

## **Communications – July 11, 2023**

*Council rules limit action on Communications to referral to the City Manager and/or Boards and Commissions for investigation and/or recommendations. All communications submitted to Council are public record.*

### **Item #31: Staff Shortages: City Services Constrained by Staff Retention Challenges and Delayed Hiring**

1. Steven Lipson
2. Councilmember Hahn

### **Item #33: Adoption - Civic Center Phase II - Design Concept**

3. Jennifer Lovvron, Civic Arts Commission Secretary
4. Jack Kurzweil
5. Diana Bohn
6. Stephen Most
7. Juliet Lamont and Phil Price
8. Tom and Jane Kelly
9. Rachel Katz
10. Steven Finacom
11. Erin Biehm

### **Hopkins Corridor – Repave and/or Bike Lanes**

12. Kester Allen
13. Janet Stromberg
14. David Brandon
15. Kathleen Haberer
16. Kevin Jones
17. David Socholitzky
18. Ernesto
19. Kori Kody
20. Jose Arau
21. Marguerite Lee
22. Trarie Kottkamp
23. Lily Liang
24. Verna Winters
25. Constance Anderson
26. Jeffrey Kaplan
27. Susan Taylor
28. Matthew Skinner
29. Theresa Malki
30. David Coolidge
31. Shirley Kirsten
32. Amber Crowley
33. Barbara Gilbert
34. Meryl Siegal
35. Jennifer Winch

- 36. Jeanne Allan
- 37. Barbara Englis
- 38. Peggy Radel
- 39. Marguerite Tompkins
- 40. Sheridan Pauker
- 41. Michael Frantz
- 42. Rachel Bradley
- 43. Isabelle Gaston
- 44. Jan Woo
- 45. Dahlia Armon
- 46. Jean Weininger
- 47. Renate Crocker
- 48. Paul Elmore
- 49. Jacqueline Wilson
- 50. Susan DeMersseman
- 51. Justin Kao
- 52. Dan Alpert
- 53. Katherine de Runtz
- 54. Catherine Ryan
- 55. Steven and Judy Lipson
- 56. Ernie Mansfield
- 57. Kay Englund
- 58. Helen Toy
- 59. Eric
- 60. Melanie O'Hare
- 61. Ilyse Gordis
- 62. Constance Rivemale
- 63. Janice Murota
- 64. Rachel Hope Crossman
- 65. Stephen Wood
- 66. Ann Campbell
- 67. Janice Hamer
- 68. Jeanne Friedman
- 69. Zara Ortiz
- 70. Gar Smith
- 71. Joan Garvin
- 72. Richard Tamm
- 73. Grace Munakata
- 74. George and Wendy Draper
- 75. Friends of Hopkins Street
- 76. John Hitchen
- 77. Jessica Livingston
- 78. Timothy Ross
- 79. Kim Markison
- 80. Fiona Baker
- 81. Margaret Leventhal

- 82. Pamela Zelnik
- 83. Shirley Kirsten
- 84. Bruce Chamberlain
- 85. Soleil Taylor
- 86. Jonah Gollub
- 87. Shirley Kirsten
- 88. AJ Romano
- 89. Bill Hackman
- 90. Cindi And Howard Goldberg

**Fire Department Consultant Report**

- 91. Michael Wilson (2)
- 92. Liza Lutzker, on behalf of Walk Bike Berkeley
- 93. Stephen Dalton

**Natural Gas Ban**

- 94. John Caner, on behalf of the Downtown Berkeley Association

**Horse Deaths**

- 95. Nancy Veerhusenb
- 96. Christopher Kroll
- 97. Acacia Schmidt
- 98. TC Conrad

**Celebrating Susan Felix**

- 99. Toby Furash

**Unhoused Toileting Letter**

- 100. Friends of Five Creeks

**Fully Fund African American Holistic Resource Center**

- 101. Boona Cheema

**Kudo's for the Fire Department**

- 102. L.J. Cranmer

**Rent Board Billing Errors**

- 103. Morris

**Healthy 4 Change Health Conference**

- 104. Ayanna Davis, on behalf of Healthy Black Families

**“Read Banned Books”**

- 105. Todd Andrew
- 106. Aimee Reeder, on behalf of the Berkeley Public Library

**1740 San Pablo Multifamily Housing Program**  
107. Rachel Durney, NorCal Development, BRIDGE

**Overhead Utility Wires**  
108. Maria Riddle

**Automated License Plate Readers**  
109. Elana Auerbach  
110. Diana Bohn

**Surveillance Cameras**  
111. Toni Mester

**City Dysfunction**  
112. Bob Flasher

**St. Paul AME Church and Ephesian Church of God Applying for Funding**  
113. Norma Thompson, on behalf for Community Housing Development Corporation

**Help Business' Get Off the Ground**  
114. Geoff Lomax

**Fireworks in South Berkeley**  
115. Pamela Michaud (3)  
116. Mike Kim

**My Tenant's Rights Stolen by City of Berkeley**  
117. Deborah Black

**Transphobia in Berkeley and Albany**  
118. Kirstyn Russell and Melissa Neal

**Asking for Help from the Mayor and Council**  
119. Benjamin Stein

**URL's Only**  
120. Vivian Warkentin (3)

**Benado, Tony**

---

**From:** Steven Lipson <stevenlipson634@gmail.com>  
**Sent:** Sunday, June 25, 2023 3:05 PM  
**To:** All Council  
**Subject:** East Bay Times article on Berkeley staffing vacancies

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

Hi,

I read today's article on staffing deficiencies in Berkeley with dismay.

<https://www.eastbaytimes.com/2023/06/22/report-on-staffing-vacancies-in-bay-area-cities-reveals-how-turnover-has-left-berkeley-in-crisis/>

The city council has spent much too much effort on virtue signalling projects and proposals and far too little effort on maintaining and improving the lives of Berkeley's residents. Why have you allowed the city administration to deteriorate as we lost valuable, long-term employees? Why has this not been a major topic of city council meetings and efforts?

Please get to work!

Steven Lipson  
634 Woodmont Avenue  
Berkeley, CA 94708  
stevenlipson634@gmail.com

**Benado, Tony**

---

**From:** Hahn, Sophie  
**Sent:** Monday, June 26, 2023 1:19 AM  
**To:** Steven Lipson; All Council  
**Subject:** Re: East Bay Times article on Berkeley staffing vacancies

Mr. Lipsom, I absolutely share your concern. We have discussed this at Council - we endorsed an ambitious plan put forward by the City Manager prior to issuance of this Auditor report.

Here are links to the City Manager report and presentation - from February:

<https://berkeleyca.gov/sites/default/files/documents/2023-02-28%20Item%2016%20The%20City%20of%20Berkeley%20Employer%20of%20Choice.pdf>

<https://berkeleyca.gov/sites/default/files/documents/2023-02-28%20Item%2016%20Employer%20of%20Choice%20CMO%20-%20Pres.pdf>

I have supported all measures to address this situation; we have allocated funds for recruitment and retention efforts, and done deep study of the factors that brought us to this situation. The Auditor's report is helpful, but comes a little late in our process.

One thing very different about Berkeley is that we have our own Health Department. For this reason, we were able to manage the pandemic much more actively for Berkeley, resulting in far fewer deaths and lower infection rates than almost any community in the State or nation.

But staffing the City's emergency response to COVID pulled half our staff away from their normal duties for long periods of time, and the workload was multiplied for staff left to fulfill normal duties while their colleagues focused on COVID response. The stress on the organization was extreme - basically, people worked their hearts out.

We had a lot of early retirements, and some people chose to take positions closer to home - many people who work for the City have long commutes, and when jobs opened up closer to where they live, they took them. We also had a hiring freeze, which means positions open when the pandemic hit were left open.

There are management issues as well. The HR department was severely understaffed for a long time. That's a terrible bottleneck! If HR isn't working, you can't hire for other departments. It created a backlog of open positions. I am pleased to report that we have a fantastic new HR director who has quickly put the pieces back in place, and the hiring logjam is loosening up. Now Public Works seems to be under major stress, with many open positions at the managerial level - it seems to me more than the Auditor report. His research is thorough, but progress has been made quickly, so his numbers may already be somewhat behind.

So, it's many things, and we are focused on solutions. Please be assured!

I don't want you to think that the City Auditor's report is "news" to the Council. Previous discussions may not have been reported, but they have taken place. Her report provides very helpful analysis and insights, but not new information on a macro scale.

Hopefully this helps. Sophie Hahn

*Sophie Hahn*

Councilmember, District 5  
2180 Milvia Street, Berkeley, CA 94704  
[shahn@cityofberkeley.info](mailto:shahn@cityofberkeley.info)

Interested in receiving periodic news and updates? [Click here](#) to be added to our email communications list.

**From:** Steven Lipson <[stevenlipson634@gmail.com](mailto:stevenlipson634@gmail.com)>

**Sent:** Sunday, June 25, 2023 3:05 PM

**To:** All Council <[council@berkeleyca.gov](mailto:council@berkeleyca.gov)>

**Subject:** East Bay Times article on Berkeley staffing vacancies

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

Hi,

I read today's article on staffing deficiencies in Berkeley with dismay.

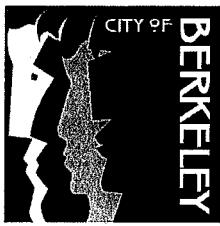
<https://www.eastbaytimes.com/2023/06/22/report-on-staffing-vacancies-in-bay-area-cities-reveals-how-turnover-has-left-berkeley-in-crisis/>

The city council has spent much too much effort on virtue signalling projects and proposals and far too little effort on maintaining and improving the lives of Berkeley's residents. Why have you allowed the city

administration to deteriorate as we lost valuable, long-term employees? Why has this not been a major topic of city council meetings and efforts?

Please get to work!

Steven Lipson  
634 Woodmont Avenue  
Berkeley, CA 94708  
stevenlipson634@gmail.com



Civic Arts Commission

## COMMUNICATION TO COUNCIL

Date: June 12, 2023  
To: Mayor and Members of Council  
From: Jennifer Lovvorn, Civic Arts Commission Secretary  
Subject: Endorsement of Civic Center Design

The Civic Arts Commission took the following action at their May 24, 2023 meeting regarding the Civic Center Design Concept which is scheduled to be on the July 11, 2023 Council agenda.

**Action:** M/S/C (Bullwinkel/Anno) to endorse the Civic Center Design Concept with the recommendation to study the cost and feasibility of expanding building spaces to the west and/or east courtyards of the Veterans Memorial Building.

**Vote:** Ayes — Anno, Blecher, Bullwinkel, Dhesi, Ibarra, Ozol, Passmore, Woo; Nays — None; Abstain — None; Absent — Covarrubias.

If you have any questions, please do not hesitate to contact the Civic Arts Commission through the Commission Secretary, Jennifer Lovvorn at [JLovvorn@berkeleyca.gov](mailto:JLovvorn@berkeleyca.gov).

**Benado, Tony**

**From:** Jack Kurzweil <jack.kurzweil@gmail.com>  
**Sent:** Tuesday, June 20, 2023 4:43 PM  
**To:** All Council  
**Cc:** Wong, Jenny  
**Subject:** Fwd: Berkeley Civic Center Plan  
**Attachments:** WebPage.pdf

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

Dear Mayor Arreguin and Berkeley City Council Members,

I've done a once over of the proposed Berkeley Civic Center Plan and I have a few questions and observations:

1. There is no cost estimates for any of the proposals/ideas in the plan. But I have been told - on reasonably good authority - that appropriate renovations and seismic refitting of the Maudelle Shirek Building could cost up to \$80 million. Updating the Veterans Building would cost not quite as much, but certainly in the 10's of millions. Are you prepared, given the state of Berkeley's finances and priorities, to ask Berkeley to provide this level of funding?
2. There is no apparent reason given to have the City Council meetings be in the Civic Center. The BUSD auditorium is an excellent facility. Exactly what is the reason for proposing a change - and at what cost?
3. Although the previous incarnation of this report placed the daylighting of Strawberry Creek through Civic Center Park as a highlighted alternative, it is relegated to a brief footnote in this report. Why? And has there been any attention to the state of the Strawberry Creek culvert as it goes from Oxford Street through downtown, under the Milvia Street Civic Building and through the Civic Center Park and then under the Maudelle Shirek Building.

The planners, and certainly the Council, should be aware that the culvert collapsed a year ago under a home on the Northwest corner of Allston and Grant, causing considerable damage. Is there a recent report on the state of the existing culvert?

4. Martin Luther King Jr. Way is a main North - South traffic corridor through Berkeley. Why does the proposal include "pedestrian bulbs" on that street, knowing that such bulbs will impede traffic?

I continue to be both puzzled and disturbed by "plans" funded by the City that contain wishlists without costs or consequences.

And it would be nice to know what the cumulative cost of the Civic Center Study has been.

Please provide some answers - not responses - to these questions.

Thank You,

Jack Kurzweil  
1737 Allston Way  
Berkeley, CA 94703

510-292-8757

Begin forwarded message:

**From:** Jack Kurzweil <[jack.kurzweil@gmail.com](mailto:jack.kurzweil@gmail.com)>

**Subject:** Berkeley Civic Center Plan

**Date:** June 20, 2023 at 1:31:04 PM PDT

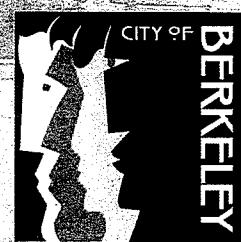
**To:** Jack Kurzweil <[jack.kurzweil@gmail.com](mailto:jack.kurzweil@gmail.com)>

# Berkeley Civic Center

Super Sub-Committee

Sept 29, 2022

STEGEL & STRAIN Architects | Gahl Tech



# Agenda

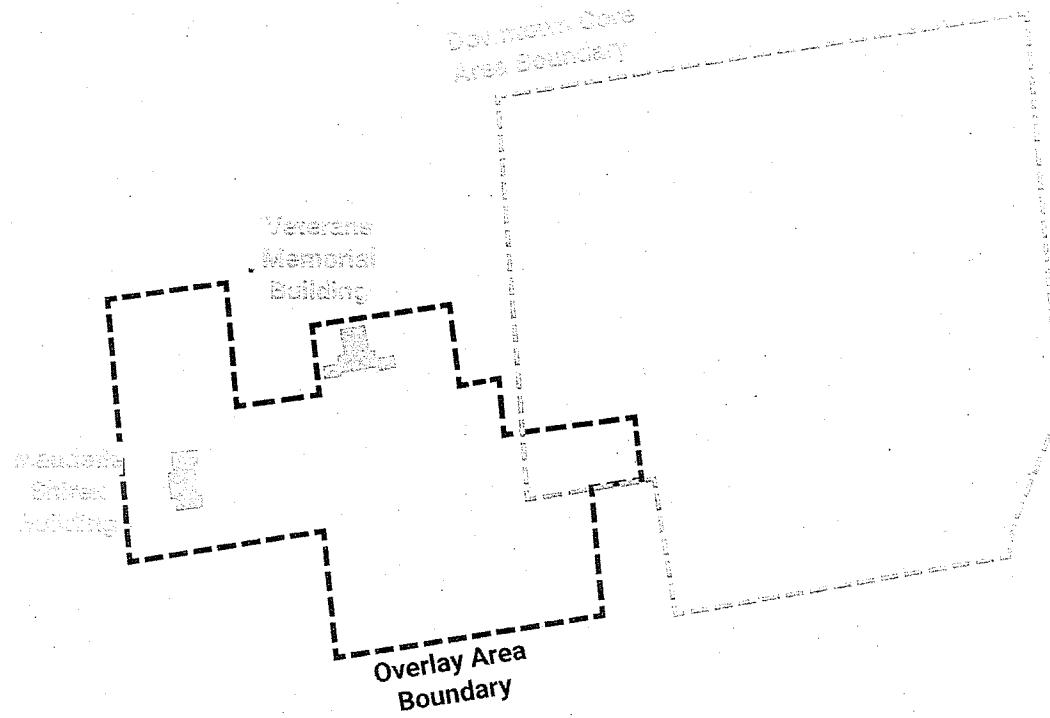
- 01      **Welcome + Introductions**
- 02      **Vision Plan to Design Concept**
  - **Vision Plan Recap:**
    - Key project outcomes
  - **Design Concept:**
    - Process & Schedule
    - Research and Site Assessment Updates
- 03      **Design Concept Considerations**
  - Historic Buildings & Uses
  - Surrounding Streets
  - Park Uses (time allowing)
- 04      **Next Steps**

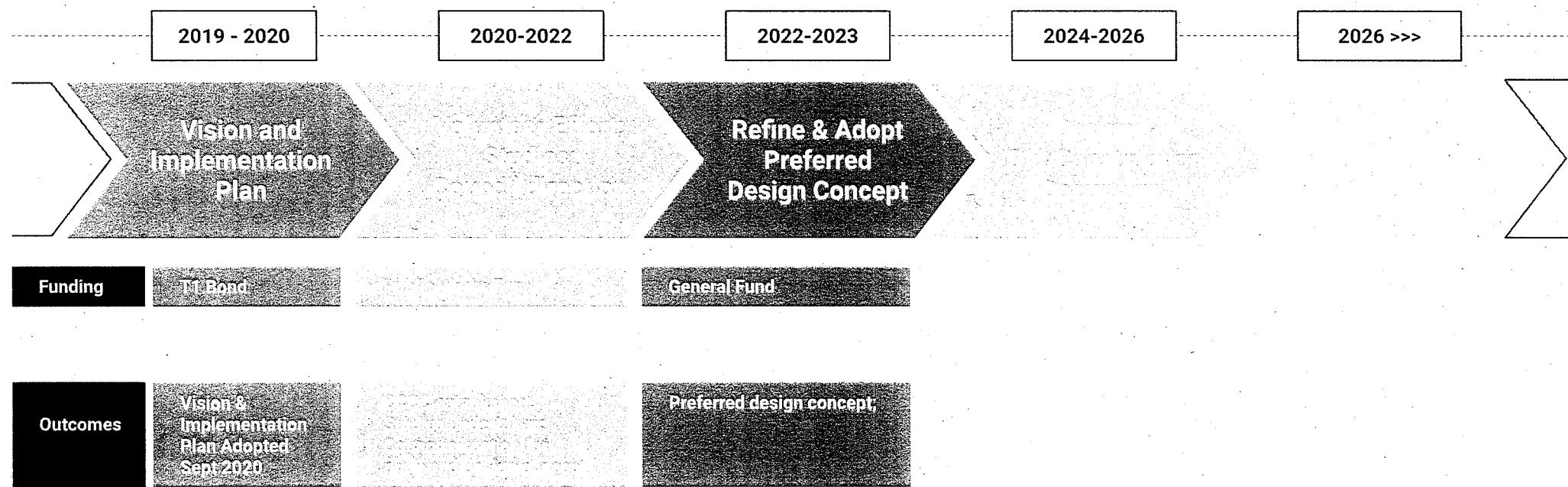
**VISION  
PLAN**

# Project Context

The Berkeley Civic Center planning area includes:

- Martin Luther King Jr. Civic Center Park
- Maudelle Shirek Building
- Veterans Memorial Building





**2019-2020**

**VISION  
PLAN**

# Berkeley Civic Center Vision Plan

**Purpose:** Develop a bold yet pragmatic vision and implementation plan for the future of Berkeley's Civic Center informed by public input and research.



