are put in the trash cans	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
2/18/2025	Listening Session	CIL	I drive modified van with side lift. Need flat landing to do this safely. If there's on street parking, trees, bollards, you don't know if you have enough space to deploy the lift and exit when you get out. Think about wheelchair users, people w/o arms, low vision, hard of hearing people in designs.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	Maybe a case study would be the Ace Hardware on Milvia to follow-up and show that the bike lane didn't harm businesses.	Street		Addison St	Milvia St	Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	Alameda @ Maria really scary crossing	Intersection		Alameda St	Maria St	Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	You mentioned low-stress network. Didn't see MLK or Ashby on the network. Want to urge us to broaden our view of low-stress networks.	Support		Ashby Ave	Martin Luther King Jr Way	Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	Heinz x San Pablo crossing is very difficult for bike	Intersection		Heinz Ave	San Pablo Ave	Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	I'm a 71 yr old who bikes all the time for shopping. Too many hazards to use Milvia cycle track and the stop light at Milvia and University is too long. Connectivity to Gilman St bridge is not good.	Other		Milvia St	University Ave	Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	PHB at Virginia and San Pablo is not acknowledged by drivers. ACTC and Caltrans response was to prioritize pedestrian hybrid beacon instead of new signals. What can be done to improve yielding? Can we add signs to the PHBs for drivers? Also, as a cyclist you can't see when the PHB lights are flashing for cars. Don't know if it's safe to go.	Intersection		Virginia St	San Pablo Ave	Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	All roads are designed for cars. Drivers are distracted. Getting my kids across Sacramento has improved due to the new lights at Virginia. Traffic has slowed down and it feels safer. I'm a volunteer coach for BHS sports team. Crossing at Oxford on Hearst because there's a sign and RRFB on Virginia. Going East at Virginia and MLK the visibility of the lights is not good at high sun times	Support		Virginia St	Martin Luther King Jr Way	Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/19/2025	Listening Session	Senior Center	Designating Rose as a bike route instead of Hopkins makes much more sense.	Street	Rose St			Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	Continue bike lane from Telegraph in Oakland through Berkely	Street	Telegraph Ave			Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	Virginia repaving is terrible and that's a street that didn't even need to be repaved.	Street	Virginia St			Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	Working to raise more awareness of vision zero, part of the vision is all ages, all users, all abilities	Support				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	25% of Berkeley households don't have cars. Means 75% of residents depend on parking.	Other				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	You concentrated on the equity zone in the 2022 outreach. You're drawing conclusions from EPA and applying that to the whole city but that population is very different.	Oppose				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	I was under the impression that the City didn't complete that first phase of outreach.	Other				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	Something I like about Berkeley is the diversion. Concerned about putting hard scape into streets that cars are being diverted to. There isn't a lot of room to put hard infrastructure into streets where cars are diverted to. Also concerned about curbing - collect trash, tripping hazard for peds. Use of curbing need to be judicious and carefully thought-out. We also have bikeways that are existing but in poor condition. Do not mix incompatible modalities.	Intersection				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	Everybody wants to improve things but there's no consensus about	Support				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	Long time resident of Berkeley and 86 yr old cyclist. The 2017 plan and 2022 suggestions are based in the perspective of the bicyclist. Not from the point of view of pedestrians and cars. 2-way cycle track on Hopkins - put on hold but if fire chief decides it's feasible and would be extraordinarily dangerous thing to do. City should be required to notice neighbors of traffic circles, other infra. Also, cyclists are not always following the law and bicyclists are disruptors. The city is on the verge of accepting the culture of disruption.	Other				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	Wants a moratorium on bike infrastructure.	Oppose				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	Councilmember Tregub will be paying a lot of attention to safety, and appreciates that we are focusing on people with disabilities.	Other				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	The city is also working on the climate action plan. Roughly 30% of GHG emissions come from transportation. Ppl on bikes, peds, transit users are supporting GHG reductions. RRFBs are designed for pedestrians. If you are hit as a cyclist you are "at-fault". Refuge islands at California and Dwight Way work great. Medians work well on streets with one lane but the more lanes you have to cross the less safe it becomes.	Support				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	Been a business owner in Berkeley a long time ago. MLK Jr Way has changed a lot over the years. Less space on MLK. Referring to the quick build. Berkeley should learn from other cities. Look at what have other cities done? Learn from examples in Emeryville (40th st to Bay street class I?) and Oakland. Learned from doing business in Japan that we can adopt things from other places.	Other				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	Yeah! In Japan they have mirrors! So you can see.	Other				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	I have a friend who uses a mobility scooter, can go 4 mph. Enjoys using the protected bike lanes. Friend is able to live like a walking person. Has the privilege of getting around without having to find parking and she has a parking placard.	Support				Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/19/2025	Listening Session	Senior Center	Hardscape favors the faster rider. How do you share the lane with people who share the lane with people speeding on bikes?	Other				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	What about e-bikes going 20 mph?	Other				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	From perspective as a car driver. I feel safer when there is more a separation. There's been tragic incidents of peds and cyclists being hit and I fear doing that in my car.	Support				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	We have housing boom and I worry that more new residents will be driving. Surprised that percentage of cyclists is as low as it is and want to see mode shift, especially because of the impact so many new residents would have on parking availability. I live on Allston Way, traffic circles are too big for the intersection and unsafe for peds and cyclists — cars forced into the crosswalk. Diverter would reduce speeding and traffic better than traffic circles. Observed some of the smaller traffic circles on Channing which are smaller, so swerving traffic is not an issue, but drivers either don't see them or driver over them. We really need to study the safety of traffic circles better before investing in more of them. But diverters are great.	Support				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	Another possibility instead of traffic circles is raised crosswalks and raised intersections.	Intersection				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	When we talk about design I'm struck by how many different types of designs we have across the city. There is confusion about what each intervention requires from drivers and other road users. Some of our lanes are creating turn conflicts at intersections and it's unclear what is supposed to happen (Hopkins and Sacramento?)	Other				Noted	3/5/2025	Chris K
2/19/2025	Listening Session	Senior Center	In a foreign city there was a study showing that there was so much signage that no one could take in all the information but streets with unambiguous design were easier to follow	Other				Noted	3/5/2025	Chris K
2/19/2025	Email	Dan Leaverton	I attended the event today at the N B Sr Center. Thanks for making it accessible. I appreciate the opportunity to review the proposed improvements and comment constructively. I attended every event and meeting leading to the 2017 plan update and will fully participate in this process. After the very helpful presentation most people shared comments around the room. Many comments were helpful. The old folks, demand delays and a moratorium, alleging a lack of engagement are destructive to the process. Their demands for parking are obscene. If they can drive they can take a bus or uber/lyft or ride a motorized trike. They need to stop pretending to be neglected and step aside. Today's event was in the middle of a work/school day at a senior center with dedicated transport. Old folks are overrepresented! Where were the kids and parents? At school and work! I recommend 3 additional listening sessions be added during the lunch hour or at the end of the school day at each elementary, middle and high school so the kids and parents can hear and contribute. Seriously, stop catering to old folks complaining about how hard their life is. These folks moved to a progressive city and elected leaders to move us forward to zero waste, zero emissions, and zero fatalities yet they obstruct and are killing more folks with their cars.	Support				Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/23/2025	Letter	Laura Fujii	The California Environmental Quality Act (CEQA) requires a local government to reassess its plans when circumstances have changed to the point where new environmental impacts, or substantially worse impacts, can be anticipated. Road and traffic conditions are significantly different from those evaluated in 2017. First, Berkely has adopted new land use plans and zoning which will allow a substantial increase in population and in commerical development. In addition to new development, the commercial, transportation, and traffic world is now extremely different than it was in 2017. It is now a world of Uber and Lyft cars--waiting at the curb or in the bicycle lane. Uber Eats deliveries, UPS deliveries, Amazon deliveries, Sonic internet provider trucks, all waiting in the bike lanes and double parked. These commercial uses did not exist at their current level in 2017 and need to be taken into account. Furthermore, there are now many different modes of transportation that would use the proposed bicycle route system. There is the need to consider and plan for all non-car modalities which may use the bicycle routes and tracks proposed in the 2017 Bicycle Plan, such as electrc bicycles, pedal bicycles, scooters, adult tricycles, electric wheelchairs, and skateboards. I have even seen a Harley Davidson motorcycle using a bicycle track in San Francisco.	Oppose				Noted and passed to City	3/5/2025	Chris K