# Observing Berkeley Civic Center

Public Space, Public Life



Gehl

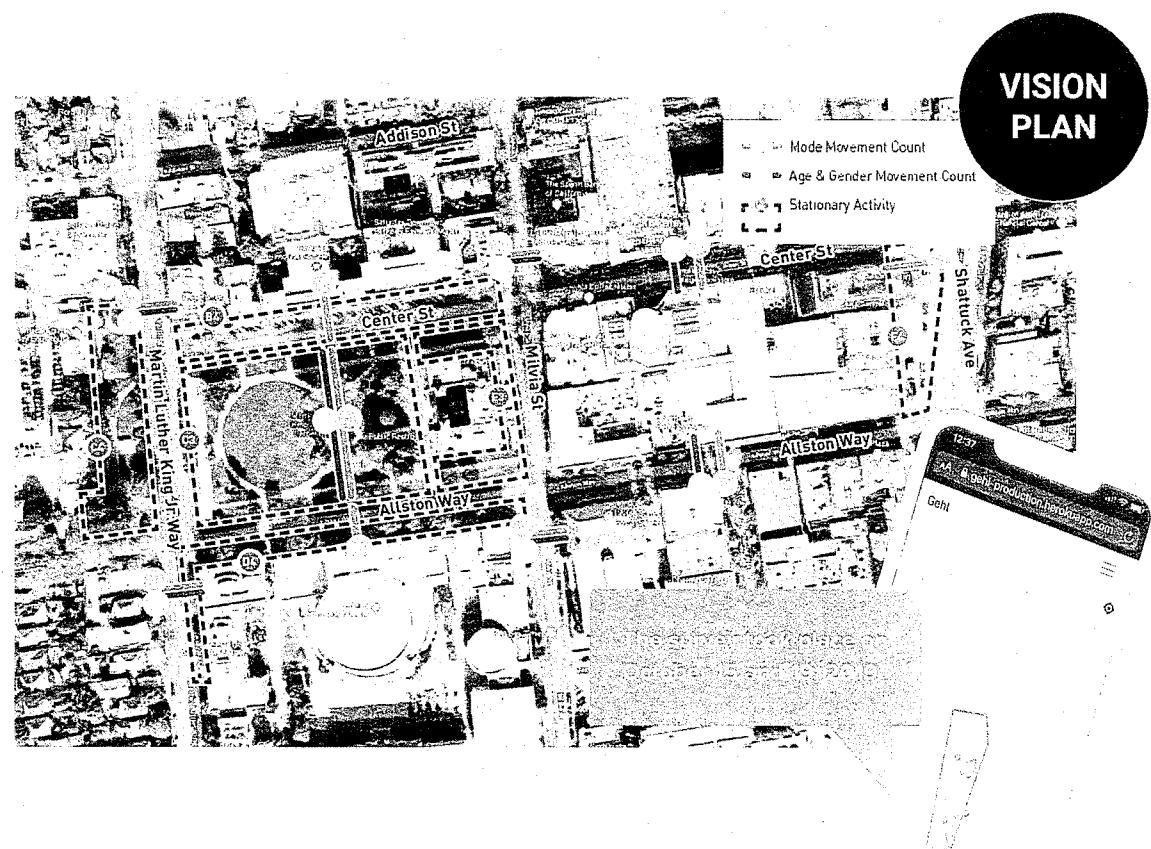
Mode  
Movement Counts



Age & Gender  
Movement Counts



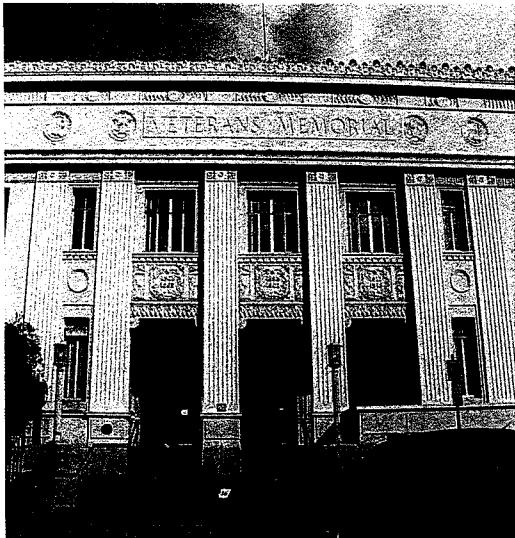
Stationary  
Activity Mapping



# Historic Structures & Landscape Reports

VISION  
PLAN

## Veterans Memorial Building



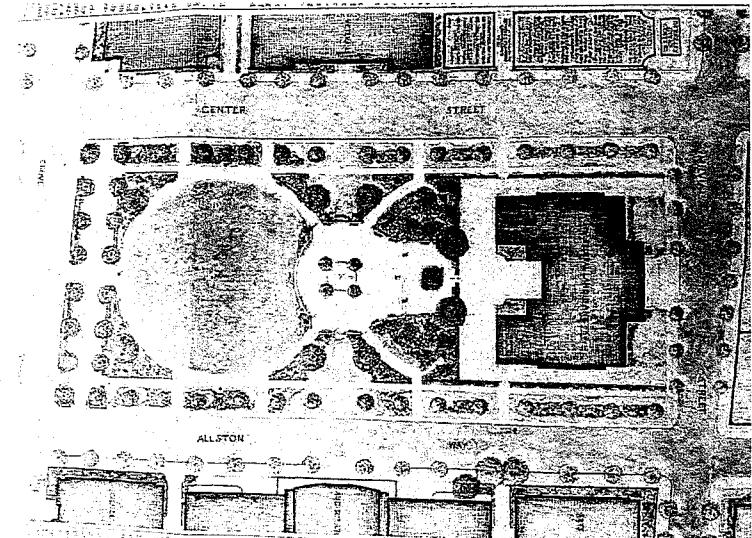
- Historic integrity of the building is very good; building is in fair shape
- Requires seismic strengthening
- Building exterior has consistent cracking and staining
- The building interior shows signs of excessive water damage & deferred maintenance

## Maudelle Shirek Building

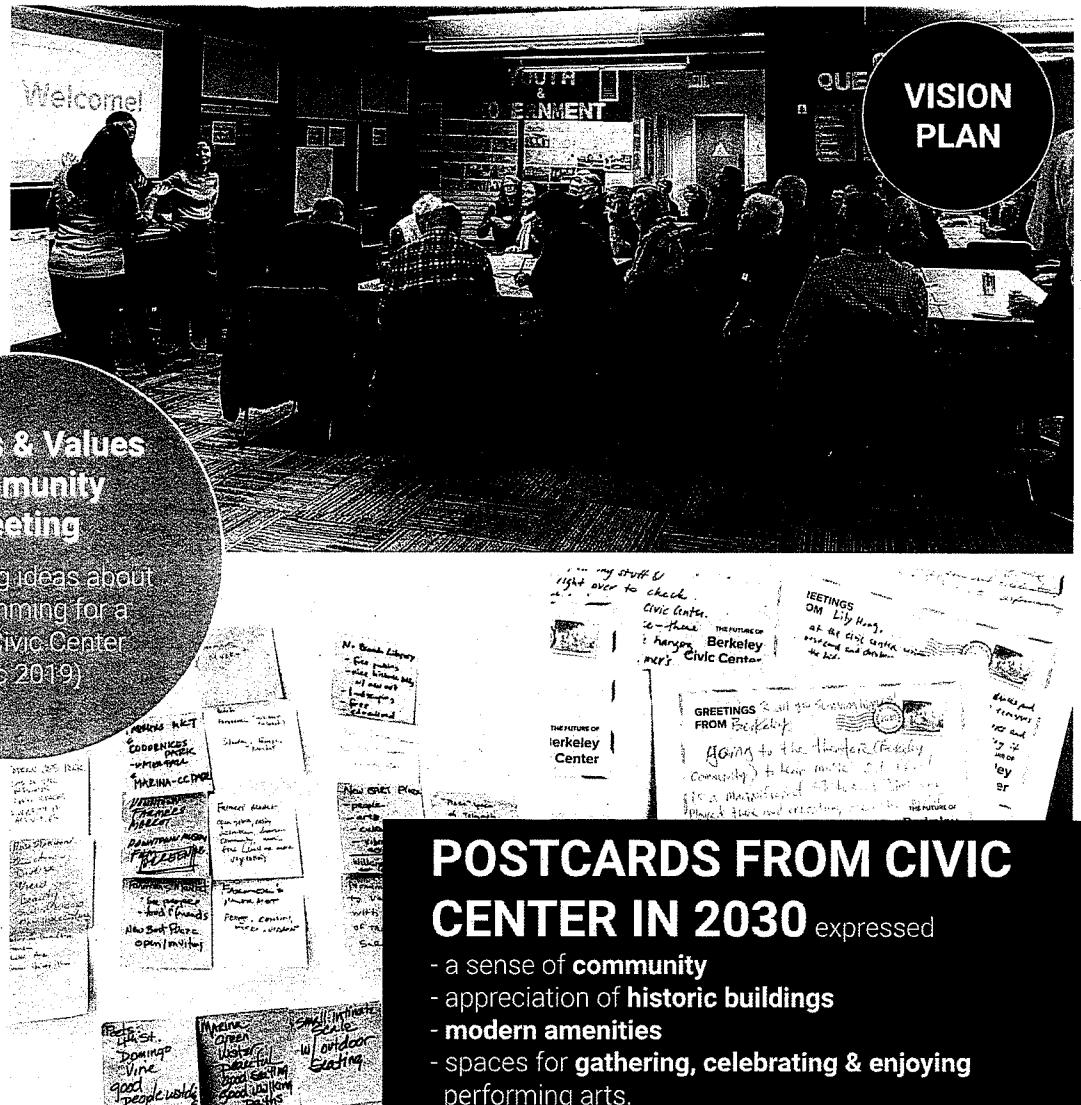
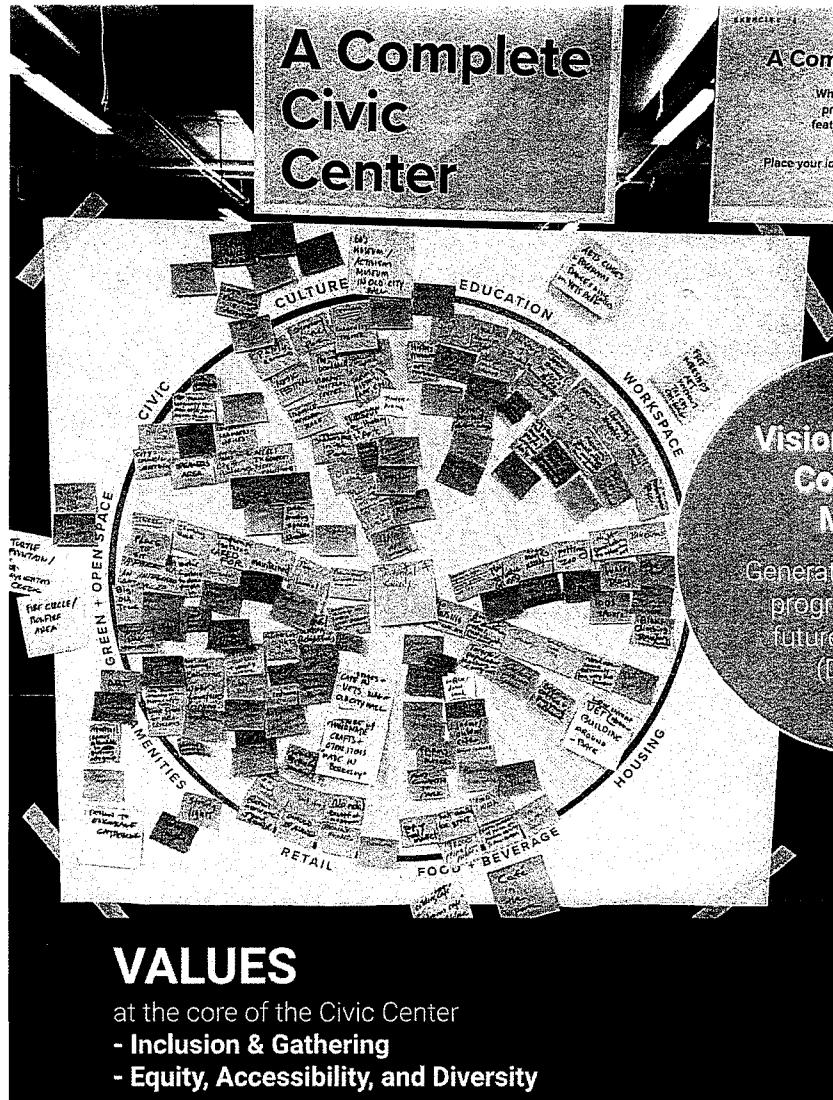


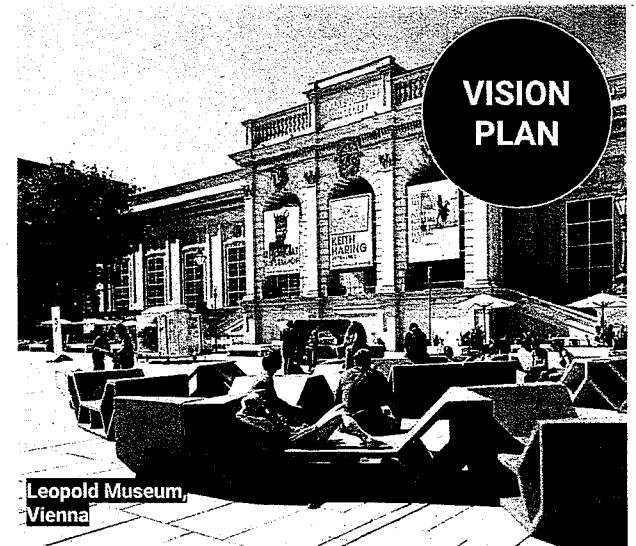
- Historic integrity of the building is very good; building is in fair shape
- Requires seismic strengthening
- Inappropriate exterior building materials
- Deferred maintenance
- Damage to exterior building elements
- Overgrown planting at perimeter

## Martin Luther King Jr. Civic Center Park



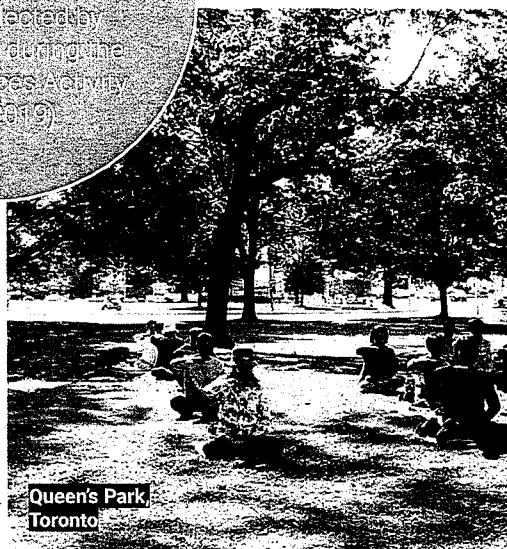
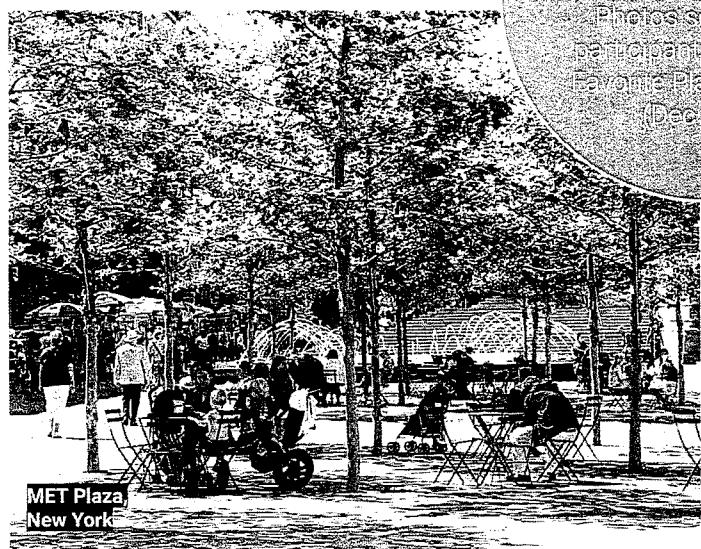
- Overall layout remains largely unchanged
- Changes to accessory functions over time (skateboard, playground)
- Plantings have matured and require attention





Visions & Values  
Community  
Meeting

Photos selected by  
participants during the  
Favorite Places activity  
(Dec 2019)



# What we heard – in summary

Today

Civic Center is not a destination and is not on people's mental map. There's not enough of a draw.

Concerns about the conditions and safety of the buildings.

The park is underused, uninviting and lacks the right infrastructure.

Future

**A city needs a central civic space: this is our commons.**

**Everyone should feel comfortable at Civic Center.**

**The Park and the buildings should be used by the community.**

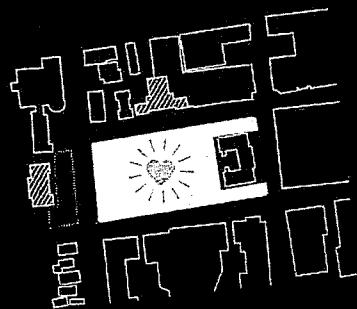
**City Council meetings should be in Civic Center.**

**The presence of youth is positive.**

**A place designed for civic participation, cultural events, community interaction, and where one can sit and relax.**

VISION  
PLAN

# A Vision for Berkeley's Civic Center



VISION  
PLAN

Civic Center will be the heart of Berkeley's community. Civic Center will be the prime space for civic life, culture, and the arts. It will reflect the city's diverse identities, celebrating its history and contributing to shaping its future. A place of shared resources and a platform for free expression accessible to all, the Civic Center aims to manifest the city's values, advance social justice, and demonstrate the power of true public space.

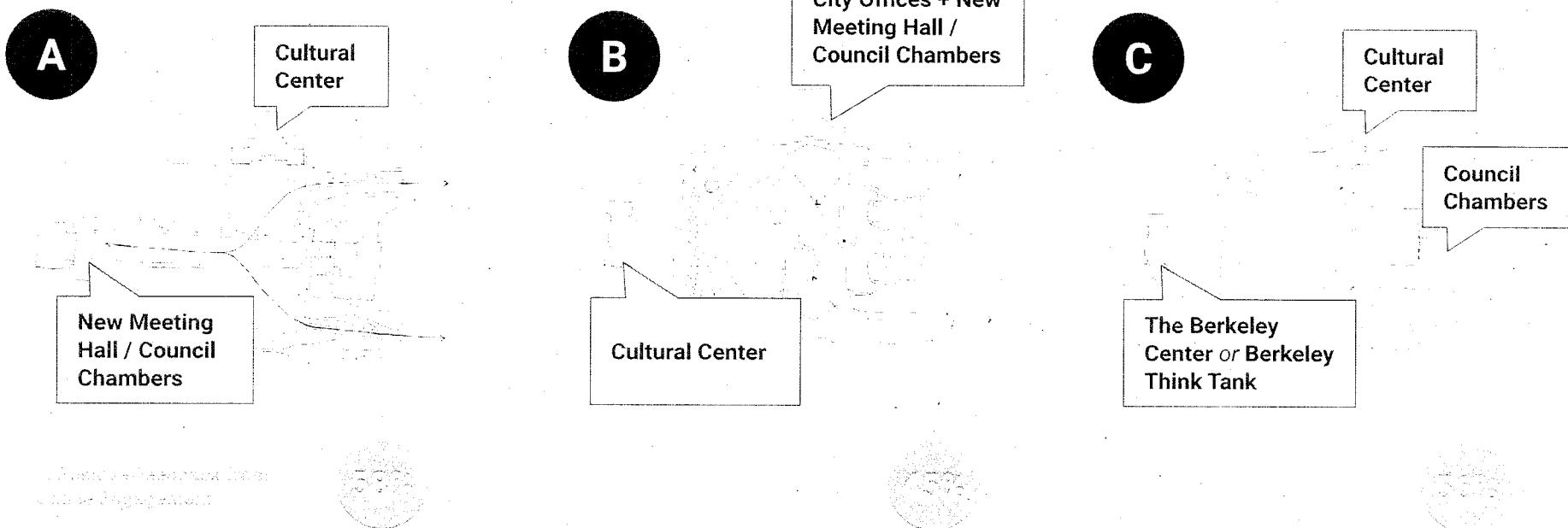
From Berkeley Civic Center Vision & Implementation Plan dated July 10, 2020 and adopted by Berkeley City Council on September 22, 2020

# Design concepts presented & posted

## All options consider / include:

- Adaptive reuse of historic buildings and upgrades to Park
- A large meeting hall / Council Chambers
- Activation of the west side of 2180 Milvia
- Public realm improvements beyond Park (Center St, Allston Way, MLK Jr Way & key intersections)

**VISION  
PLAN**



# Policy updates



## Vision 2050

Equity, Public Health & Safety, Strong Local Economy, Resiliency & Sustainability (May 2020)



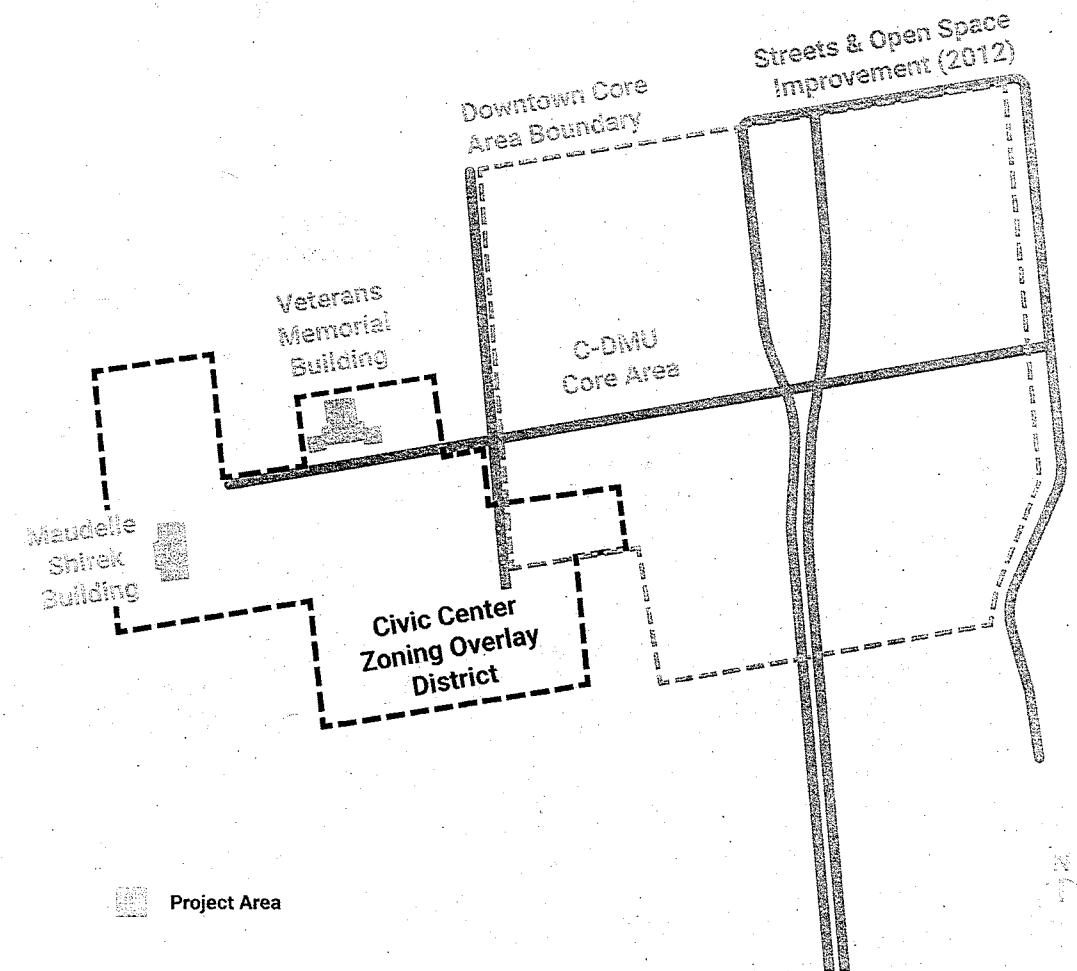
## Existing Buildings Electrification Strategy

(November 2021)



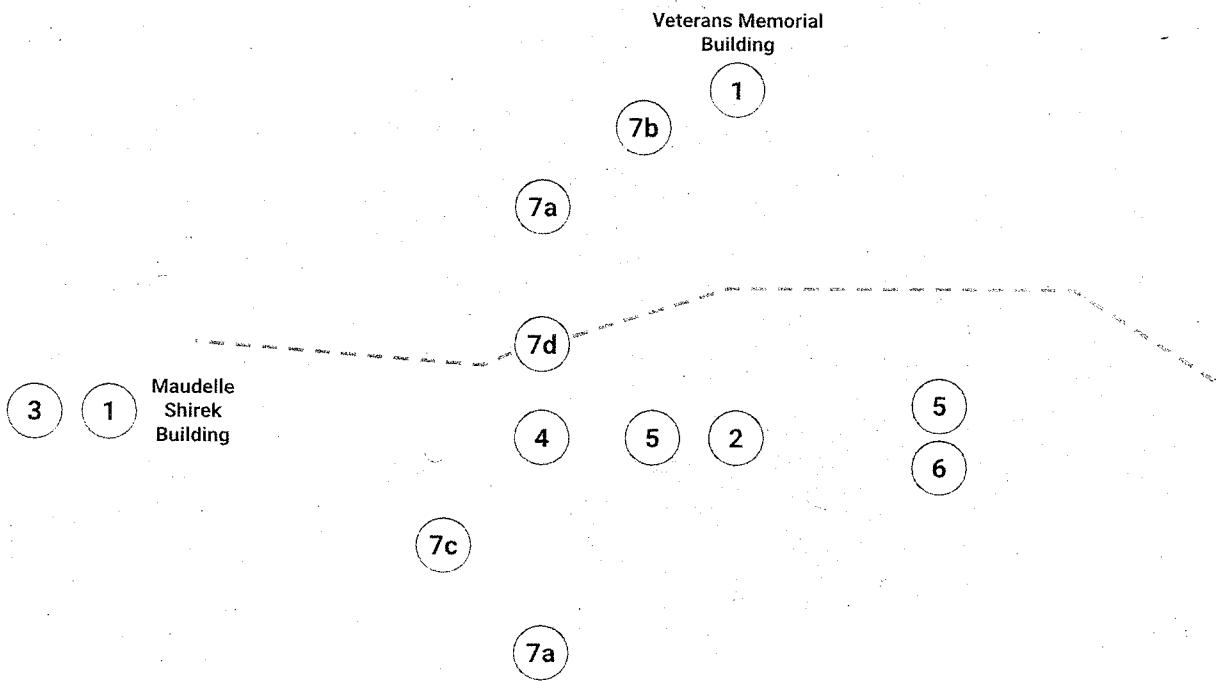
## Native Species Policy

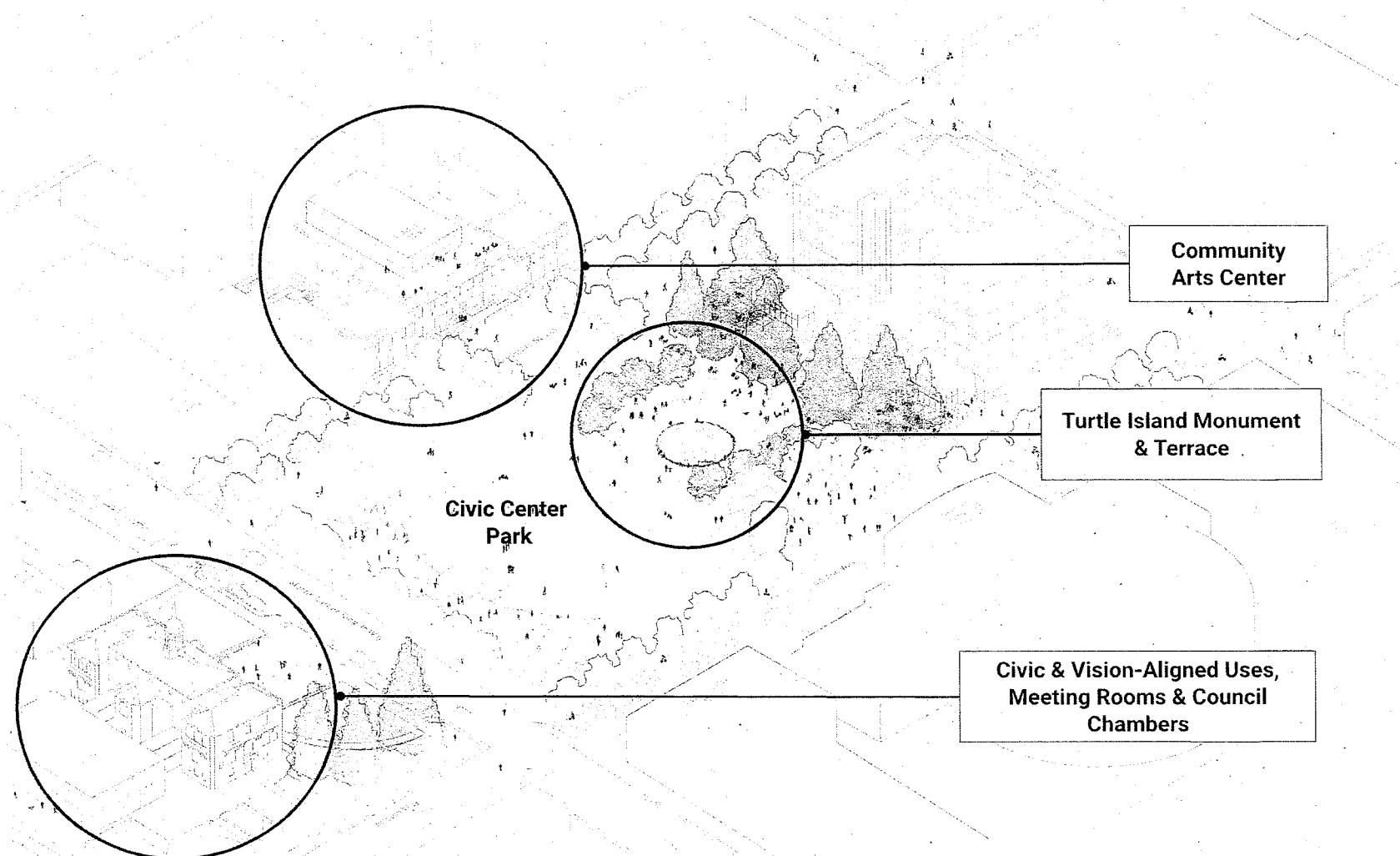
Native, Drought-Resistant, Pollinator-Friendly (April 2022)



# Input since 2020

1. **Seismic Retrofit Study by Tipping** (exploration of alternate Seismic approaches)
2. **Turtle Island Monument** (Design Development & Funding)
3. **Meeting Hall / Council Chambers** (CCCC/others preference for MSB location or remain at BUSD Board Room)
4. **More Planting, Less Paving** (CCCC preference for integration of native species & biodiversity, preservation of existing tree canopy, inclusion of a large green open space)
5. **Park Performance Venues** (CCCC/ELS study for integrating two performance venues into existing park organization)
6. **Remove parking lot** (behind 2180 Milvia)
7. **CCCC Additional Items for exploration**
  - a. Allston/Center Streets closure
  - b. Dorothy Day House/Options Recovery relocation
  - c. Historic interpretive panels
  - d. Strawberry Creek/culverts





# Design Concept Considerations

## BUILDINGS

- Uses
- Seismic Upgrades

## STREETS

- Center Street
- Allston Way
- Milk Way

## PARK & PLAZA PLANNING

- Uses

# Design Concept Considerations

## BUILDINGS

- Uses
- Seismic Upgrades

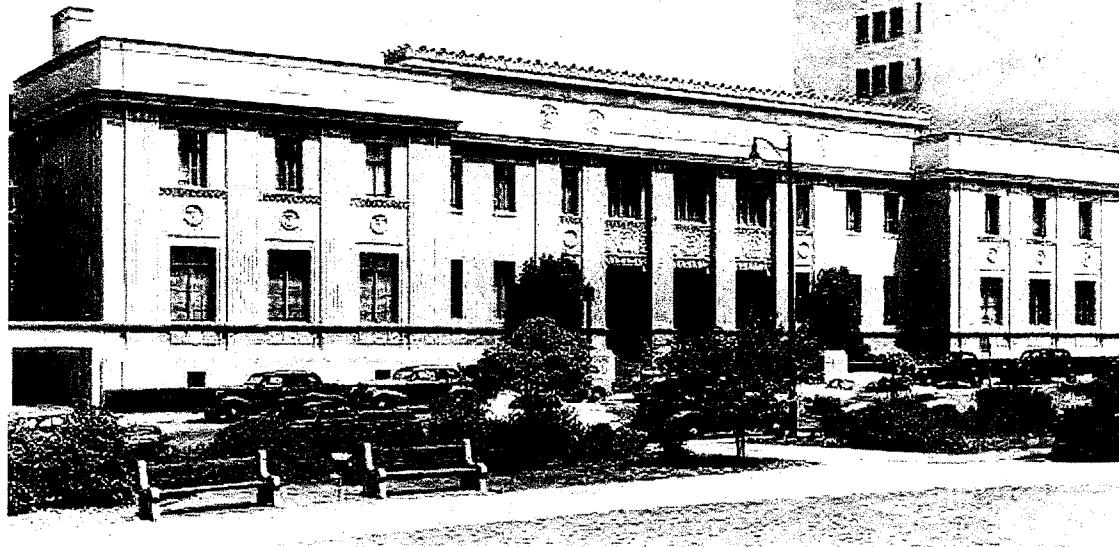
## STREETS

- Center Street
- Allston Way
- MLK Jr Way

## PARK (time allowing)

- Uses

# Veterans Memorial Building



# Veterans Memorial Building

## High-level Spatial Use - Community Arts Center

### Area

- Total gross square footage = 29,000 SF

### Tenants

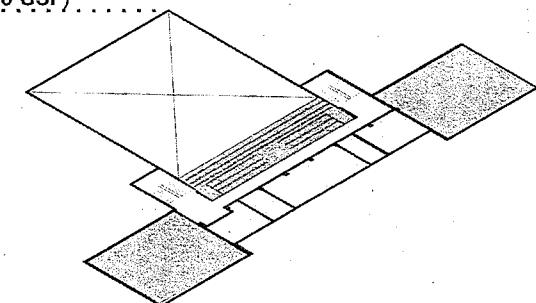
- Cultural/Performing Arts Non-Profits

### Uses

- Performance Venues (large, small)
- Exhibition Space
- Practice Rooms
- Event Spaces
- Support Spaces

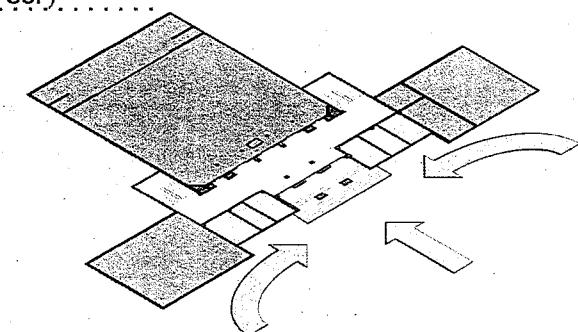
### SECOND FLOOR (6,900 GSF) .....