2/23/2025	Letter	Laura Fujii	The adopted 2017 Bicycle Plan includes commitments for further study that have not been kept up in the seven years since the plan was adopted. The material that has been provided in the public "pop up" sessions does not make it clear whether these commitments will now be met. As noted throughout the 2017 Bicycle Plan, the Plan expclicitly calls for designs that accommodate all users, not those of a small group of cyclists. The 2017 Bicycle Plan specifically states that Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity, will not be implemented without these Complete Street Corridor Studies that will include a traffic study, environmental analysis, public process, and coordination with all affected State, County, and local transit... Example projects that have already been built which should be evaluated for success/failure include: 1. The Milvia bicycle track; and 2. The recently installed protected bicycle tracks on Bancroft Way and its connecting streets. We have seen at least 5 incidients where car drivers, confused by the protected bicycle track on Dana Street, have turned into the bicycle track going against te 2-way bicycle flow. Due to the concrete curb of the protected bicycle track, these cars were forced to drive down the bicycle track for at least a block before they were able to exit it.	Oppose				Noted and passed to City	3/5/2025	Chris K
2/23/2025	Letter	Laura Fujii	It is imperative that a revised bicycle plan establish the safety goals that are being pursued and include metrics for measurement to guage success. The 2017 Bicycle Plan clearly states that GOAL 1 is safety first with performance measures of Zero bicycle-involved fatalities and Zero bicycle-involved severe injuries by certain dates. The proposed protected bicycle tracks may actually reduce safety for cyclists, pedestrians, those with disabilities, seniors, drivers, and delivery trucks due to the significant increase in roadway complexity through the addition of more curbs and other barriers, reduced visibility caused by dining kiosks and parked cars, and narrow bicycle tracks that provide no escape. Some of the proposed designed are contrary to the lessons of bicycle and traffic system studies that stress avoiding complex interactions and maintaining good visibility for all.	Oppose				Noted and passed to City	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/23/2025	Letter	Laura Fujii	The concrete bicycle track edges and proposed intersection floating island will introduce a huge number of additional driver and pedestrian obstacles within already highly congested areas. These obstacles represent a major hazard for those with disabilities, seniors, pedestrians, bicyclists, and drivers. There is growing evidence that these obstacles can, and will be, major hazards as is evident from the many skid marks on the already constructed floating islands in the Alameda intersection and bulb outs along Milvia Street near the YMCA. These obstructions are virtually invisible at night especially in the heavy rain. We have already had collisions and near collisions with these obstacles when we could not see them at night or in the heavy rain.	Oppose				Noted and passed to City	3/5/2025	Chris K
2/23/2025	Letter	Laura Fujii	Proposed bicycle tracks protected by parked cars, as proposed in the East Segment of the Hopkins Street Corridor Plan, are especially dangerous for bicyclists, pedestrians, and drivers. Users of the bicycle track are completely invisible to drivers and pedestrians when hidden behind these parked cars. We strongly oppose any bicycle track with a configuration that uses parked cars as the protective barrier for the track. -My husband was almost run over by a car near the Ashby BART Station because the oncoming car's and Robert's views were blocked by the parked cars on the other side of the bicycle track. -A bicyclist hit and rolled over my sister's car hood in Bethesda, Maryland when the bicyclist materialized into the intersection behind the parked cars of the bicycle track. My sister had made a full stop at the stop sign and did not see the bicyclist behind the parked cars. She was just starting her turn when the bicyclist hit her car. Fortunately, no one was hurt and the bicyclist walked away.	Oppose				Noted and passed to City	3/5/2025	Chris K
2/23/2025	Letter	Laura Fujii	There is growing evidence that these protected bicycle tracks, bulb outs and other added road obstructions result in increased response times by emergency vehicles. Fast first responders and emergency response is a matter of life or death. We urge the full review and approval of the 2017 Bicycle Plan Update by the Fire Department, Safety Department, and emergency and safety personnel and experts.	Oppose				Noted and passed to City	3/5/2025	Chris K
2/23/2025	Letter	Laura Fujii	Despite the language in the complete streets policies of both the City and Alameda County Transportation Commission, Berkeley has not collected data on the use of bicycles and how that has changed by the projects that have been constructed. Much has changed since the 2014 US Census American Community Survey regarding bicycle use in Berkeley that was used to develop the 2017 Bicycle Plan. There are now many more non-car transportation modes that use the bicycle routes, significantly increased traffic density, and many more temporary and permanent obstructions that increase traffic interactions and greatly reduce driver and bicycle visibility.	Oppose				Noted and passed to City	3/5/2025	Chris K
2/23/2025	Letter	Laura Fujii	Pilot projects enable the City to study the real-world efficacy of proposed bicycle infrastructure changes, often at a relatively modest cost due to the short-term materials used. Utilizing before and after data collection, they are monitored to understand benefits and tradeoffs, with the goal of adjusting the final design before committing to a more expensive pavement capital project. Longer-term pilot projects can be installed for a longer period of time, typically weeks or months, prior to potential permanent implementation. This allows for extensive data collection and public input, especially for complex multi-modal projects which all proposed bicycle tracks are now with motorized scooters, wheelchairs, motorized bikes, scooters, wheelchairs, skateboards, and regular bikes. Pilot Projects should integrate improvements for all modes of transportation whenever possible, including consideration of people walking, biking, riding transit, and driving.	Oppose				Noted and passed to City	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/24/2025	Email	Nicholas King	I am looking forward to a repaved and bicycle/pedestrian-safe Hopkins. Sometimes I walk, sometimes I drive, sometimes I bike. I want us to all stop squabbling and just build the damn thing, even if every one of us doesn't get exactly what we want.	Support	Hopkins St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	The area on Park St South of Aquatic Park needs to be a class IV cycletract instead of a class III bike route so that kids can safely bike to aquatic park & to shorebird park. Continue the treatment from Emeryville.	Street	Park St			Berkeley will reach out to ACTC staff to confirm project details	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	I live on Channing & 8th and won't bike my on street because 6th & Channing and San Pablo & Channing are too dangerous to cross	Intersection		6th St	Channing Way	Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Ada/Sacramento Bad crossing	Intersection		Ada St	Sacramento St	Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	This beacon should be available for cyclists to activate without dismounting. Currently it's not. Also, it should be on both N and S sides.	Intersection		Alcatraz Ave	King St	Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Please improve these 2 intersections: Russell & Sacramento (E/W for bikes/peds); King & Alcatraz (N/S for bikes/peds)	Intersection		Alcatraz Ave	King St	Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	The intersection at california and dwight has been helpful	Intersection		California St	Dwight Way	Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	I like the raised intersections by Cedar Rose Park	Intersection		Cedar St	Ohlone Greenway	Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Russell & channing and Sacramento & Russell are terrible intersections right now	Intersection		Channing Way	Sacramento St	Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	I feel pretty safe crossing sacramento @ Channing - maye the timing of the lights leads to big gaps in traffic? Maybe this is something to explore elsewhere	Intersection		Channing Way	Sacramento St	Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	I live on Channing & 8th and won't bike my on street because 6th & Channing and San Pablo & Channing are too dangerous to cross	Intersection		Channing Way	San Pablo Ave	Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Grant/Virginia barrier ineffective	Intersection		Grant St	Virginia St	Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Cycling for my kids from North Berkeley to MLK Middle School (from the north) isn't safe enough! The Alameda & Rose is way too many cars/busy	Intersection		Rose St	The Alameda	Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Shattuck @ Fulton and Oregon need 4-way stop signs. The ped hybrid beacon at Orgeon is consistantly ignored by drivers already. So adding one at Russell will be the same. Russell is Heavilty used all day by bikes to cross Shattuck.	