Performance Hall  
Practice/Events  
Back of House Uses



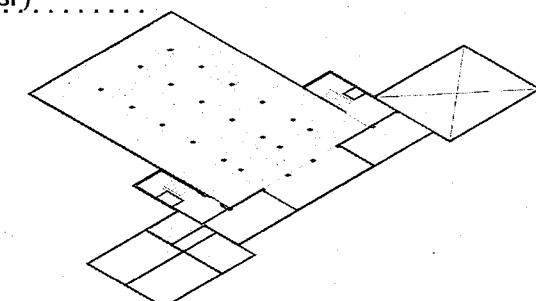
### FIRST FLOOR (11,500 GSF) .....

Performance Hall  
Small Performance  
Back of House Uses



### BASEMENT (10,400 GSF) .....

Back of House Use  
Support Spaces

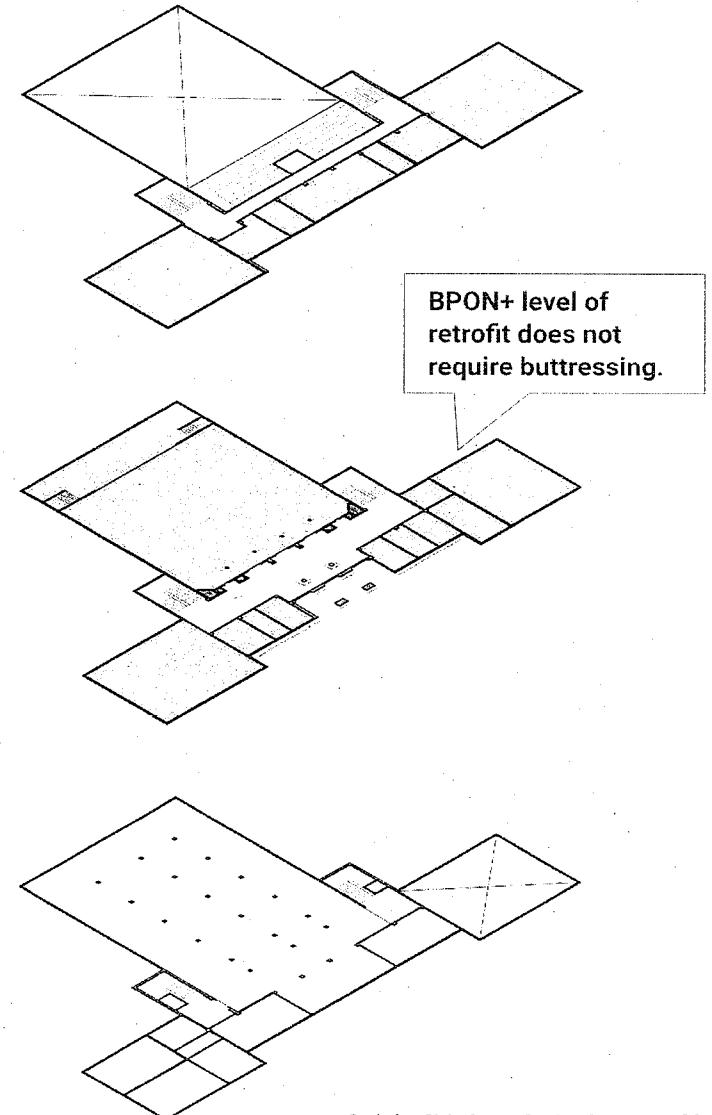


# Veterans Memorial Building Seismic Retrofit

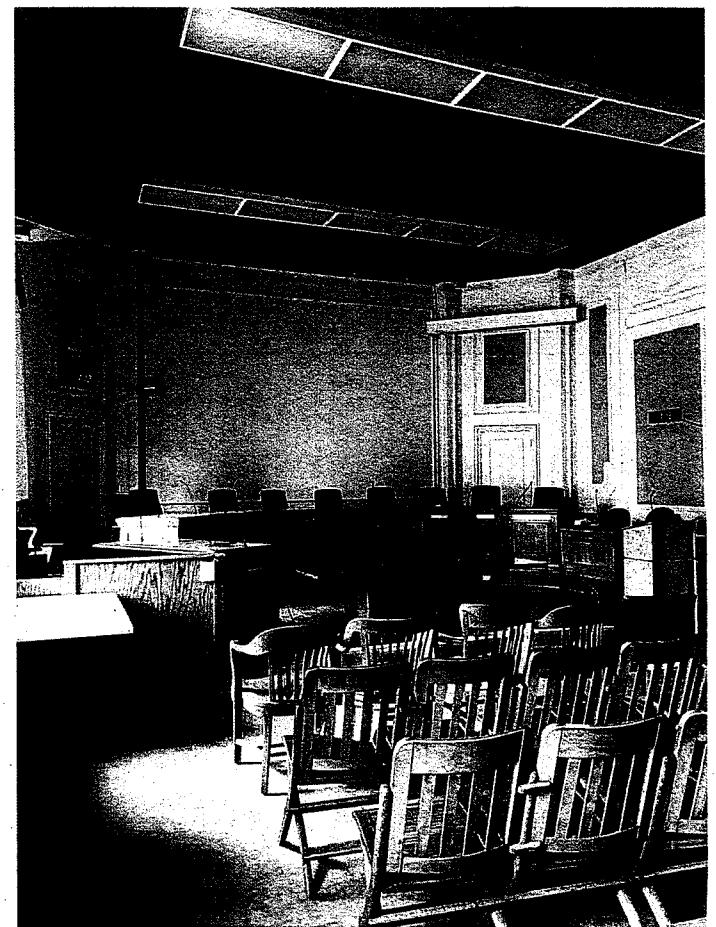
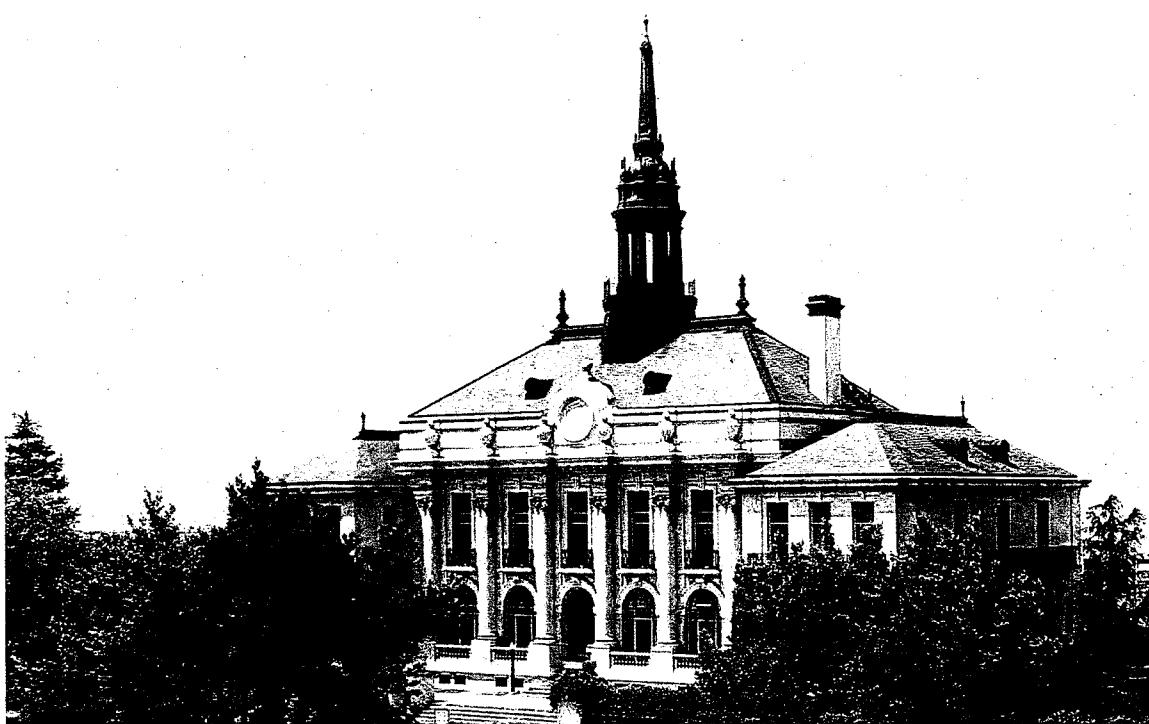
## PUBLIC WORKS DEPARTMENT RECOMMENDATION:

Building Performance Objective Equivalent for New Building Standards PLUS (BPON+)

- Provides a minimal retrofit approach appropriate to the proposed use as a public assembly building with an occupant load greater than 300.
- Poses low risk of injury from structural damage.
- Preserves historic features.
- Post-earthquake repair of localized structural damage may take several months.
- Seismic study and building investigation undertaken in 2021 by Tipping Structural Engineers indicates that achieving this level of performance does not require buttressing.



# Maudelle Shirek Building



# Maudelle Shirek High-level Spatial Uses - Civic & Vision-aligned

## Area

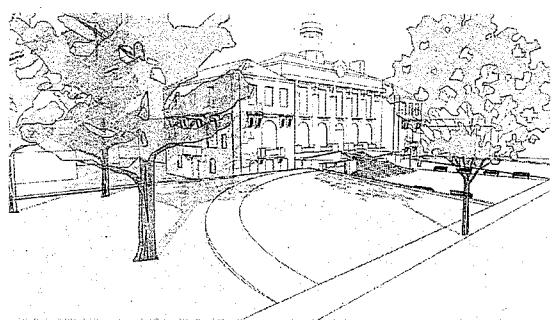
- Total **existing** gross square footage = 27,000 SF
- Total **proposed** gross square footage = 40-45,000 SF

## Tenants

- Civic & Vision-Aligned Non-Profits
  - Berkeley Historical Society & Museum
  - Berkeley Community Media
  - Center for Public Service & Government

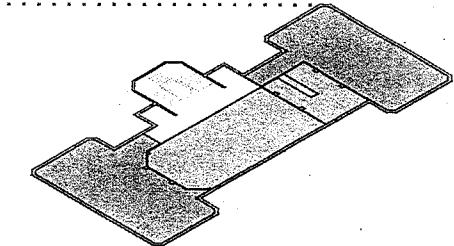
## Uses

- Assembly
- Hearing Room
- Council Chambers
- Offices
- Exhibit Space



## SECOND FLOOR (7,300 GSF)

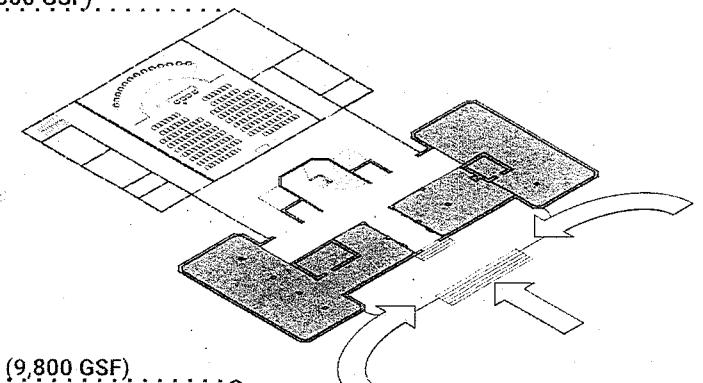
Offices  
Hearing Room  
Support Spaces



## FIRST FLOOR (7,300 GSF)

Entry/Lobby  
Offices  
Support Spaces

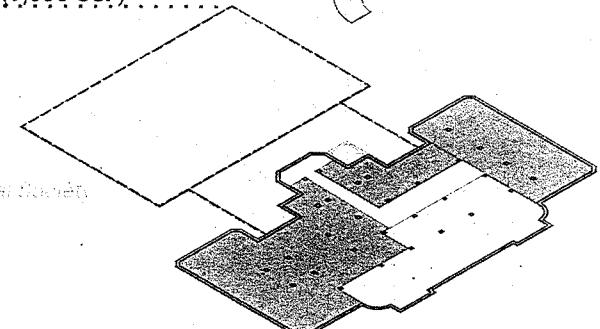
*Expanded Lobby  
Council Chambers*

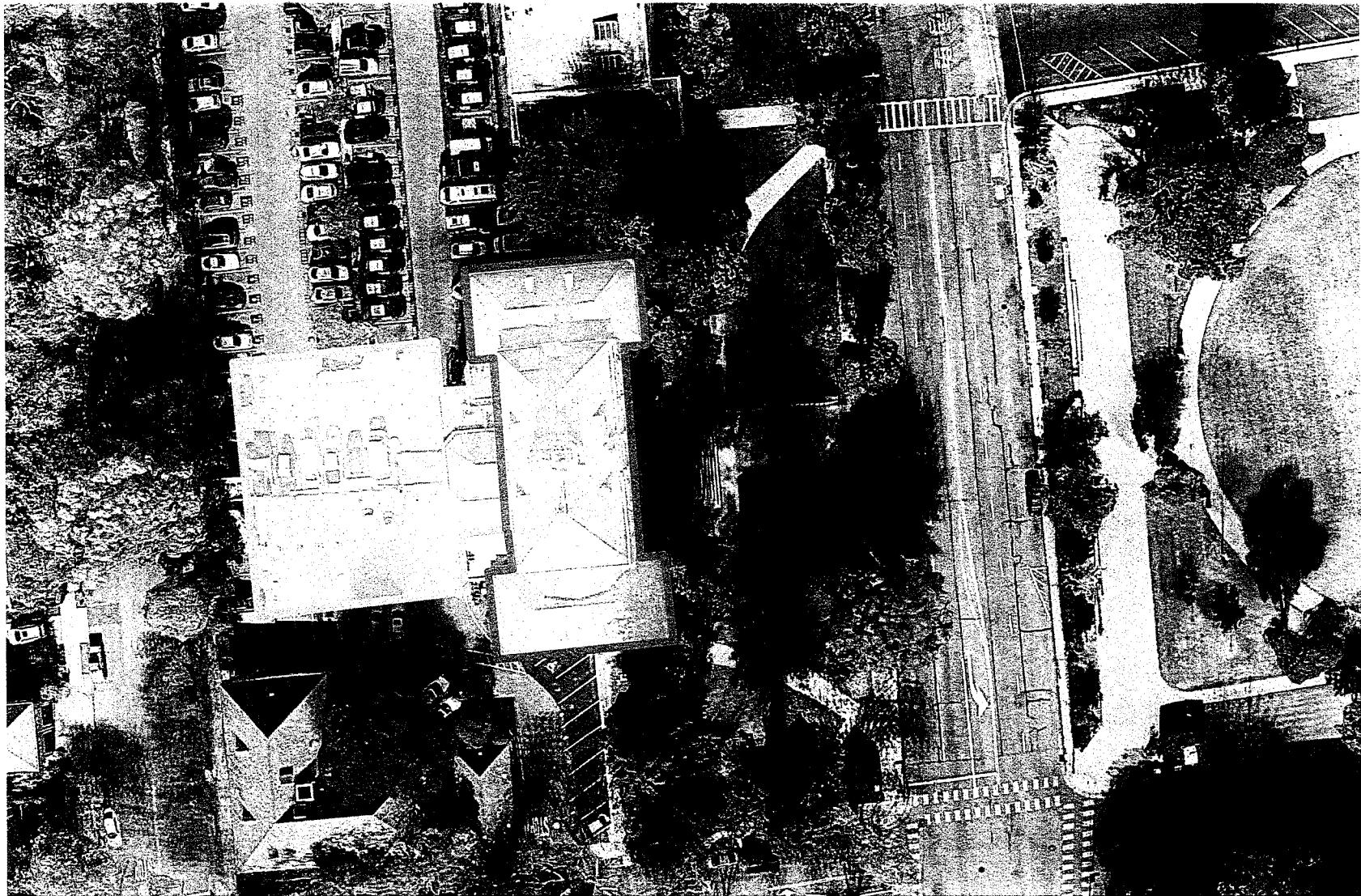


## GROUND FLOOR (9,800 GSF)

Offices  
Exhibit Space  
Support Spaces

*Berkeley Historical Society  
& Museum  
Berkeley Media*



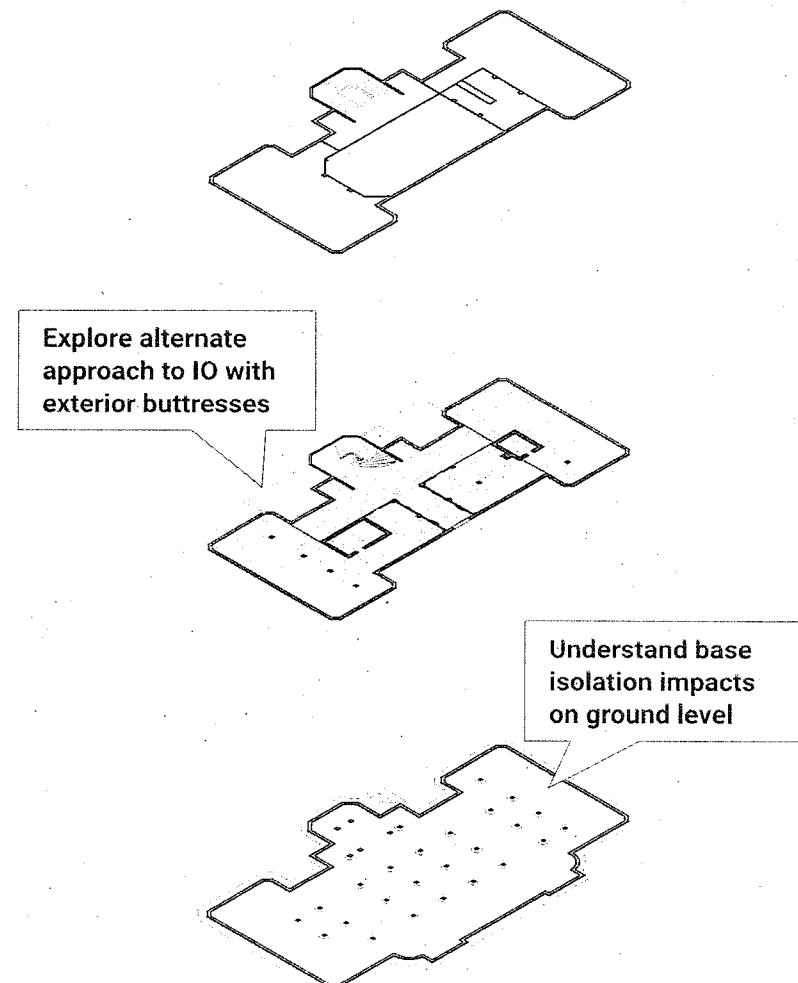


# Maudelle Shirek Seismic Retrofit

## PUBLIC WORKS DEPARTMENT RECOMMENDATION:

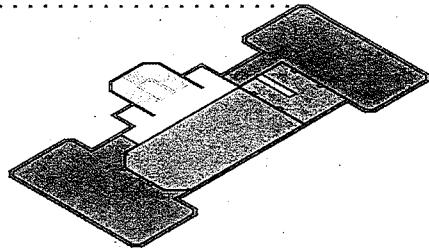
### Immediate Occupancy (IO):

- Provides the highest level of seismic performance for essential services structures.
- Matches the level of performance of 2180 Milvia and accommodates the City's desire for care and shelter locations in the event of an emergency.
- Poses low risk of injury from structural damage.
- Preserves historic features.
- Expected post-earthquake repair of minor structural damage may be limited to days.
- Seismic studies and building investigations undertaken in 2019 and 2021 indicate alternative methods of achieving Immediate Occupancy or very near Immediate Occupancy.



**SECOND FLOOR (7,300 GSF)**

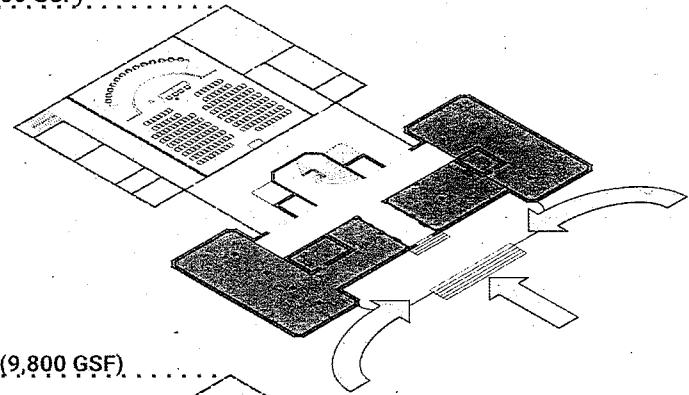
Offices  
Hearing Room  
Support Spaces



**FIRST FLOOR (7,300 GSF)**

Entry/Lobby  
Offices  
Support Spaces

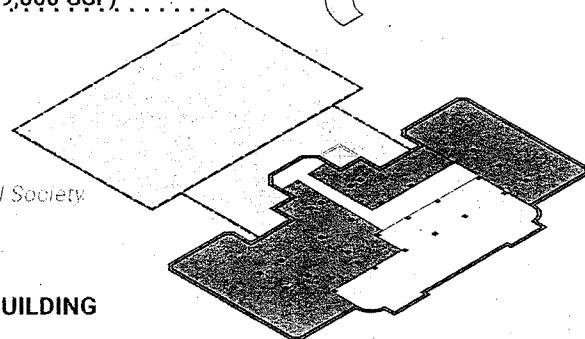
Expanded Lobby  
Council Chambers



**GROUND FLOOR (9,800 GSF)**

Offices  
Exhibit Space  
Support Spaces

Berkeley Historical Society  
& Museum  
Berkeley Media

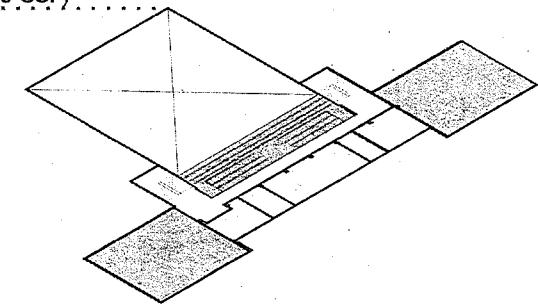


**MAUDELLE SHIREK BUILDING**

# Consideration of Uses

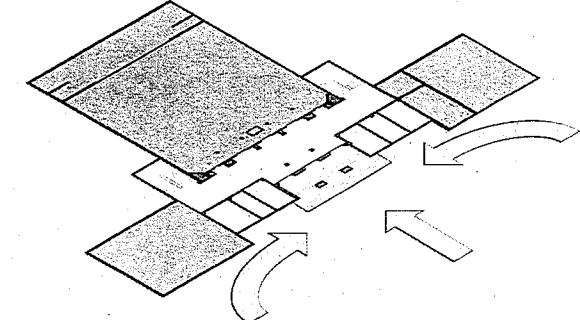
**SECOND FLOOR (6,900 GSF)**

Performance Hall  
Practice/Events  
Back of House Uses



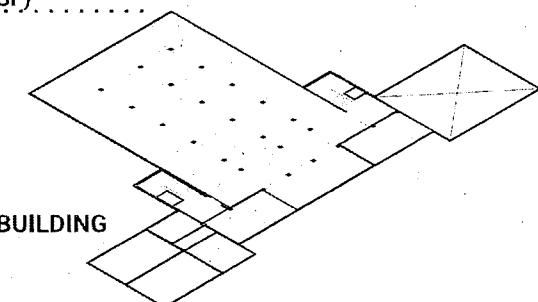
**FIRST FLOOR (11,500 GSF)**

Performance Hall  
Small Performance  
Back of House Uses



**BASEMENT (10,400 GSF)**

Back of House Use  
Support Spaces



**VETERANS MEMORIAL BUILDING**

# Design Concept Considerations

## BUILDINGS

- Uses

- Seismic Upgrades

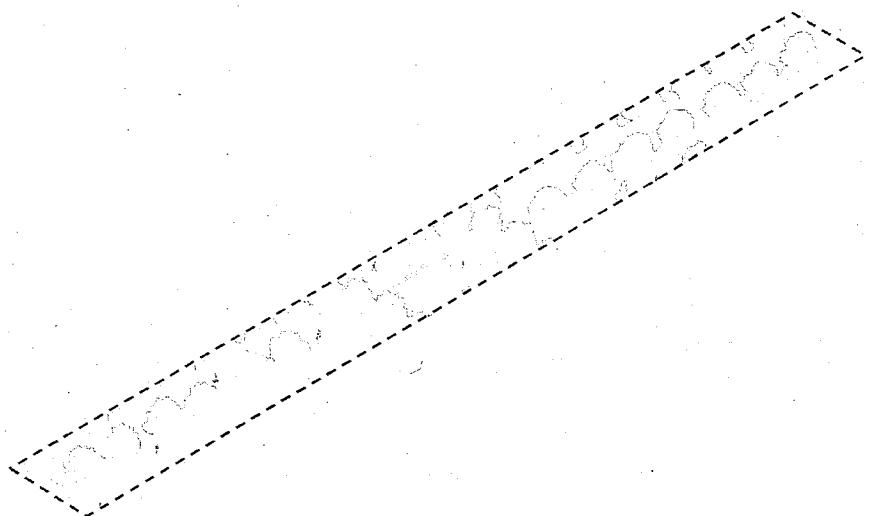
## STREETS

- Center Street
- Allston Way
- MLK Jr Way

## PARK (time allowing)

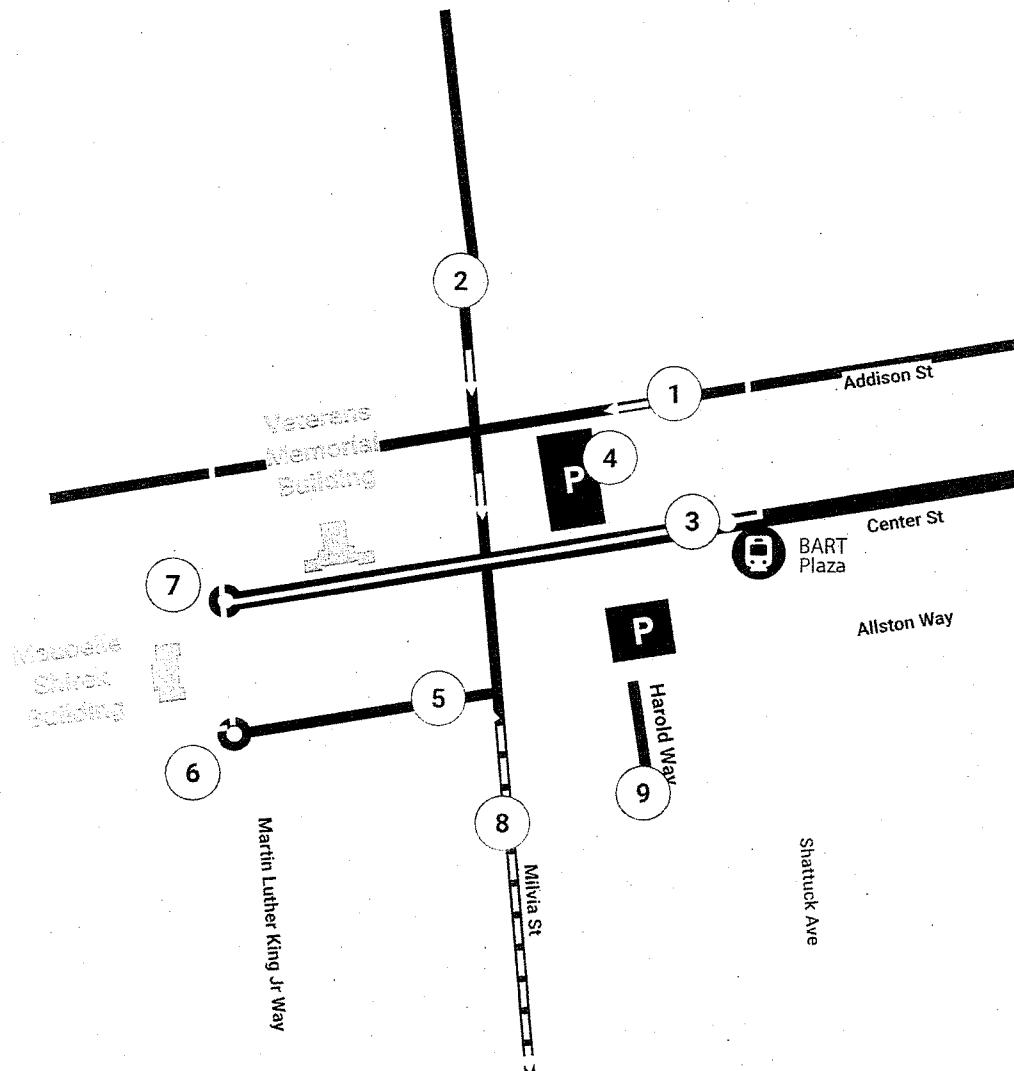
- Uses

# Center Street



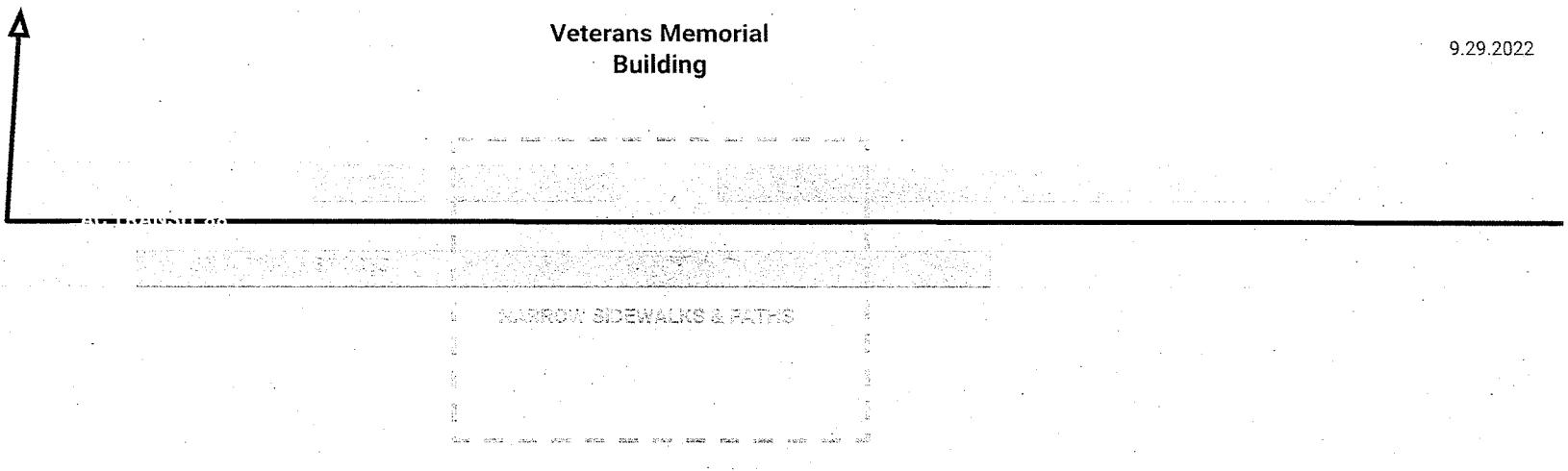
# Circulation context

1. **Addison Bicycle Boulevard** (Bicycle Plan 2017)
2. **Milvia Bicycle Boulevard** (Completed May 2022)
3. **Center Street Greenway & Center Street Plaza** (Streets and Open Space Improvement Plan 2012-23)
4. **Center Street Parking Garage and BART Bike Parking**
5. **Allston Way Civic Street** (Streets and Open Space Improvement Plan 2012-23)
6. **Pedestrian Signal Improvements** (Pedestrian Master Plan 2019-20)
7. **Crosswalk Bulbouts** (Pedestrian Master Plan 2019-20)
8. **Berkeley High School Loading** (Completed May 2022)
9. **Harold Way** (Pedestrian Only)



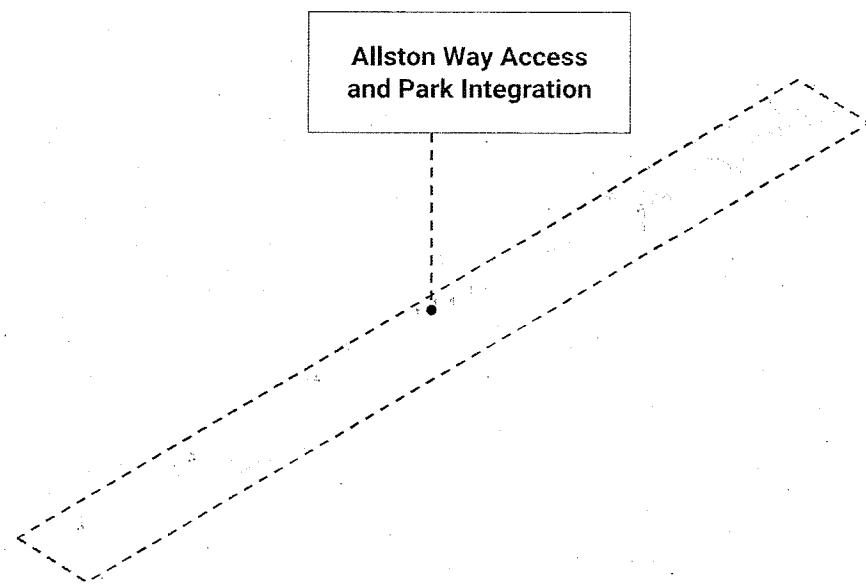
**Veterans Memorial  
Building**

9.29.2022



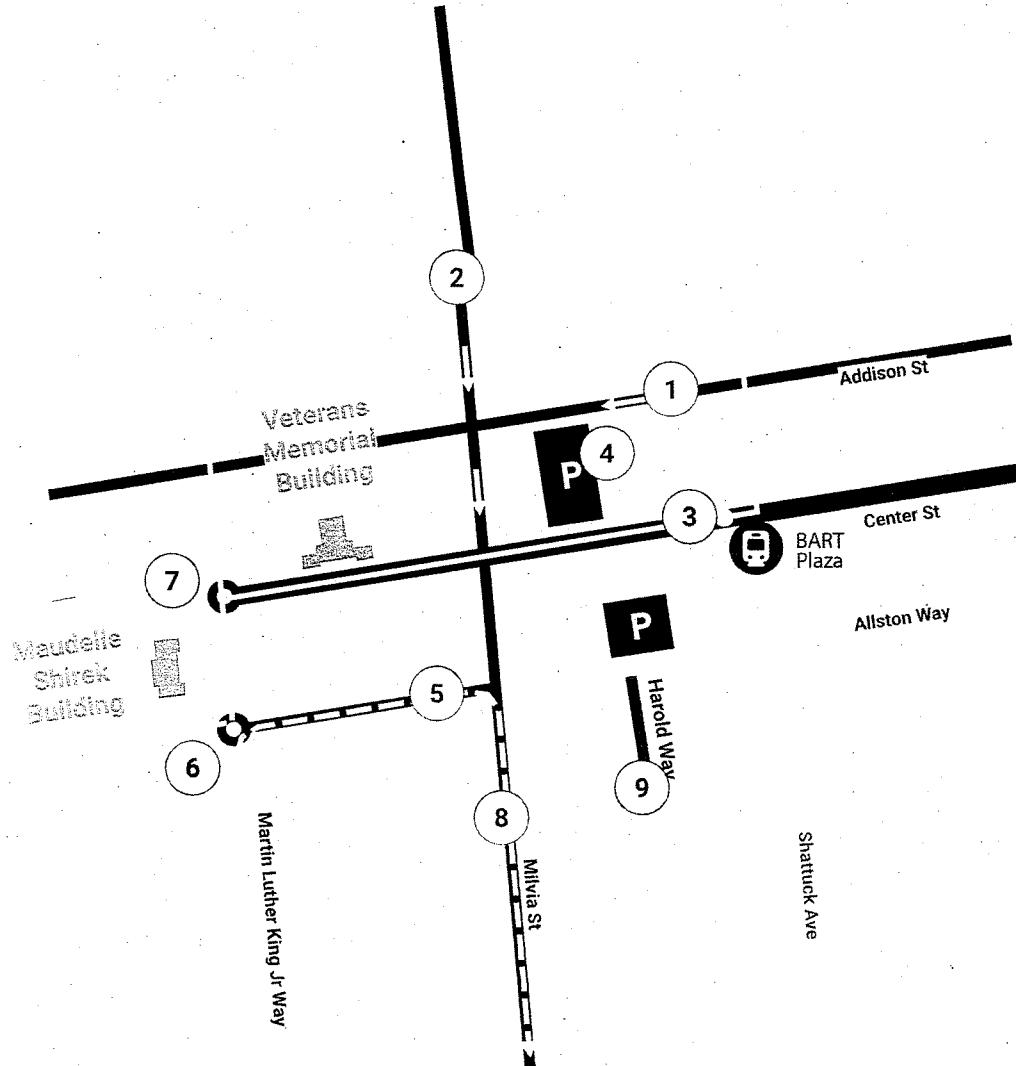
**Maudelle  
Shirek  
Building**

# Allston Way



# Circulation context

1. **Addison Bicycle Boulevard**  
(Bicycle Plan 2017)
2. **Milvia Bicycle Boulevard**  
(Completed May 2022)
3. **Center Street Greenway & Center Street Plaza** (Streets and Open Space Improvement Plan 2012-23)
4. **Center Street Parking Garage and BART Bike Parking**
5. **Allston Way Pervious Paving**  
(2014 Demonstration Project)
6. **Pedestrian Signal Improvements**  
(Pedestrian Master Plan 2019-20)
7. **MLK Crosswalk Bulbouts**  
(Pedestrian Master Plan 2019-20)
8. **Berkeley High School Loading**  
(Completed May 2022)
9. **Harold Way** (Pedestrian Only)