Intersection		Russell St	Shattuck Ave	Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Prioritize intersections near schools. Shattuck and Russell feels very unsafe and is en route to Mendez and Willard Schools	Intersection		Russell St	Shattuck Ave	Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Signalized instead of PHB at Sacramento/Russell	Intersection		Russell St	Sacramento St	Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Acton/Virginia barrier ineffective	Intersection		Virginia St	Acton St	Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Should be able to go Longfellow to Milvia wihtout crossing MLK W/O light	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	The section of Claremont Ave betwee Wooldey St & John Muir School & Russell St is the part that matters most regarding protected bike lanes (This should be a SRTS route)	Street	Claremont Ave			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Protected bike lanes on upper and lower Gilman St	Street	Gilman St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Hopkins to King needs to be safe for our kids to go here. Gilman too. Rose has too many cars to be a bikeways @ school time.	Street	Gilman St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Gilman separated bikeway all the way from I-80 to Hopkins!	Support	Gilman St			Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/25/2025	Listening Session	MLK Middle	Also support bike blvd on Grant	Street	Grant St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Support a Grant St bikeway	Street	Grant St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Make Hopkins St bike friendly and no street parking	Street	Hopkins St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Kids who live in west Berkeley should have a safe route to bike to King Middle School. Please work on Hopkins St	Street	Hopkins St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	I think Hopkins to King should be prioritized so that kids can get to school. Thank you!	Street	Hopkins St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	I live on Hopkins. I want to bike safely from Kains up to the Gourment Ghetto or Rose or Hopkins.	Street	Hopkins St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Hopkins to King needs to be safe for our kids to go here. Gilman too. Rose has too many cars to be a bikeways @ school time.	Street	Hopkins St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Hopkins! All of the electeds who oppose it are gone	Support	Hopkins St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Observing that Hopkins was “removed”. The crowd collectively is upset that the project was tabled	Support	Hopkins St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Kains Bike Blvd is incomplete without connecting through Albany. We don't just work/shop in Berkeley.	Street	Kains St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Enforce no parking in bike lanes. Too many cars park in bike lanes (milvia)	Street	Milvia St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Please permit cycling on the roadway through Northbrea tunnel! (It is the fastest route between North Solano & Downtown) (Can we add traffic calming or make the tunnel bike only?)	Street	Northbrea Tunnel			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Lets make it feasible for cyclists to bike through the tunel on Solano/Henry	Street	Northbrea Tunnel			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Yes, please designate Portland Ave as the bike route it is! And also please add speed humps and raised intersections to it!	Street	Portland Ave			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Please prioritize safety upgrades near schools; Rose in particular should be key.	Street	Rose St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Rose St would need a lot of work to make it truly safe to ride bike. Either fully commit to making it a bike st or fully separate facilities, orput effort into other routes like Grant & Hopkins. Quality over Quantity	Street	Rose St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Rose traffic is too fast for biking in traffic. We need physical separation or infrastructure which significantly slows traffic	Street	Rose St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Bike Blvds should be less convinient for cars. Rose from MLK to Shattuck/Henry is the main and fastest moving connection to North Shattuck. Cars spee up while bikes are struggling to make it up the hill. They also don’t have to stop at Milvia, so bike and pedestrians corssing Rose are really at risk. And they have to stop, right before heading up another hill, which is exhausting.	Street	Rose St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Hopkins to King needs to be safe for our kids to go here. Gilman too. Rose has too many cars to be a bikeways @ school time.	Street	Rose St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Work on Rose St so west berkeley kids can bike/scoot safely to King middle	Street	Rose St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Citizen tracker has observed drivers going 40-50 mph on Rose	Street	Rose St			Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/25/2025	Listening Session	MLK Middle	Median island refuge would help crossing the bigger streets like sacramento and San Pablo	Street	Sacramento St			Noted	3/5/2025	Chris K
2/25/2025	Email	Sean McClellan	Cars drive too fast! Sacramento St shouldn't be a highway. Slowwww that traffic way down.	Street	Sacramento St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	It is a complete failure of the city of Berkeley to put bike lanes on San Pablo with the County's plan to connect with Albany and Oakland.	Street	San Pablo Ave			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Median island refuge would help crossing the bigger streets like sacramento and San Pablo	Street	San Pablo Ave			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Spruce is just lazy and doesn't work	Street	Spruce St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Spruce St needs more than sharrows. Care are going too fast and drivers don't care about sharrows!	Street	Spruce St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Make Spruce Street Safer	Street	Spruce St			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Telegraph could be a great bike route to Oakland but it is absurd how the bike lane disapears in certain spots. (b/w Woolsey and Ashby)	Street	Telegraph Ave			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Child feels uncomfortable biking on The Alameda and would rather walk	Street	The Alameda			Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Make sure buttons at crossings are accessible to cyclists including those with cargo bikes who can't more w/ percision	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	More Protected bike lanes - no more studies. Safety now	Support				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	I want to see basic paint on the ground/moving parking away from curb on all streets as they are repaved. We need to slow down traffic on all streets.	Support				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Ban right turn on red lights for cars. Start around schools.	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Do not repace streets without trffic calming infrastructure - drivers will go too fast	Support				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	See R10-23a: Crosswalk, stop on red, procede on flashing red when clear. MUTCD 4(09)-61(I)	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	General comen on whole plan - needs more consistency so that all the people on bikes or cars understand the procedures. Too many different bike lanes, too many different intersection calming methods. Many times I see cars parkig in the bike lanes.	Support				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	More signage, more paint, more safety. Protect us from cars.	Support				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	It's critical to also consider where large summer camps are (like shorebird park) where hundreds of kids could bike (if safe). How do kids get to these camps safely?	Other				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Pavement quality matters! No chip sealing, prioritize bike routes in repaving schedule	Other				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Please choose simplicity + familiarity where possible - stop signs/signals rather than beacons	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Please add Baywheels station at Gilman St & Ohlone Greenway intersection	Support				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Please add Baywheels station near Hopkins St & Monterey Ave and at California St intersection	Support				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Please add Baywheels station on Solano Ave @ Colusa Ave	Support				Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/25/2025	Listening Session	MLK Middle	The parents at Berkeley High School meet every Friday morning at 8:30 AM at the park across from the school - would be great if you could come to a meeting.	Other				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	We need a way to get to the waterfront	Other				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Encourage low speed vehicles for around town traffic to slow general pace on the streets	Street				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Please replace problematic "Share the road signs" with "Bike may use full line" on Sharrow	Street				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	The pedestrian-hybrid beacon have been confusing as a cyclists and a driver.	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Just protect them with the little plastic pillars	Street				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	I am very supportive of fully signalizing all potential HAWK intersections. HAWKS are confusing for everyone, don't always sense bikes (even when sensors are present)	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Upgraded bike lanes are better but intersections are still challenging	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Bike Routes don't work	Street				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Bike Routes - Stil not enough space and cars are mean	Street				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Bike Route - sharrows along are worse than useless. Need lower speed limits and engineering	Street				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Bike Routes - If you are going to put them in, they need to be green and repainted frequently	Street				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	No more sharrows. Useless	Street				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Need to use green paint for all signs on streets.	Street				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Need more dead-ends in the middle of blocks with the big planters.	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Take awat street to redesign our streets to be safer	Support				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	More safer connectivity	Support				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Mo repacing without safer desisngs for bikes and people	Support				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Street parking has got to go. Protected bike lanes now	Support				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Drivers yall at me when I push the button on hybrid-pedestrian beacons while riding on my bike	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	PHBs are confusing	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	PHB - Everybody gets confused so it doesn't work.	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Stop lights are way more clear & effective than PHB	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Make all these ped beacon buttons accessible from the street. Keep in mind that its tough to maneuver to these with kids on a cargo bike.	Intersection				Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/25/2025	Listening Session	MLK Middle	RRFB - I have almost never seen a car actually stop at one of these unless someone is actively crossing they usually won't stop if someone is trying to cross.	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	RRFB - I don't think a lot of drivers think or know that they're supposed to stop when the lights are flashing. Are they? If I press the button does that give me the right of way?	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Put bike lanes closer to sidewalks because the prking blocks the view of the driveway for cars and drivers	Street				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	2-way cycletrack connector - I prefer one way bike lanes on the right side of the street	Street				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Want goot plaes to ride fast on E-Bike too wide for cycletracks. Bike boulevards are great for this.	Support				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Context of other major routesL Shafter St, Lowell, Jackson, Kains, don't stop at border	Street				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Fix the ineffective barriers.	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	There is not a top 10 project in the hills but there are recommendations in the hills	Support				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	The city should priritize kids getting to school safely	Support				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Physically uncomfortable biking over speed humps	Other				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Comment regarding chip sealing – observed that it was recently done on Virginia, Spruce and a few other streets. Very unhappy with this approach – would like some answers from the city as to why this was done, when it is not a suitable approach in cities and for bikes.	Other				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Comment that we need to overlay the Bay Wheels bikeshare station locations with bike infrastructure. Would really like to see a station on Solano	Other				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Recommendation that there is a better circulation plan for drivers around King	Other				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Request that stop signs are co-located with all diverters	Intersection				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Observation that the current Longfellow location is not reflected on the maps	Other				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Interest in dynamic parking pricing to incentivize other forms of travel	Other				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Would like to see corridor studies removed from projects, which creates more hurdles and adds time	Support				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Commenting that the maps on the website are blurry – something that the planning team has been working to remedy but will definitely have fixed for when the draft plan is shared	Other				Noted	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Commenting on the importance of connectivity so that one can get all around Berkeley, North/South, East/West	Support				Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/25/2025	Email	Susanna Conaway	Hi! Thank you so much for investing time and insight into making our city safer for bikes and pedestrians. We live on 66th st in Berkely that crosses Sacramento and turns into Woolsey. It is a major commuting path for school kids heade ot Malcolm X, and Ashby Bart riders from our section of town. Sacramento is extremely difficult to cross and I brought this up with the city a few years ago. I see you added a blinking pedestrian walk on Harmon. Can we also get assistance for our biking corridor across Sacramento? How can I assist with making this happen? Thank you for all you are doing! I wish I had known about this a couple years ago. I am grateful you have taken on so much change.	Intersection		66th St	Sacramento St	Noted - crossing 2 blocks over at Harmon/Sacramento	3/5/2025	Chris K
2/25/2025	Email	Brandon Essex	Hi! Thank you so much for investing time and insight into making our city safer for bikes and pedestrians. We live on 66th st in Berkely. The intersection where 66th st crosses Sacramento and becomes Woolsey is a major commuting path. Elementary school kids headed to Malcom X, Ashby Bart riders, and high school students heading to Berkeley High School via the Milvia bike path, all use this route. Sacramento is extremely difficult to cross. Thank you for your time.	Intersection		66th St	Sacramento St	Noted - crossing 2 blocks over at Harmon/Sacramento	3/5/2025	Chris K
2/25/2025	Email	Oliver Mok	Hi! Thank you so much for investing time and insight into making our city safer for bikes and pedestrians. We live on 66th st in Berkely. The intersection where 66th st crosses Sacramento and becomes Woolsey is a major commuting path. Elementary school kids headed to Malcom X, Ashby Bart riders, and high school students heading to Berkeley High School via the Milvia bike path, all use this route. Sacramento is extremely difficult to cross. Thank you for your time.	Intersection		66th St	Sacramento St	Noted - crossing 2 blocks over at Harmon/Sacramento	3/5/2025	Chris K
2/25/2025	Email	Leah Jensen	Hi! Thank you so much for investing time and insight into making our city safer for bikes and pedestrians. We live on 66th st in Berkely. The intersection where 66th st crosses Sacramento and becomes Woolsey is a major commuting path. Elementary school kids headed to Malcom X, Ashby Bart riders, and high school students heading to Berkeley High School via the Milvia bike path, all use this route. Sacramento is extremely difficult to cross. Thank you for your time.	Intersection		66th St	Sacramento St	Noted - crossing 2 blocks over at Harmon/Sacramento	3/5/2025	Chris K
2/25/2025	Email	Brooklyn Essex	Hi! Thank you so much for investing time and insight into making our city safer for bikes and pedestrians. We live on 66th st in Berkely. The intersection where 66th st crosses Sacramento and becomes Woolsey is a major commuting path. Elementary school kids headed to Malcom X, Ashby Bart riders, and high school students heading to Berkeley High School via the Milvia bike path, all use this route. Sacramento is extremely difficult to cross. Thank you for your time.	Intersection		66th St	Sacramento St	Noted - crossing 2 blocks over at Harmon/Sacramento	3/5/2025	Chris K