**Veterans Memorial  
Building**

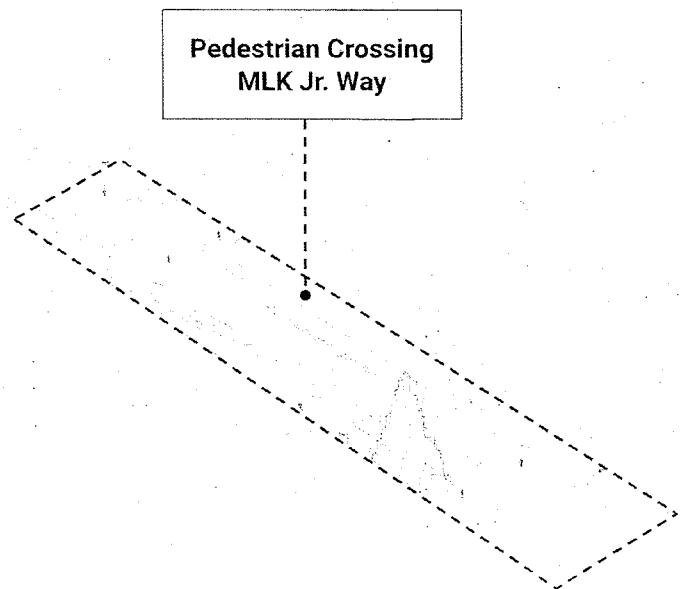
9.29.2022

**Maudelle  
Shirek  
Building**

MAUDELLE SHIREK CIVIC CENTER

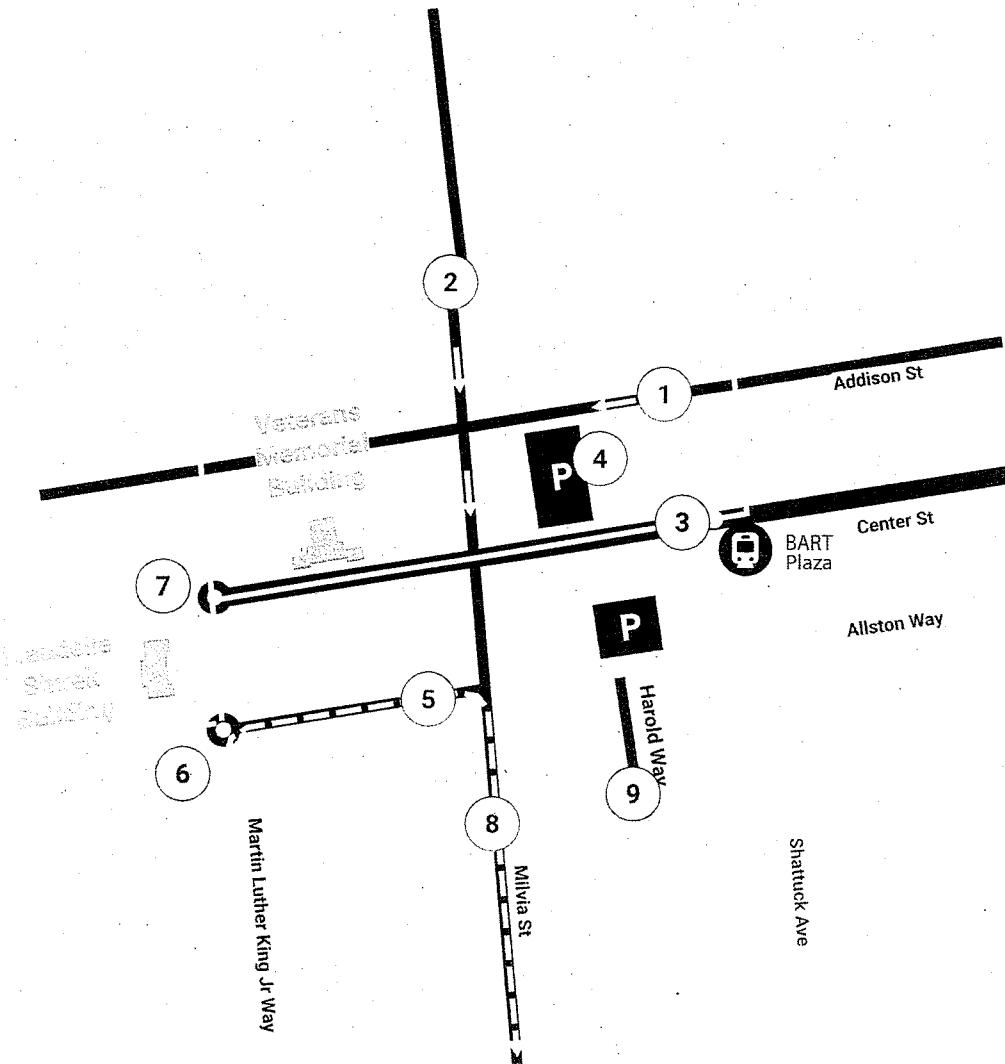
© 2018 GBD, Inc.

# MLK Jr. Way



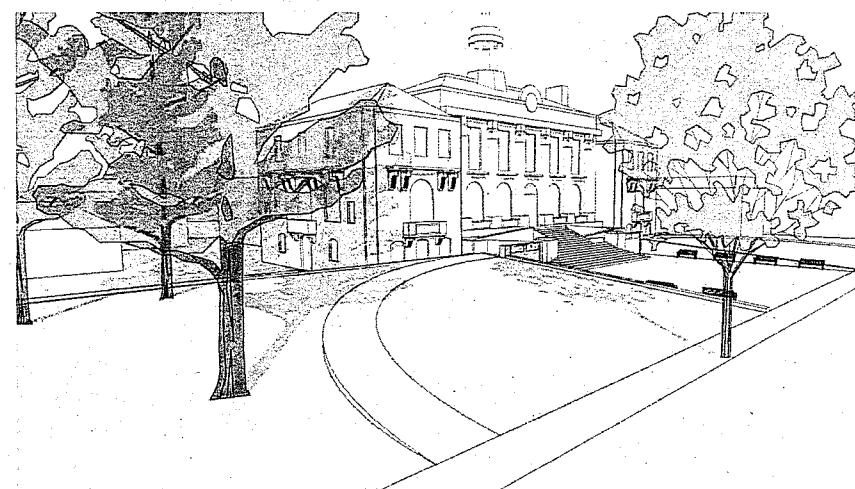
# Circulation context

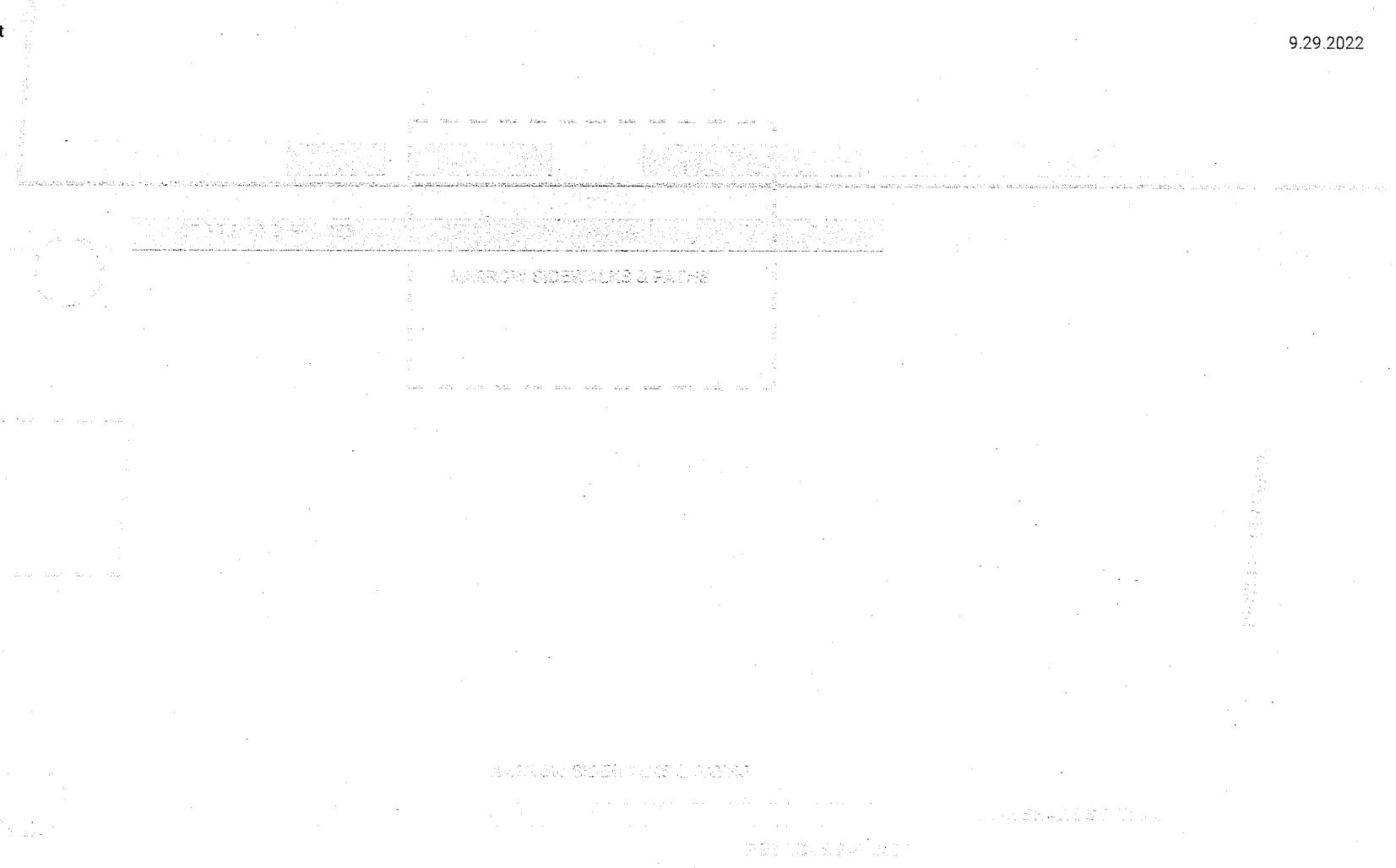
1. **Addison Bicycle Boulevard**  
(Bicycle Plan 2017)
2. **Milvia Bicycle Boulevard**  
(Completed May 2022)
3. **Center Street Greenway & Center Street Plaza** (Streets and Open Space Improvement Plan 2012-23)
4. **Center Street Parking Garage and BART Bike Parking**
5. **Allston Way Pervious Paving**  
(2014 Demonstration Project)
6. **Pedestrian Signal Improvements**  
(Pedestrian Master Plan 2019-20)
7. **MLK Crosswalk Bulbouts**  
(Pedestrian Master Plan 2019-20)
8. **Berkeley High School Loading**  
(Completed May 2022)
9. **Harold Way** (Pedestrian Only)



Berkeley Civic Center Design Concept

9.29.2022





# Consideration of Civic Center street improvements

# Design Concept Considerations

## BUILDINGS

- Uses
- Seismic Upgrades

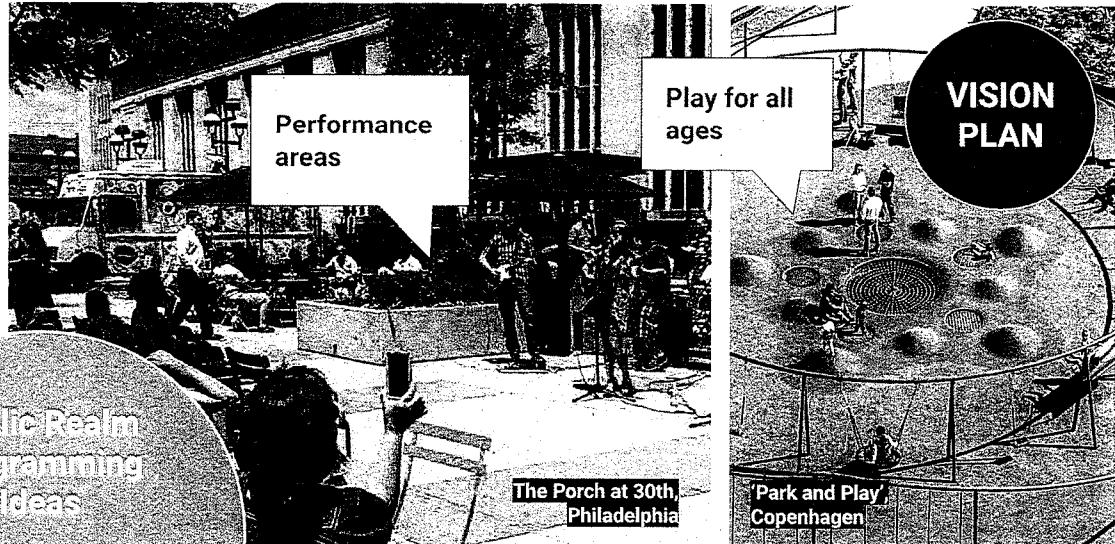
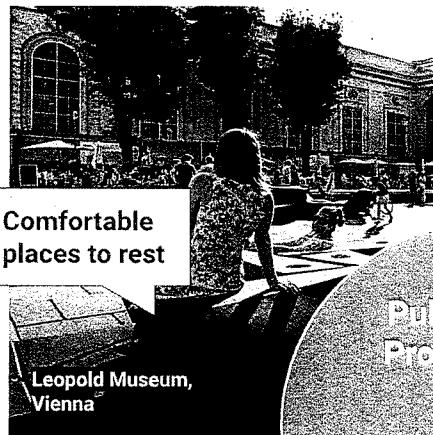
## STREETS

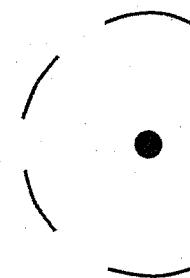
- Center Street
- Allston Way
- MLK Jr Way

## PARK (time allowing)

- Uses

# Park Uses & Amenities





# Prioritization of Park Uses?

**Turtle Island Monument & Terrace**

**Farmers Market**

**Large Green Space**

**Performance Area**

Improved Paths (wider)

Improved Seating (more and for groups)

Improved Restrooms

Food & Beverage Vendors (cafe, kiosks, trucks)

Play Areas for more ages

Skate Park

Pollinator Plants & Garden

Additional (smaller) Performance Area

Daylighted Creek

# Next Steps

## Working Sessions

**9/21** - CCCC

**9/29** - TAC (Technical Advisory Committee)

**9/29** - SSC (Super Sub-Committee)

**Nov** - CCCC

**Mid Nov** - Public Open House Working Session

## Contact

CivicCenter@cityofberkeley.info

Thank you



**Benado, Tony**

---

**From:** Diana <nicca@igc.org>  
**Sent:** Sunday, June 25, 2023 4:01 PM  
**To:** All Council  
**Subject:** Please support daylighting of Strawberry Creek through Civic Center Park.

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

Please support the daylighting of Strawberry Creek in Civic Center Park. If State funding is made available for that purpose, the approved Plan will not foreclose the daylighting of the Creek. Please make sure to modify the description of the "alternate" to say "Alternate plan with a daylighted Strawberry Creek (design and flow to be determined in future study)".