2/25/2025	Email	Kristen Washburn	66th & Sacramento - this is a commonly used intersection for bikes & pedestrians crossing Sacramento, going to & from Malcom X elementary and the Ashby BART station. However traffic can be heavy on Sacramento, and cars traveling south often go very fast. It can be very difficult to cross safely here.	Intersection		66th St	Sacramento St	Noted - crossing 2 blocks over at Harmon/Sacramento	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Acton, all of it, is a great Bike Blvd. All of it connecting to Lowell.	Support	Acton St			Noted - Mabel/Bonar is 1-block away	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Russell at Mabel needs to redesigned. It's a giant slop lane right next to a park.	Intersection		Russell St	Mabel St	Noted - part of ACTC project	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Connection from Gilman protected bike lane to new bike lane to new bridge requires an unsigned hop up on the sidewak otherwise you'll end up on the freeway onramp. Fixing this is a top priority before someone is killed.	Intersection		Gilman St	I-80 overpass	Noted - passed to Caltrans	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Please adequately sign the aproach to the new I-80 overpass. My family almost ended up on the highway off-ramp going against traffic	Intersection		Gilman St	I-80 Overpass	Noted - passed to Caltrans	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/25/2025	Email	Kristen Washburn	Acton & Ashby - there are signs for a bike route on Acton, leading to San Pablo Park, Longfellow Middle School, and central Berkely BUT having to cross Ashby can be very tricky due to heavy traffic at prime travel times. Cars often will not stop for pedestrians, and bikes can not get an opening to cross. Bikes may try instead to ride down Sacramento St for a light to cross Ashby and encounter more traffic & much more danger.	Intersection		Ashby Ave	Acton St	Noted - proposed route on Mabel	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Please improve these 2 intersections: Russell & Sacramento (E/W for bikes/peds); King & Alcatraz (N/S for bikes/peds)	Intersection		Russell St	Sacramento St	Noted - recommendation on network	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Russell & channing and Sacramento & Russell are terrible intersections right now	Intersection		Russell St	Sacramento St	Noted - recommendation on network	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Crossing Sacramento at Russell feels like crossing a freeway	Intersection		Russell St	Sacramento St	Noted - recommendation on network	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Please add a median refuge at Sacramento & Russell as well	Intersection		Russell St	Sacramento St	Noted - recommendation on network	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Consider Forest St to Derby St for the 2-way cycle track crossing at College	Intersection		Derby St	College Ave	Noted - route stays on Derby to connect to Warring	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	At College Ave because the zig zag crossing would feel better with a with a right then left instead of a left then right	Intersection		Derby St	College Ave	Noted - route stays on Derby to connect to Warring	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	I continue to be stumped why Derby is the bike route and not Ward b/c everyone biking their kids to school crosses Sacramento at Ward not Derby B/C there's a bike triggered light that's not going to switch to Derby	Street	Ward St			Noted - Ward dead-ends at Telegraph, but Derby continues to Warring	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/25/2025	Letter	Peter Fromm	<p>I realize this feedback may be a little late in the process, but this is the first I've heard about it. I have been a Berkeley resident (currently in District 1) for nearly 30 years. While my family does own a single car, I, my spouse, and both of my children (who attend BUSD public schools -- Willard and Ruth Acty) use bicycles as our primary form of day to day transportation. I am pleased to see attention being given to Berkeley's bicycle network. However, no amount of bike lanes, traffic calming, or other bicycle infrastructure ,does much good if the paving quality of the street is so bad that it's not worth riding on. I realize that a lot of streets in Berkeley have a deteriorated surface, and that paving costs money, and that some level of prioritization is inevitable. My two primary asks are:</p> <ul style="list-style-type: none">• Streets heavily used by bikes (which may include streets not officially designated as bike boulevards) be given additional priority when setting the repaving schedule.• The City commit to never again using chip seal as a lower cost alternative to true repaving. Or at least commit to not doing this again on any streets heavily used by bikes (which again may be a larger set of streets than just official bike boulevards). <p>My first encounter with chip sealing was in 2016, when Berkeley resurfaced sections of two bike boulevards (that I know of), California Street and 9th Street In case you are not familiar with this, see http://en.wikipedia.org/wiki/Chipseal. While the result of this process may look nice (from a distance it looks like nice fresh pavement and it may in fact feel that way to the driver of a car), up close it is nothing of the sort. I compare it to coarse-grained sandpaper. To a first order, it's smooth, but up close, it's not just bumpy, it is universally bumpy everywhere, to the same degree.</p> <p>While this may save money in the short run, it is a terrible thing to do from the perspective of a bicyclist. It basically ruins the street for biking. M. least on a street with deteriorated pavement, if there's not much car traffic, I can sometimes find a path to bike on that's not too bad. With a chip sealed road, it's universally bad. I literally prefer the section that has not been resurfaced to the section that has been. Given the choice, I would rather the City do nothing than resurface a street with chip seal. I recommend that whomever is responsible for the decision to use chip sealing to actually get on bike and ride on some of these newly resurfaced streets, to see what the experience is.</p> <p>My understanding is that chip sealing is not intended for this kind of use. From the wikipedia article:</p>	Street				Noted and passed to City -	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Add connection Harrison Park	Support				Proposed bike route added on 4th Street	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Traffic diverters are helpful but many times I have seen large trucks just drive over them. The bars should e made higher so it is not an option.	Intersection				Will add to Bicycle Boulevard Design Guide	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Traffic circles - The reflectors on the floor of the circle are great but we need them at eye-level and on the signs.	Intersection				Will add to Bicycle Boulevard Design Guide	3/5/2025	Chris K
2/25/2025	Listening Session	MLK Middle	Understanding that the plan is focused on infrastructure, but wonders about both lighting and enforcement, as measures that promote safety for bicyclists	Other				Will identify programmatic priorities in Draft Plan	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Confusion around whether Berkeley Way will have bike lanes recommended as part of the Bike Plan Update (it does not)	Street	Berkeley Way			Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	No reduction of parking spaces near Berkeley Way	Street	Berkeley Way			Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Shattuck Corridor Study: What does this consist of?	Street	Shattuck Ave			Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	How do people that drive fit into the Bike Plan Update? Driving a vehicle is stressful too.	Other				Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/26/2025	Listening Session	BRIDGE	How do you factor in the needs of drivers, pedestrians, and cyclists?	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Why don't bikers go through a mandatory safety training but drivers must?	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Frustration over existing lack of street parking. Wary of recommendations that potentially will exacerbate the lack of parking.	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Narrowing the street places more responsibility on drivers when often the blame is on reckless bikers	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	How are rules enforced on bikers? Why should the responsibility for street safety be on the shoulders of drivers	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Could it be proposed that bike safety lessons become mandatory?	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Will bikers face fines or other consequences for reckless behavior?	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	What is the status of BerkDOT and non-police enforcement of traffic violations?	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Feels that the city of Berkeley is focusing on issuing parking tickets instead of ramping up enforcement of reckless bike behavior. Feels that burden of safety is on drivers, specifically low-income residents of color who rely on their car	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Where does funding for bike plan program come from?	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	How can there be funds (from the bike plan funding) set aside to implement mandatory bike license or compliance programs	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	What type of revenue does biking bring into Berkeley?	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Frustration over the perception that "drivers are being pushed out of Berkeley" in favor of a small subset of bikers	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Questions over what financial resources exists to promote bike ownership for low-income residents	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Wondering if the new residential development in Downtown Berkeley and the influx of more cars was factored into the bike plan update.	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	"There is no way that all those car are going to be able to park, so where are they supposed to go"	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	City of Berkeley should work with UC Berkeley to engage students about biking safety and street rules	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	International students are bringing their customs surrounding transportation with them which causes conflict. There needs to be some outreach to assimilate these students.	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Bike lane plans need to be configured with common traffic flow movements and planned together to avoid confusion	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	What percentages of bicycle traffic deaths occur because people are not wearing helmets?	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Scooter riders specifically rarely wear helmets	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Is there a way of funding helmet distribution programs for low income people or just generally promoting helmet use?	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	Is there a Berkeley bike network map that is publicly available so that new users are familiar with the network	Other				Noted	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/26/2025	Listening Session	BRIDGE	Suggested that UC Berkeley Student Housing distribute network maps to all new students	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	If i'm driving and am hit by a biker, am I held liable?	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	PLEASE provide more information to bikers w/ consequences! (for non-compliance)	Other				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	I like the idea of a bike lane because it helps keep them safe, but I DON'T LIKE that there will be less parking. I think there's too many people getting hit though, but need to have a solution to our parking problem before adding a bike lane!	Street				Noted	3/5/2025	Chris K