Thank you. Sincerely,  
Diana Bohn

**Benado, Tony**

---

**From:** Most Stephen <smost@earthlink.net>  
**Sent:** Sunday, June 25, 2023 3:47 PM  
**To:** All Council  
**Subject:** Daylighting of Strawberry Creek

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

Dear City Council,

Daylighting Strawberry Creek won the approval of the majority of people who have weighed in on the revitalization of the Civic Center. If State funding makes the Civic Center project feasible in the near future, please ensure that the plan include daylighting Strawberry Creek. I ask that the description of the alternate plan refer to daylighting the creek with the design and flow to be determined in a future study.

Thank you,

Stephen Most

1815 Grant Street,  
Berkeley, CA 94703

**Benado, Tony**

**From:** jlamont@creekcats.com  
**Sent:** Monday, June 26, 2023 9:15 AM  
**To:** All Council; All Council; Berkeley Mayor's Office; Bartlett, Ben; Harrison, Kate; Hahn, Sophie; Wengraf, Susan; Robinson, Rigel; Taplin, Terry; Kesarwani, Rashi; Humbert, Mark; Garland, Liam; Manager, C; Erin Diehm; Tom Kelly; California Urban Streams Partnership; cusp.restoration@gmail.com; Jane Kelly; Juliet Lamont; Dr. Phillip Nicholas Price  
**Cc:**  
**Subject:** 7/11/23 City Council Meeting: Please Vote to Support Creek Daylighting in Civic Center Plan!  
**Attachments:** Lamont\_Price Creek Daylighting Support City Council Mtg July 11 2023.pdf  
**Importance:** High

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

June 26, 2023

Mayor Arreguin and City Councilmembers,

We are writing to in regard to the July 11 Council meeting item, in which you will vote on the final plan for the Civic Center Vision.

**We urge you to fully support a vision that includes daylighting of Strawberry Creek in the Civic Center Plaza area, to provide ecological, climate change, flood control, and biodiversity benefits to the city and region, as well as supporting a wonderful addition to a vibrant, healthy, and diverse community, along with the extensive economic benefits deriving from a magnificent downtown park and creek that is accessible to all.**

**Specifically, we ask that you:**

**1) Vote to support the "alternate scenario" option that supports creek daylighting of Strawberry Creek in Civic Center Park, and that any Civic Center Plan approved and adopted by the City Council, cannot preclude daylighting.**

**2) That you modify and adopt language in the description of the "alternate scenario" to, "Alternate plan with a daylighted Strawberry Creek (design and flow to be determined in future study)."**

The implementation of such a project will provide multiple tangible, on-the-ground environmental benefits, including: improved water quality, flood control and alleviation, habitat for wildlife, fish, birds and pollinators, and air quality improvement and temperature modulation to combat urban heat islands. In addition, these benefits will extend to improved health and well-being for all community members, of any demographic, while amplifying immediate positive effects through broader educational opportunities around climate change adaptation and mitigation, tribal history of our city and regions, and the potential for future linked restoration downstream, at the UC Berkeley campus, and across other regional creeks. In sum, we can provide a model for inclusive, community-based climate and urban biodiversity restoration, continuing and building on Berkeley's strong legacy of environmental leadership.

We base our comments on both our professional, science-based careers, as well as our personal passions and experience. We are long-time Berkeley residents and environmental advocates, and promote and enable nature-based restoration and environmental protection in our professional work as well, along with analysis of alternative energy and grid optimization strategies. One of us (Juliet Lamont) is a former chair and vice-chair of the Sierra Club Bay Chapter,

and Mayor Tom Bates' appointee to the Downtown Plan Commission, and along with many other members, advocated for creek daylighting at the Center Street site adjacent to the UC Berkeley campus. The other (Phil Price) served on the Berkeley Parks and Recreation Commission and was the Commission's representative on the Creeks Task Force, which worked to develop clear parameters for protecting Berkeley's remarkable urban creeks.

But we also know first-hand about the clear, exceptional benefits of urban creeks restoration. Codornices Creek runs through our own backyard, and in 2018 we implemented a creek restoration project on our property and two adjacent properties. This was a substantial effort that required permits from federal, state, and local agencies. And it was a leap of faith, even for the two of us; a belief in the urgency and need for action, and a willingness to take that leap for the earth, and for our community. It has been an *amazing* success - as City of Berkeley public works and planning representatives can attest to - and is a perfect demonstration of the fact that even a short section of restored creek can play host to a remarkable variety of plants, insects, and birds. We feel incredibly blessed to have it in our backyard. More Berkeley residents should have the opportunity to sit near a burbling creek and watch the dragonflies and hummingbirds flit past. And we can make this happen right here in our downtown!

**We aren't just talking about this; we (California Urban Streams Partnership and Restore Strawberry Creek) are actively working to help the City find funding to design and implement this project. We have submitted several "pre-screening" grant applications to very competitive programs, with extremely positive feedback already. And in really exciting news, we have just been selected by the Wildlife Conservation Board (a part of the California Natural Resources Agency) to submit a full proposal for funding for a planning and design grant! If the grant is awarded, we would be able to bring the concept to a "shovel ready" phase. The next step would be a second application to WCB for the implementation funds.**

Your commitment, and your belief in the importance of true environmental action around climate change and ecological restoration is the kind of leadership this world needs - and your support for daylighting Strawberry Creek downtown is a key step in that commitment. We wish we could attend the July 11 meeting in person, but we are unfortunately out of the state on that date. But our public comments would be loud and clear: **please vote for a definitive, strong "alternate scenario" for the Civic Center Plan vision - with the modified language suggested above - that includes the potential for of daylighting of Strawberry Creek in Civic Center Park**, with the exact design and flow to be determined in a full planning and design process, if state or other funding is acquired.

Drs. Juliet Lamont and Phil Price

Berkeley, CA 94709

[jlamont@creekcats.com](mailto:jlamont@creekcats.com)

[pnprice@creekcats.com](mailto:pnprice@creekcats.com)

June 26, 2023

Mayor Arreguin and City Councilmembers,

We are writing to you in regard to the July 11 Council meeting item, in which you will vote on the final plan for the Civic Center Vision.

**We urge you to fully support a vision that includes daylighting of Strawberry Creek in the Civic Center Plaza area**, to provide ecological, climate change, flood control, and biodiversity benefits to the city and region, as well as supporting a wonderful addition to a vibrant, healthy, and diverse community, along with the extensive economic benefits deriving from a magnificent downtown park and creek that is accessible to all.

**Specifically, we ask that you:**

- 1) Vote to support the "alternate scenario" option that supports creek daylighting of Strawberry Creek in Civic Center Park, and that any Civic Center Plan approved and adopted by the City Council, cannot preclude daylighting.**
- 2) That you modify and adopt language in the description of the "alternate scenario" to, "Alternate plan with a daylighted Strawberry Creek (design and flow to be determined in future study)."**

The implementation of such a project will provide multiple tangible, on-the-ground environmental benefits, including: improved water quality, flood control and alleviation, habitat for wildlife, fish, birds and pollinators, and air quality improvement and temperature modulation to combat urban heat islands. In addition, these benefits will extend to improved health and well-being for all community members, of any demographic, while amplifying immediate positive effects through broader educational opportunities around climate change adaptation and mitigation, tribal history of our city and regions, and the potential for future linked restoration downstream, at the UC Berkeley campus, and across other regional creeks. In sum, we can provide a model for inclusive, community-based climate and urban biodiversity restoration, continuing and building on Berkeley's strong legacy of environmental leadership.

We base our comments on both our professional, science-based careers, as well as our personal passions and experience. We are long-time Berkeley residents and environmental advocates, and promote and enable nature-based restoration and environmental protection in our professional work as well, along with analysis of alternative energy and grid optimization strategies. One of us (Juliet Lamont) is a former chair and vice-chair of the Sierra Club Bay Chapter, and Mayor Tom Bates' appointee to the Downtown Plan Commission, and along with many other members, advocated for creek daylighting at the Center Street site adjacent to the UC Berkeley campus. The other (Phil Price) served on the Berkeley Parks and Recreation Commission and was the Commission's representative on the Creeks Task Force, which worked to develop clear parameters for protecting Berkeley's remarkable urban creeks.

But we also know first-hand about the clear, exceptional benefits of urban creeks restoration. Codornices Creek runs through our own backyard, and in 2018 we implemented a creek restoration project on our property and two adjacent properties. This was a substantial effort that required permits from federal, state, and local agencies. And it was a leap of faith, even for the two of us; a belief in the urgency and need for action, and a willingness to take that leap for the earth, and for our community. It has been an *amazing* success - as City of Berkeley public works and planning representatives can attest to - and is a perfect demonstration of the fact that even a short section of restored creek can play host to a remarkable variety of plants, insects, and birds. We feel incredibly blessed to have it in our backyard. More Berkeley residents should have the opportunity to sit near a burbling creek and watch the dragonflies and hummingbirds flit past. And we can make this happen right here in our downtown!

**We aren't just talking about this; we (California Urban Streams Partnership and Restore Strawberry Creek) are actively working to help the City find funding to design and implement this project.** We have submitted several "pre-screening" grant applications to very competitive programs, with extremely positive feedback already. **And in really exciting news, we have just been selected by the Wildlife Conservation Board (a part of the California Natural Resources Agency) to submit a full proposal for funding for a planning and design grant!** If the grant is awarded, we would be able to bring the concept to a "shovel ready" phase. The next step would be a second application to WCB for the implementation funds.

Your commitment, and your belief in the importance of true environmental action around climate change and ecological restoration is the kind of leadership this world needs - and your support for daylighting Strawberry Creek downtown is a key step in that commitment. Please vote for a definitive, strong "alternate scenario" for the Civic Center Plan vision - with the modified language suggested above - that includes the potential for of daylighting of Strawberry Creek in Civic Center Park, with the exact design and flow to be determined in a full planning and design process, if state or other funding is acquired.

Thank you,

Drs. Juliet Lamont and Phil Price  
Berkeley, CA 94709  
[jlamont@creekcats.com](mailto:jlamont@creekcats.com)  
[pnprice@creekcats.com](mailto:pnpnprice@creekcats.com)

**Benado, Tony**

---

**From:** Tom Kelly <tkelly@kyotousa.org>  
**Sent:** Monday, June 26, 2023 2:51 PM  
**To:** All Council  
**Cc:** Garland, Liam  
**Subject:** Civic Center Plan - July 11, 2023

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

Dear Mayor Arreguin and City Council Members,

As you probably know, members of Restore Strawberry Creek have been advocating for months to have the daylighting of Strawberry Creek in Civic Center Park included in the Civic Center Visioning Plan. Thankfully, the consultants and other stakeholders responded positively to our efforts and as a result the daylighting of Strawberry Creek is included in the Visioning Plan. Our concern, however, is that the Plan suggests that we are aiming for a "partial restoration" which is much too vague and could affect our ability to acquire the funding we have been working hard to identify. (At this point, we have been invited by the Wildlife Conservation Board to submit a full proposal in August and will likely apply for funding from the California Natural Resources Agency when guidelines have been released.)

We would ask that the final Plan simply state that the Alternate scenario include the restoration of Strawberry Creek without limiting the overall scope of the project until a planning and design study has been completed. Thank you.

Tom and Jane Kelly  
Berkeley

**Benado, Tony**

**From:** Rachel Katz <rek11@sbcglobal.net>  
**Sent:** Monday, June 26, 2023 10:04 AM  
**To:** All Council  
**Subject:** Daylighting of Strawberry Creek

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

City of Berkeley City Council:

I am writing to express my support for the daylighting of Strawberry Creek in Civic Center Park. Please modify the description of the "alternate" scenario to say "Alternate plan with a daylighted Strawberry Creek (design and flow to be determined in future study)."

Daylighting Strawberry Creek will be a wonderful addition and enhancement to our city and our downtown.

Sincerely,  
Rachel Katz

**Benado, Tony**

---

**From:** Steven F <berkeley1860@gmail.com>  
**Sent:** Monday, June 26, 2023 1:15 PM  
**To:** All Council; City Clerk  
**Subject:** Letter to City Council regarding Civic Center Planning item on July 11, 2023, Council Agenda  
**Attachments:** Letter to Council on Civic Center Final June 2023.pdf

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

Hello, attached is a letter from Lisa Bullwinkel and Steven Finacom regarding the Civic Center item which will be on the July 11, 2023 agenda. Kindly include it in the Council packet.

Thank you!

June 24, 2023

Mayor Jesse Arreguin and Members of the City Council  
City of Berkeley

**Regarding: Berkeley Civic Center Planning / July 11 Council Meeting**

Honorable Mayor and Members of the City Council:

We have participated in the Civic Center planning and visioning process from its inception three years ago. Although we're writing as individuals, we're also current members of two key Commissions involved in the process, and each of us has chaired one of those Commissions in the past.

We would like to highlight two important issues.

**First**, since currently there is no funding for staff time or additional consultant work on the Civic Center, keeping up momentum on Civic Center goals will be an issue in the future. **We strongly believe that the joint subcommittee, with volunteer representatives from five commissions (informally, the “super subcommittee”), should continue to meet periodically to serve as a touch point for future work, and a built-in resource when next steps can be undertaken.**

The joint subcommittee has representatives from the Civic Arts Commission, Landmarks Preservation Commission, Parks & Waterfront Commission, Public Works & Transportation Commission and, most recently, the Commission on Disability. All five commissions will play key roles in the future on aspects of civic center planning, design, and/or operations.

We ask the Council to endorse continuing the joint subcommittee as part of its Civic Center actions at the July 11 Council meeting.

**Second, we ask that the Council modify the report recommendations to add the goal of further study, cost estimating, and conceptual design for robust “infill” structures in the two enclosed courtyards behind the Veterans Memorial Building. This would add more useable space to that building.**

This cost estimate should be divided into two categories, for the west courtyard and the east courtyard, so the City has the choice of doing a partial infill, if desirable.

While this approach was discussed extensively in the planning process, received wide support, and would be easy to design, cost out, and program, inexplicably the staff / consultant report does not include cost estimates for this work and has reduced the design approach to two small “ears” added to the stage of the Veterans Building.

*Page Two*

This is a tremendous lost opportunity. While the Veterans Building is a magnificent civic structure, it is not presently big enough to meet all the needs of Berkeley's future civic arts programming as well as the 70+ recognized community arts groups that need periodic access to public space for events, performances, classes, and meetings.

The building renovation as currently proposed would provide just four meeting / event rooms of modest size, plus a refurbished mid-sized auditorium and an event deck on the roof. Two infill structures in the courtyards could easily provide another eight, ten, or twelve meeting rooms / event / classroom spaces by extending the useable space outward from the existing building.

We are confident that if additional space is added to the Veterans Building, it will be heavily used in the future. As one member of the Civic Arts Commission put it, "*If we build it, we will fill it.*"

Both the Civic Arts Commission and the Landmarks Preservation Commission have formally voted to endorse the concept of adding robust infill structures in the courtyards. We ask the Council to do the same.

The building space can easily be expanded into the courtyards without adversely impacting the historic structure, and now is the time to plan for that.

This element of programming can't wait. If the Veterans Building is fully renovated without at least one infill structure, it will prove extremely costly and disruptive to add them in the future, since the courtyard spaces are completely surrounded by existing buildings. They need to be planned for in conjunction with next steps on renovating the existing building.

It may be that in the future the Council might decide that infill structures are too costly to build. But you should have the option of making that choice then, not foreclosing it now by leaving infill structures entirely out of the next stages of planning.

Sincerely,

Lisa Bullwinkel  
Former Chair, Berkeley Civic Arts Commission  
Former Chair, Berkeley Cultural Trust

Steven Finacom  
Former Chair, Landmarks Preservation Commission

**Benado, Tony**

---

**From:** Erin Diehm <erindiehm@hotmail.com>  
**Sent:** Monday, June 26, 2023 4:00 PM  
**To:** All Council  
**Subject:** City Council - July 11 2023 - Civic Center Plan - Support daylighting Strawberry Creek

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

Dear Honorable Mayor and Berkeley City Council,

I write to urge you to support options for restoring Strawberry Creek in Civic Center Park, to ensure the many benefits it can bring to our community are explored to the fullest extent possible. To that end, I ask that Council,

- support the inclusion of the "alternate plan" as a design alternative, and
- modify the description of the alternate plan to a broader, more flexible one, specifically, please change the wording of the current description from "Alternate plan with partial daylight" to say this:  
**"Alternate plan with a daylit Strawberry Creek (design and flow to be determined in future study)."** As you are aware, the California Wildlife Conservation Board has invited the community group Restore Strawberry Creek to submit a full application for funding of a feasibility study. Having a broader, less constricting description will facilitate exploration of options that can then be reviewed by City Council and community stakeholders, for a final decision.

Additional supporting information below

Thank you for your service.

Respectfully,  
Erin

---

BOTH/AND

The goal of restoring Strawberry Creek in the park is to find a "**both/and**" solution, one that will support the many important events that take place in our central park already while adding a new feature that will complement the gorgeous historic buildings and add a new dimension to the park that will elevate the space to its fullest potential. Please note, too, the Flex Space proposed behind New City Hall. As suggested it would create new valuable space for "Performance", "Outdoor Market", and "Support/Delivery", which can help accommodate any shifts in usage to ensure critical community needs are met.