2/26/2025	Listening Session	BRIDGE	The separated bikeway does not look safe or like a significant accident prevention	Street				Noted	3/5/2025	Chris K
2/26/2025	Disability Interview	Eric Knaresboro	Engagement - The City needs to demonstrate a renewed commitment to the disability community and to reestablish a trusting relationship – including greater levels of transparency.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
2/26/2025	Disability Interview	Eric Knaresboro	Engagement - The approach the Bike Plan took with proactive presentations with CIL and the Commission on Disability are really appreciated – it didn't feel like an afterthought and the City should continue that approach to rebuild relationships and trust. Keep coming back and show progress & change that comes from that continued engagement.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
2/26/2025	Disability Interview	Eric Knaresboro	Engagement - The presentation for the Bike Plan Update was really well done, including image descriptions as part of the presentation. It helped low-vision participants feel more included.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
2/26/2025	Disability Interview	Eric Knaresboro	Engagement - A recommendation to develop miniature tactile scale models of bikeway designs as part of engagement, allowing low-vision users to feel it and gain a sense of how the street configuration works.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
2/26/2025	Disability Interview	Eric Knaresboro	Maintenance - Keeping separated bike lanes clear/maintained after installation is important for low-vision people. It's hard to see curbs when they are full of debris or leaves.	Street				Will add to Disability Design Considerations	3/5/2025	Chris K
2/26/2025	Disability Interview	Eric Knaresboro	Maintenance - Low-vision users worry about, when there are obstructions in the road or the bike lane, bike riders swerving and interacting with low-vision users in an unexpected place. Ensuring certainty is big priority for low-vision users.	Intersection				Will add to Disability Design Considerations	3/5/2025	Chris K
2/26/2025	Disability Interview	Eric Knaresboro	Maintenance - Street lighting is also extremely important for low-vision users and helps improve visibility of protected bike lane elements.	Street				Will add to Disability Design Considerations	3/5/2025	Chris K
2/26/2025	Disability Interview	Eric Knaresboro	Separated Bikeways Design - There needs to be higher visibility for the raised & concrete elements of separated bikeways. The way they are currently marked is hard to see for low-vision users.	Street				Will add to Disability Design Considerations	3/5/2025	Chris K
2/26/2025	Disability Interview	Eric Knaresboro	Separated Bikeways Design - Guide dogs are color-blind, so relying on colored pavement or curbs to indicate bikeways doesn't help.	Intersection				Will add to Disability Design Considerations	3/5/2025	Chris K
2/26/2025	Disability Interview	Eric Knaresboro	Separated Bikeways Design - Separated bikeways are asphalt, so it doesn't feel different from the roadway when using a cane – you can't tell if it's travel lanes or bike lane.	Street				Will add to Disability Design Considerations	3/5/2025	Chris K
2/26/2025	Disability Interview	Eric Knaresboro	Separated Bikeways Design - Using two rows of truncated domes is a good idea – one row at the curb ramp, one row between the bike lane and the roadway.	Intersection				Will add to Disability Design Considerations	3/5/2025	Chris K
2/26/2025	Disability Interview	Eric Knaresboro	Separated Bikeways Design - Bus boarding islands in Oakland as part of separated bikeway projects are a big challenge for low-vision users – when they need to cross to get to the sidewalk. Berkeley should look to examples in other cities that have better design models – maybe SFMTA?	Other				Will add to Disability Design Considerations	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
2/26/2025	Disability Interview	Eric Knaresboro	Separated Bikeways Design - All separated bikeway projects should look at reconstruction/realignment of curb ramps, ensuring curb ramps are pointing users directly into the crosswalk – especially when crosswalk alignments are changing because of a project.	Intersection				Will add to Disability Design Considerations	3/5/2025	Chris K
2/26/2025	Disability Interview	Eric Knaresboro	Audible Signals - Audible crosswalk signals should include a message about the presence of a separated bikeway – low-vision users rely on hearing to gauge oncoming vehicles but bicycles and e-bikes are very quiet. So they need an explicit indicator for when to expect bikes.	Intersection				Will add to Disability Design Considerations	3/5/2025	Chris K
2/26/2025	Disability Interview	Eric Knaresboro	Audible Signals - Audible signal push button plaques should also include a braille message.	Intersection				Will add to Disability Design Considerations	3/5/2025	Chris K
2/26/2025	Disability Interview	Eric Knaresboro	Audible Signals - Construction mitigation plans need to consider low-vision users – both for building construction and roadway construction. Low-vision users rely on hearing and construction noise can drown out audible signals and noise from oncoming vehicles.	Intersection				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Helen does not oppose bike projects – they want accessibility baked in and more consideration of safety and accessibility for seniors and persons with disabilities not using the bike lanes. Everyone should be able to get door to door. She has provided feedback and comments on accessibility and hopes together with the City bike projects can benefit everyone equally.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	We need to prioritize accessibility of public right of way first and foremost when approaching projects and project design.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Don’t force the community into an oppositional position accessibility needs and safety concerns should be listen to and addressed.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Lifting up Inclusive Design and Accessibility might help mend broken bridges between the disability community and City staff.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Actively recognize the contributions of the disability community to design & access needs	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Having a step cross-slope in a bikeway, which can often happen when nearing the gutter pan, makes it more difficult for 3-wheel or 4-wheel devices to use a bikeway. It tilts the device to one side and make maneuvering more difficult. Strive for flat surfaces when designing bikeway facilities.	Street				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Prioritize maximum width for bikeway facilities that include physical separation. For mobility devices, e-trikes, etc having maximum width is essential to creating facilities that feel comfortable to use – especially ensuring for safe passing widths by other devices.	Street				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Helen travels on her e-trike at a maximum speed of 9 mph; facilities design needs to prioritize, and be forgiving of, slower riders and be inclusive of more users.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Hatched striping for bike lane buffers is useful for Helen as they are more visible in her peripheral field of vision.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Emphasize consistency in design approach to provide certainty to low-vision users.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Concrete elements in separated bikeways need reflectors on them for low-vision users.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Separated bikeways should include mid-block curb ramps – which would allow people parking to more easily reach the curb as well as let people with heavier devices (trikes, mobility scooters, etc) get up onto the sidewalk more easily.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	City of Berkeley should proactively integrate more blue-curb disabled parking spaces as part of any new separated bikeway project.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
3/3/2025	Disability Interview	Helen Walsh	Blue-curb disabled parking needs a longer bay than a traditional parking stalls, especially along parking-protected bike lanes, helping ensure that rear-loading vans and other vehicles can function safely.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	The video detection at the intersection of Milvia at University does not work at night. To engage the push button, someone on a bike has to get off and walk on the sidewalk approximately 20' to the pedestrian crosswalk. There needs to be bike-accessible push buttons.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Truncated dome strips can be painful for wheelchair users with spinal cord injuries. Use of more truncated dome strips to delineate areas of travel should be used judiciously.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	2-stage left turn boxes don't work for e-trike and mobility scooter users. Consider larger/wider devices when designing these types of intersection elements	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Lots of debris and fallen leaves in separated bikeways can be a sight challenges for low-vision roadway users	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Trash cans blocking separated bikeways are a huge hazard, especially for users with wider devices	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Berkeley needs to emphasize respect for rules of the road for all users. Slower trike and mobility scooter users will bear the brunt of driver anger when other people on bikes are not following traffic laws.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/3/2025	Disability Interview	Helen Walsh	Construction sites near or around lanes should follow Public Right of Way Accessibility Guidelines as well as PROWAG should be practiced and properly implemented for all.	Other				Will add to Disability Design Considerations	3/5/2025	Chris K
3/5/2025	Email	Rachel Gold	Hi, Thank you for all the thoughtful work on the Berkeley Bike Plan. There is a lot to appreciate about the vision and I have several comments for you to consider. 1) a top priority should be ensuring that kids in Berkeley can safely get to and from schools -- that includes elementary schools across the city and a plan that supports safely biking across the city. I also want the Hopkins corridor prioritized for upgrades. It is extremely unsafe and heavily utilized by kids and families. Please specify that repaving shouldn't include chip paving, which is a horrible surface for bikes to utilize. I also want to see intersection infrastructure, lights, beacons designed and planned for both ped and bike crossings. Having a bike boulevard where you have to dismount and push a button to cross is not adequate infrastructure. Finally, considerations for adequate lighting and education/enforcement are needed to have a plan that once put in action meets its goals. Biking in this City is extremely hazardous because cars don't stop at stop signs or lights. That needs to change to make it safe to bike in Berkeley. Thank you for considering my comments.	Support	Hopkins St			Noted	3/5/2025	Chris K
3/5/2025	Email	Anonymous	The City should adopt a policy that every repaving project must include implementation of any improvements included in the Bike Plan for the street section that is being repaved, as well as other bicycle and pedestrian improvements including (but not limited to): 20-foot red-painted curbs at all intersections, 4-way crosswalks at all intersections, ADA-accessible curb cuts at all intersections, street lights at all intersections; unless the Transportation and Infrastructure Commission (with appeal rights to the City Council) finds, based on substantial evidence, that doing so would not improve pedestrian and bicycle safety.	Support				Noted	3/5/2025	Chris K
3/5/2025	Email	Anonymous	Recommendations: -Intersection of Adeline and Alcatraz: Add left-turn signals for cars turning from Alcatraz onto Adeline. Under current conditions, there are frequent "near misses" with cars trying to turn left (from Alcatraz onto Adeline) and almost hitting pedestrians and bicycles traveling through the intersection.	Support		Alcatraz Ave	Adeline St	Noted - recommendation on network	3/5/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
3/5/2025	Email	Anonymous	Bicycle passage on Prince/Woolsey through the Ashby BART Station parking lot needs to be improved. Under current conditions, there is no safe route for bicycles to cross MLK (at Prince Street) and Adeline (at Woolsey Street); bicycles must travel on the sidewalk (which is illegal in Berkeley) and in a crosswalk in the opposite direction of vehicle traffic, in order to safely cross MLK and Adeline Streets in a crosswalk.	Support		Prince St	Martin Luther King Jr Way	Noted - recommendation on network	3/5/2025	Chris K
3/5/2025	Email	Anonymous	Add more traffic calming infrastructure on the Rose Street Bicycle Boulevard to discourage high-speed motor vehicle through-traffic.	Support	Rose St			Noted - recommendation on network	3/5/2025	Chris K
3/14/2025	Email	Casey Passmore	ALL residential streets should have at least Class I Separated Bikeways (I think it's class I but the Glossary says it's Class IV) by default. That is, whenever a street is getting repaved (like Acton from Ward to Dwight just got), it should be automatically repainted to have bike lanes next to curbs and parking between moving vehicles and the bike lane. This needs to be our default, not something to be debated about street by street. It will make streets more narrow so drivers will be forced to slow down and it will be safer for bikers, as well as providing more space for kids to play and practice IN THE STREETS! Acton between Bancroft and Addison is an example of a narrow street where drivers are forced to drive slow because they literally have to move out of the way of oncoming traffic. There's no room on that street for Bikeways without removing the parking but most streets are wide enough to accommodate this shift in how we use public space. And the open space between parked cars is still plenty large enough for emergency vehicles. All crosswalks need to be painted as continental or zebra striped crosswalks. Again on Acton from Ward to Dwight which was just repaved, there was no upgrades to crosswalks (just the standard two lines). Crosswalks keep bikers safer as they force drivers to stop before the intersection. Neighbors need to be able to request traffic calming in their neighborhood and get it without burden. The current Council Resolution 64,732-N.S. says that the 85th percentile speed must be at least 3mph over the speed limit next to a park to get traffic calming (5mph higher if there is no park nearby!). This prioritizes drivers and speeding and makes it almost impossible to get traffic calming on most streets, even when neighbors are organized and asking for it! Also in regard to the Bikeway Spot Improvements Toolkit, things like RRFBs and Ped-Hybrid Beacons actually lead to more confusion and awkwardness for drivers and bikers. I so appreciate that Berkeley drivers will come to a stop for me as a biker to cross an intersection even when I have a stop sign and they do not. However, this interaction is frequently awkward because I still have to ensure that the drivers in the other direction will stop and the only way to do that is to enter the roadway. Countless times the driver who first stops will actually honk at me to cross even though I cannot be assured that the other direction will stop. The Russell at Shattuck crossing is a place where this happens constantly (we cross daily to get to school). Things like RRFBs and Ped-Hybrid Beacons actually lead to further confusion as to who has the right-of-way, particularly between bikers and drivers.	Support				Noted	3/17/2025	Chris K
3/14/2025	Email	Casey Passmore		Support				Noted	3/17/2025	Chris K
3/14/2025	Email	Casey Passmore		Support				Noted	3/17/2025	Chris K
3/14/2025	Email	Casey Passmore		Support				Noted	3/17/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
3/14/2025	Email	Casey Passmore	Traffic Diverters that force drivers into right or left hand turns are unsafe. We have two near our home (including the one where a child was hit on Halloween) and those are some of the worse intersections to cross at a pedestrian. They are great for bikers but at the expense of pedestrians. I would like to see Traffic Diverters used only to create dead-end streets like Russell at Milvia. That is highly effective. Another poor example of Traffic Diverter is Russell at Wheeler where they are used to close only one lane/direction: drivers constantly go around the Traffic Diverters to continue east on Russell. I have been heading west on Russell on my bike and had a car almost hit me in my own lane because of the Traffic Diverters!	Support				Noted	3/17/2025	Chris K
3/14/2025	Email	Casey Passmore	implement the Hopkins Corridor Project	Support	Hopkins St			Noted	3/17/2025	Chris K
3/14/2025	Email	Casey Passmore	go back to Alameda County to include Bus and Bike Lanes through Berkeley as part of the San Pablo Avenue Corridor Project.	Support	San Pablo Ave			Noted	3/17/2025	Chris K
3/14/2025	Letter	BAROW	<p>Americans with Disabilities Act (ADA) Requirements</p> <p>Berkeley should plan its rights-of-way (ROWs) holistically, balancing the needs of all ROW users in all parts of the city. The Bike Plan should be one product of such holistic planning. Instead, the updated bike plan appears to have been developed with a single-minded focus on cyclists' needs. Far from removing literal and figurative barriers to accessibility, the bike tracks would actually build new concrete barriers.</p> <p>The City's February 18, 2025, virtual presentation hosted by the Center for Independent Living (CIL) showed that the updated plan was created with only cyclists and no others in mind. As one participant noted, in its presentation to CIL and some 50 attendees, the City never, not even once, mentioned how the needs of people with disabilities were addressed in developing the plan or how they would be addressed in implementing the plan.³</p> <p>Outreach for the updated bike plan began in 2022, with 14 different events held,⁴ but members of the disability community apparently were not briefed until February 2025,⁵ just six months before the final plan is to be adopted. While the planners “talked to over 900 residents and collected over 1,300 comments about how we should prioritize projects into the future,”⁶ the signers of this letter are unaware of any prior outreach to the senior and disability communities. The City has a record of not sufficiently accommodating the needs of people with disabilities in designing its recently completed projects, including the Southside Complete Streets project, the Milvia Street Bikeway, and the planned Adeline Corridor modifications. The lack of outreach and proper planning for accessibility is reflected in several undesirable features of these projects, including but not limited to:</p> <ul style="list-style-type: none">• highly variable street designs that are confusing even for people without disabilities and, for persons with vision disabilities, are not sufficiently marked with required detectable warnings and Audible Pedestrian Signals (APS) that can distinguish among the various traffic flows;• the absence of mid-block curb ramps, which requires people with mobility disabilities to utilize bike lanes to reach a corner curb ramp;• the lack of reflective marking on mid-street barriers;• cycle tracks that are too narrow to safely accommodate e-trike and mobility scooter users;• two-way cycle tracks with e-bikes and e-scooters traveling at high speeds, which pose safety hazards to all pedestrians, particularly mobility and visually impaired people who cannot react quickly enough to avoid possible collisions. Even one-way cycle tracks create hazards for people	Oppose				Noted	3/17/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
3/14/2025	Letter	BAROW	<p>In striking an appropriate balance when planning for the city’s ROWs, the city should therefore consider the following:</p> <ul style="list-style-type: none"> • People with disabilities who have mobility limitations are often unable to walk more than a block or two from their destination, and some must be dropped off in front of their destination. Cycle tracks reduce the availability of vehicle parking, meaning those with mobility disabilities cannot walk to their destination. Cycle tracks can also create barriers that impede vehicle and wheelchair drop-off to homes, schools, shops, churches, community centers, entertainment venues, etc.⁹ • Most cyclists are sufficiently able-bodied that their cycling needs could be accommodated with a plan focusing primarily on bicycle boulevards, which do not impede access for any user group. Rather than accommodating cyclists with a door-to-door plan,¹⁰ the City should consider whether a plan focused on improving the bicycle boulevard network can get cyclists within a reasonable walking distance of their destinations. Cyclists can park their bicycles (potentially in planned bike facilities on a bicycle boulevard) and walk to their destination on sidewalks, walk their bikes to their destination on sidewalks, or ride their bikes to their destination on a non-bicycle-boulevard street. (To the extent that Berkeleyans were surveyed for the update, the website report on the survey results suggests that improvements to the bicycle boulevard network, including improving safety at major intersections and improving pavement quality, would address the stated concerns.¹¹) • The negative impacts of bicycle infrastructure on Berkeley’s disability population can be mitigated in project design (e.g., by providing curb ramps, additional pedestrian markings across cycle tracks, and sufficient disabled parking).¹² 	Oppose				Noted	3/17/2025	Chris K
3/14/2025	Letter	BAROW	<p>However, the city should retain an expert in the ADA and its architectural requirements to properly determine how the needs of people with all types of disabilities will be accommodated before deciding that a cycle track is feasible. Ultimately, accommodating all needs while retaining a cycle track may not be possible or desirable. For example:</p> <ul style="list-style-type: none"> o Cycle tracks generally require eliminating parking, which reduces available parking for people who can walk only limited distances. In addition, accessible parking must meet a ratio of total parking, which will further reduce parking for people who do not qualify for accessible parking but have mobility limitations. o Cycle tracks may impede emergency access and evacuation. The evacuation study commissioned by the City will be released this spring, and its results should be a primary consideration in the draft plan. o Widening the cycle track to accommodate tricycles may not be feasible in the available street space. o Cycle tracks pose high risks to people with vision disabilities. Detectable warnings must be placed in appropriate places to alert people with vision disabilities before entering traffic. Also, Audible Pedestrian Signals must be set up to coordinate with bus, bike, and vehicular traffic. o Cycle tracks with island bus stops are unsafe for visually impaired people.¹³ The American Council of the Blind and others have called for new installations of floating bus stops to stop until more research is completed.¹⁴ o A cycle track, particularly a two-way cycle track, in front of a busy commercial area or community venue will increase hazards to pedestrians, particularly the vulnerable elderly population and people with mobility limitations. A drop-off zone at busy venues may not be feasible with a cycle track. 	Oppose				Noted	3/17/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
3/14/2025	Letter	BAROW	<p>For all these reasons, the City needs to critically review whether bolstering the city’s bicycle boulevard network, possibly with bike-parking facilities on those routes or elsewhere, would enable the most appropriate balancing of the needs of all street users. Moreover, the cost of completely mitigating the access and safety problems posed by cycle tracks, assuming complete mitigation is possible, raises the question of whether limited public funds would be better spent on another approach, particularly given the dire condition of Berkeley’s streets and sidewalks.</p> <p>15</p> <p>Addressing ADA compliance as an afterthought could expose the City to costly legal challenges and potentially even costlier post-construction mitigation requirements. In 2020, a court held that the City of Los Angeles violated the ADA when it redesigned its streets to add protected bike lanes without considering accessibility.¹⁶ The city had to pay attorneys’ fees for both the individual suing Los Angeles and itself and remedy the inaccessibility with partial redesign of the cycle track. In 2022, several disability and other community groups sued the District of Columbia for its cycle tracks and the lack of accessibility that results for persons with disabilities. The case has been litigated fiercely now for two years and will likely go to trial. There are other settlements (not usually public) involving cycle tracks and accessibility where taxpayer money was used to build a cycle track that was ultimately agreed to cause inaccessibility, and then taxpayer money again had to be used to remove or remedy the cycle track. The city of Berkeley need not risk wasting taxpayer money on legal fees associated with litigating cycle tracks or removing/remedying the access barriers caused by cycle tracks.</p>	Oppose				Noted	3/17/2025	Chris K

Date	Input Type	Source	Comment Text	Comment Type	On St/ Coordinates (if given)	Cross StA (if given)	Cross StB (if given)	Comment Response	Addressed Date	Addressed By
3/14/2025	Letter	BAROW	<p>and State and Federal Safety Standards</p> <p>Apart from the two words “safety data” on the webpage on “Plan Recommendations,”¹⁷ no information in the Bicycle Plan Update indicates that data has been collected on street, sidewalk, and bikeway usage and injuries (related and unrelated to vehicle traffic), as called for in the City’s Complete Streets policy.¹⁸ The City’s policy requires collecting such data before implementing Complete Street projects. The City should study whether improvements to bicycle routes made in recent years have improved safety for all users and increased bicycle ridership. Cycle tracks have been largely designed for ambulatory individuals who use two-wheeled bikes. Only about 6 percent of Berkeley’s population uses bikes for commuting,¹⁹ about the same as people with disabilities, not to mention people with temporary mobility limitations and the senior population. In short, there is absolutely no reason why a small population of cyclists should determine the city’s infrastructure, put seniors and the disabled at risk of injury, and restrict public rights of way.</p> <p>The updated plan appears to be based primarily on unscientific public outreach efforts, which, as noted above, have only recently included organizations representing disabled and senior communities. Recent “pop-up” events have involved passersby who apply sticky notes and dots to various poster boards. The value of such efforts is questionable. Moreover, the updated plan’s map of responses to outreach efforts suggests that residents in the eastern portions of the city were excluded from the outreach effort, given a lack of comments in these areas.^{20,21} As the City’s Vision Zero Action Plan recommends,²² injury data should include whether the parties involved are disabled. The Vision Zero Action Plan calls for “shifting away from state crash data and toward use of BPD police report data.” However, not all injuries are reported to BPD or involve a traffic collision. Rather, many people are injured solo due to poor sidewalk conditions and new street designs where public reports are not taken. Therefore, special outreach to vulnerable communities and targeted data collection efforts are needed.</p> <p>A holistic ROW planning effort should, in addition to striving to meet all ADA requirements, assess whether state and federal safety design standards are being met on Berkeley’s streets and sidewalks and bicycle routes, such as Caltrans’ Highway Design Manual design standards, Caltrans’ Manual on Uniform Traffic Devices (MUTCD), and AASHTO’s “Guide for the Development of Bicycle Facilities.” Again, we see no evidence in the Bike Plan update that such review and planning have been or will be conducted.</p>	Oppose				Noted	3/17/2025	Chris K
3/14/2025	Letter	BAROW	<p>Next Steps</p> <p>As discussed above, it is essential to adopt a comprehensive approach to public rights of way and collect the necessary data before formulating plans to address the requirements of cyclists. By all indications, such planning has not occurred. Therefore, BAROW recommends that the City take a step back before issuing its Draft Bike Plan Update, currently scheduled for May, to enable such planning. The newly available funding from 2024 Measure FF could provide the necessary funds for such comprehensive planning.²³</p> <p>We would welcome the opportunity to share further details regarding our perspective on the needs of seniors and people with disabilities on Berkeley’s public rights-of-way as relates to planning for cyclists’ needs and desires.</p>	Oppose				Noted	3/17/2025	Chris K
3/10/2025	Disability Interview	Kathi Pugh & Rena Fischer	oBe aware of the conflicting needs and opinions within the disability community. Don’t treat them as a monolith – and that a solution for one group would work for everyone.					Noted	3/17/2025	Chris K

[illegible]