**SMITHSONIAN ARTICLE**

But don't take my word for it... Check out the recent article in *Smithsonian* magazine, one of the most renowned science education institutions in the country, documenting the many benefits cities reap when creeks are restored in their very urban downtowns, including activation and increased tax revenue:

## "How 'Daylighting' Buried Waterways Is Revitalizing Cities Across America"

Smithsonian Magazine, Innovation, March 15 2023, by Jim Morrison

<https://www.smithsonianmag.com/innovation/how-daylighting-buried-waterways-is-revitalizing-cities-across-america-180981793/>

### TOP 10 REASONS

Lastly, and speaking as a 15-year resident of Berkeley, daylighting Strawberry Creek will:

1. **Help Berkeley lead on new science that urban areas play a critical role in supporting biodiversity.** Berkeley lies within one of 35 globally listed "biodiversity hotspots". Creating small patches of urban habitat builds connected spaces that support local and migratory species.<sup>1,2,3,4</sup>
2. **Attract visitors - local, regional, and beyond.** Nature is a huge draw. A restored creek will attract visitors who will activate the space, increase property values, and visit local businesses including the restored historic buildings.
3. **Act on Berkeley's Strategic Plan.** To "Be a global leader in addressing climate change, advancing environmental justice, and protecting the environment."<sup>5</sup>
4. **Support public health.** Happiness is associated with access to nature. Bird species richness is positively associated with life-satisfaction, "...being around fourteen additional bird species provided as much satisfaction as earning an additional \$150 a month."<sup>6</sup>
5. **Encourage and support the next generation of environmental leaders and scientists.** A restored creek could offer "outdoor classrooms", that would help students learn and practice techniques for ecological restoration and monitoring.
6. **Provide a welcoming, cool, green space for the many new residents in our densifying downtown.** Thousands of new housing units are being built. New residents will benefit greatly from a restored natural creek habitat that helps mitigate growing urban heat.
7. **Add depth to Berkeley's commitment to honoring Indigenous peoples.** Restoring a real free-flowing creek could be combined with a cultural easement.
8. **Reinvigorate the national movement Berkeley's started in 1983.** Berkeley inspired the nation when it daylighted the creek in Strawberry Creek park.
9. **Support a thriving central Civic Center area.** The complete – Turtle Island Monument + performance/market space + restored Creek – will create a welcoming nature-filled space that honors Indigenous cultures, activates the space, brings in revenue, and attracts visitors to the restored buildings, while leaving room for the many other park uses, current and future.
10. **It would be awesome!**

### REFERENCES

<sup>1</sup> F. Riva and L. Fahrig, 2022. "The disproportionately high value of small patches for biodiversity conservation." *Society of Conservation Biology*, Vol 15, Issue 3, May/June 2022. <https://doi.org/10.1111/conl.12881>

<sup>2</sup> E. Spotwood et al, 2021. "The Biological Deserts Fallacy: Cities in Their Landscapes Contribute More than We Think to Regional Biodiversity." *BioScience*, Vol 71, Issue 2, February 2021, Pages 148-160. <https://doi.org/10.1093/biosci/biaa155>

<sup>3</sup> N. Butt et al, 2018. "Opportunities for biodiversity conservation as cities adapt to climate change." *Geo: Geography and Environment*, Vol 5, Issue 1, April 15, 2018. <https://doi.org/10.1002/geo2.52>

<sup>4</sup> B. Wintle et al, 2018. "Global synthesis of conservation studies reveals the importance of small habitat patches for biodiversity." *PNAS*, 115 (3) 909-914, December 10, 2018. <https://www.pnas.org/doi/full/10.1073/pnas.1813051115>

<sup>5</sup> Berkeley Strategic Plan. <https://berkeleyca.gov/your-government/our-work/strategic-plan>

<sup>6</sup> J Methorst et al, 2021. "The importance of species diversity for human well-being in Europe." *Ecological Economics*, Vol 181, March 2021. <https://doi.org/10.1016/j.ecolecon.2020.106917>

**Benado, Tony**

---

**From:** Kester Allen <kester@gmail.com>  
**Sent:** Tuesday, June 13, 2023 9:14 AM  
**To:** Mostowfi, Hamid; Anderson, Eric; All Council  
**Subject:** Please don't repave Hopkins without bike lanes

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

Mr. Mayor, Councilmembers, and Commissioners,

I am writing to oppose any move to repave Hopkins Street by abandoning the Council-approved Complete Streets design for the corridor. While I am in favor of street maintenance across Berkeley, Council voted twice to approve the Complete Streets design and any change in policy must require a Council vote. In addition, Council should not change policy on this question, since your previous votes were completely in accord with the Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan.

Opponents of the Complete Streets plan would like to position the City Manager's request for a delay of final approval of the Hopkins plan as a victory for their position. It was not. No Council action has changed the policy Council approved on May 10th, 2022, and again on October 11th, 2022. The City's very unfortunate staffing issues in the Transportation Division, which I understand are continuing to worsen, are the reason for the delay. Staffing problems should not become an implicit change in policy nor an effective pocket veto.

Councilmember Hahn's initial Hopkins referral was in 2018, five years ago now. When Berkeley streets are repaved, they are placed on moratorium for five years for any construction work that could involve pavement cuts. If Hopkins were repaved now, and the eventual Complete Streets project involved any pavement cuts, choosing to pave now would push this project's planning phase \*over a decade\*. It would become even more of a symbol of the city's inability to get work done to protect the public.

The Hopkins Corridor policy Council approved twice last year must be implemented in full. Focus city efforts on solving the Transportation staffing problems, rather than subverting the will of Council.

Thank you,  
Kester Allen

**Benado, Tony**

---

**From:** J Strömberg <janet.stromberg@gmail.com>  
**Sent:** Tuesday, June 13, 2023 8:56 AM  
**To:** All Council; Anderson, Eric; Mostowfi, Hamid; Manager, C  
**Subject:** Repave Hopkins Street - No Delay

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

**To:** Berkeley City Council  
Transportation and Infrastructure Commission  
Berkeley City Manager

Please do not delay the repaving of Hopkins Street for the following reasons:

- **Bike lanes already exist on Hopkins**, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and re-striping the street.
- Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.
- **Repair** of the dismal condition of the street **should not be dependent upon the outcome of a continuing fight** over the cycle track, which could take years to resolve.
- **Plan proponents have fixated on the cycle track to the exclusion of all other issues of safety on the street**, even though the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.
- **Repaving of Hopkins has been delayed several times already**, with allocated funds moved to other areas of town. When is enough enough? The road is not fixing itself.
- **Rose Street is designated in the bike plan for Bike Boulevard treatment**. Get it done now, since it is already considered a low stress east-west route for bicycles. It is also designated as the route to the schools, **which are actually located on Rose, not on Hopkins**.
- Consider the desires of the many, many cyclists and casual **bike riders** who **just want smooth, low stress streets on which to ride**.

Thank you for your consideration,

Janet Stromberg  
Berkeley resident

**Benado, Tony**

---

**From:** David Brandon <davidbrandon@comcast.net>  
**Sent:** Tuesday, June 13, 2023 8:42 AM  
**To:** Berkeley Mayor's Office; All Council  
**Cc:** Mostowfi, Hamid; Anderson, Eric; Manager, C  
**Subject:** Maintain functionality of Hopkins Street - Repave now

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

Dear Mayor and City Council (cc: Officials responsible for infrastructure and transportation),

I urge that the City repave Hopkins Street now, maintaining painted bicycle lanes and ensuring the functionality of the residential and commercial districts along its pleasantly tree-lined, 2-mile traverse of the City. I reside half a mile from Hopkins Street, and I drive and walk along this street regularly. It is constantly "alligatored" by AC Transit and heavy commercial vehicles at the same time as it facilitates many services to a wide swath of residents and provides much needed sales tax revenue to the City.

Though well intentioned, Council's actions have created chaotic street layouts in many parts of this city. I believe this approach drives away shoppers and creates hazardous "crazy-quilt" streetscapes for pedestrians as well as cyclists and motorists. (As an example, when I need bulky hardware supplies, it is faster and easier for me to drive several miles to Pastime Hardware in El Cerrito instead of navigating to and parking near Berkeley Hardware, less than one mile away.)

The Hopkins Street paving project is funded and should move ahead now.  
Thank you.

David Brandon

Resident, District 1

**Benado, Tony**

---

**From:** Kelly HABERER <kellyh@berkeley.edu>  
**Sent:** Tuesday, June 13, 2023 8:13 AM  
**To:** All Council  
**Subject:** Hopkins Street Paving

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

Greetings Berkeley City Council Members — I appreciate the attention you have given to all the complex issues surrounding Hopkins Street maintenance. But I hope you will now support proceeding with the street paving. The two-way bicycle track proposed for Hopkins creates more problems than it solves. I don't think an agreement can be reached at this time on a less disruptive alternative to service the biking constituency. But delaying repaving affects all constituents.

Thank you,

Kathleen Haberer

Sent from my iPhone

**Benado, Tony**

**From:** Kevin Jones <kevjoness30@gmail.com>  
**Sent:** Tuesday, June 13, 2023 8:00 AM  
**To:** All Council; Mostowfi, Hamid; Anderson, Eric; Manager, C; info@savehopkins.org  
**Subject:** Don't listen to Marc Hedlund about Hopkins

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

Hello distinguished council members and Berkeley city staff,

We need to talk about the plans to install bike lanes on Hopkins. As a longtime Berkeley resident who isn't a senior citizen (I'm 42), I want to join the chorus of North Berkeley locals who do not want the city to go forward with the bike lane installation as laid out in the city's Complete Streets plan.

I live on Cedar street, near the section of Hopkins between Monterey and Gilman. If the city follows the plan, that section of Hopkins will lose all commercial parking. This is certain to hurt those local businesses to the point of causing their closures.

This isn't hypothetical; you can see the results of what removing parking did to the formerly bustling business, Berkeley Ace Hardware. When it was located at the top of University, it had lines snaking through its aisles all through the week. Since moving to Milvia and giving up its parking lot, its customer base has shrunk to a smattering of daily customers. It's only gotten worse for the store since the bike lanes took away street parking on Milvia. That store, which employed dozens in its heyday, is a shell of its former self and probably won't last much longer. The kind of customers it needs to stay alive are going to places with parking lots, like Truitt and White and Pastime Hardware in El Cerrito.

The businesses on Hopkins, in that small section near Monterey Market know and fear what I'm talking about -- that's why almost every business on that street has a "Save Hopkins" sign in their window. Businesses like Magnanis Poultry and Gioia's Pizza depend on much more than foot traffic. Taking away their parking spaces could mean the loss of jobs and beloved businesses in the neighborhood. This is why puff pieces like the one written by Daniel Duane for the New York Times don't include the voices of store owners in the neighborhood. The pro-bike lane side only has one study to back up the possibility of business increasing in areas where bike lanes were installed, and it's from 2015, in an area of Salt Lake City that's nothing like Hopkins street.

But most importantly, as much as Bike East Bay and other cycling advocates try to blow up the benefits of segregated bike lanes, they aren't that great. You are redesigning a neighborhood to fulfill the needs of 8.5 percent of the population -- and Berkeley is supposed to love biking! The people that benefit the most are real estate developers attempting to gentrify the city. These bike lanes are not for the residents there now, they're for the potential new residents who the real estate agents and landlords hope are much wealthier.

Just remember, when bike lane advocates talk about shining examples of bike-centric cities in Europe, they never include the fact that Europeans spend between 25-40 of their earnings on rent, with families spending on average a third of their income on their rental property. And while Amsterdam might be a great place to live for bicyclists, it's also the third most expensive country to live in Europe. Berkeley is a city that should respect the needs of everyone, not just real estate interests.

Thank you for your time,

Kevin L. Jones

1608 Cedar Street

--  
Kevin L. Jones  
Journalist and Audio Producer  
[kevjones30@gmail.com](mailto:kevjones30@gmail.com)  
<http://kevinljones.com>

**Benado, Tony**

---

**From:** david socholitzky <dnsoch@yahoo.com>  
**Sent:** Tuesday, June 13, 2023 7:52 AM  
**To:** All Council  
**Subject:** Hopkins Street repaving

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

To The Council,

I do not support the East Bay Bike proposal to delay repaving Hopkins Street. The proposal to eliminate parking and add a two-way bike lane is unfair to neighborhood residents, shoppers and those who cannot use bicycles to shop; it is the most dangerous possible bike lane proposal; and the entire project has wasted city funds on a biased group of consultants and a transportation agency report that was either incompetent or dishonest.

David Socholitzky  
1430 Acton Street

Sent from Yahoo Mail for iPhone

**Benado, Tony**

---

**From:** MaRiO MuRcla <lcp1m3m@yahoo.com>  
**Sent:** Tuesday, June 13, 2023 12:13 AM  
**To:** All Council  
**Subject:** Hopkins corridor plan

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

My family lives on Hopkins St.

Bike lanes already exist on Hopkins, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street.

Plan proponents have provided no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track on a two-way residential street like Hopkins.

Repair of the dismal condition of the street should not be dependent upon the outcome of a continuing fight over the cycle track, which could take years to resolve.

Plan proponents have fixated on the cycle track to the exclusion of all other issues of safety on the street, even though the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.

Repaving of Hopkins has been delayed several times already, with allocated funds moved to other areas of town. When is enough enough? The road is not fixing itself.

Rose Street is designated in the bike plan for Bike Boulevard treatment. Get it done now, since it is already considered a low stress east-west route for bicycles. It is also designated as the route to the schools, which are actually located on Rose, not on Hopkins.

Consider the desires of the many, many cyclists and casual bike riders who just want smooth, low stress streets on which to ride.

We highly encourage repaving with the current bike lanes. I b ride my son to school and never had an issue. My son enjoys his rides and loves learning how to safely ride a bike.

Thank you for your time and for hearing us out. Decisions aren't easy but we would love to be heard as well.

Ernesto

Sent from Yahoo Mail on Android

**Benado, Tony**

---

**From:** Kori Kody <Kori.Kody@mindspring.com>  
**Sent:** Tuesday, June 13, 2023 12:02 AM  
**To:** All Council; Mostowfi, Hamid; EAjderspm@berkeleyca.gov; Manager, C  
**Subject:** Please repave Hopkins

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

As a longtime Berkeley resident who travels on Hopkins almost daily and supports the small markets in that neighborhood, I'm writing to urge the repaving of Hopkins. It's a matter of safety and common sense. The street is in terrible condition, and my understanding is that money is available to do the repaving.

Unfortunately, it seems the money is being held hostage in a dispute over bicycle lanes. It is most probable that a Class IV Two-Way Cycle Track will, in fact, not be built on Hopkins. There are many many arguments against that plan. In the meantime, the condition of this important street further deteriorates. It will just become more expensive -- as well as creating ever-greater safety issues -- if we wait. Please act as responsible city officials and proceed with paving Hopkins.

Sincerely,  
Kori Kody  
Shasta Rd.  
Berkeley

**Benado, Tony**

**From:** Jose Arau <josearau101@gmail.com>  
**Sent:** Monday, June 12, 2023 11:29 PM  
**To:** All Council; Anderson, Eric; Mostowfi, Hamid; Manager, C  
**Subject:** Please repave Hopkins Street now.

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

All,

- **Bike lanes already exist on Hopkins**, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street.
- Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.
- **Repair** of the dismal condition of the street **should not be dependent upon the outcome of a continuing fight** over the cycle track, which could take years to resolve.
- **Plan proponents have fixated on the cycle track to the exclusion of all other issues of safety on the street**, even though the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.
- **Repaving of Hopkins has been delayed several times already**, with allocated funds moved to other areas of town. When is enough enough? The road is not fixing itself.
- **Rose Street is designated in the bike plan for Bike Boulevard treatment.** Get it done now, since it is already considered a low stress east-west route for bicycles. It is also designated as the route to the schools, **which are actually located on Rose, not on Hopkins.**
- Consider the desires of the many, many cyclists and casual **bike riders** who **just want smooth, low stress streets on which to ride.**

Thanks!

José Franklin Arau

*Live a life worthy.*

510.542.6005

**Benado, Tony**

---

**From:** Marguerite Lee <mlee94707@gmail.com>  
**Sent:** Monday, June 12, 2023 11:03 PM  
**To:** All Council; Mostowfi, Hamid; Anderson, Eric; Manager, C  
**Subject:** Repave Hopkins Street

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

Repaving Hopkins Street should not be contingent upon a dispute over the Class IV Cycle Track. Moreover, it is disheartening to witness that some city officials seem to be withholding the repaving of Hopkins Street until the issues surrounding the bike lane project are resolved which may take years. The condition of the street is dreadful. It is unjust to delay crucial infrastructure improvements unless we accept the project that has already raised numerous concerns and opposition from the community. I urge you to separate the repaving project from the bike lane discussion and prioritize the repair of the street.

Hopkins Street needs a plan that addresses the needs of all road users, including cyclists, pedestrians, motorists, and local businesses.

Marguerite Lee

**Benado, Tony**

---

**From:** Trarie Kottkamp <trarie@yahoo.com>  
**Sent:** Monday, June 12, 2023 10:38 PM  
**Subject:** Please allocate the same amount of paving funds for Hopkins from the 2023 to the 2024 FY

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

I live on Hopkins St. at Stannage and am requesting that the paving funds allocated for FY 2023 be moved to FY 2024 and be used to pave Hopkins St in 2024

- 1) It is more cost efficient to repave streets as soon as possible, since it costs a great deal more to do more extensive repairs after greater wear, damage and delay.
- 2) There is no need to delay repairs over the outcome of installing the Cycle Track. That discussion might go on for awhile. Bike lanes already exist on Hopkins and they will be enhanced with repaving and re-striping.
- 3) The proponents of the Class IV Two-Way Track Cycle have provided no relevant or accurate data for the safety of such a track on a two-way residential street such as Hopkins.
- 4) Proceed with giving Rose Street "Bike Boulevard treatment". Rose is appropriately designated as the route to the schools as they are actually located on Rose, not on Hopkins.

Trarie Kottkamp  
1150 Hopkins St  
Berkeley, CA

**Benado, Tony**

---

**From:** Lily Liang <liang.lily1@gmail.com>  
**Sent:** Monday, June 12, 2023 10:36 PM  
**To:** All Council  
**Cc:** info@savehopkins.org  
**Subject:** Support repaving Hopkins now

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

Hello,

As a blind white cane user and Berkeley resident who walks on Hopkins daily (it is my home's cross street), I urge the Council to take the necessary steps to repave Hopkins St now.

Not only are crosswalks almost impossible for me to see as the paint is fading/non-existent in many areas near my home in Westbrae, the fading lines and lack of stop signs also make it incredibly unsafe for me as a blind pedestrian to get from my home to BART, nearby businesses, the park, etc. Like other residents, I walk on Hopkins to get to work, which is how I pay my taxes. Unlike other Berkeley residents, I don't have a choice when it comes to riding a bike or driving a car to get to my place of employment or anywhere else for that matter, unless someone sighted is driving me there.

I deserve to have my tax dollars go towards safe street crossings and a decent road. I moved to Berkeley in part because it's a place that prioritizes inclusion and values people with disabilities and considers their needs. I would ask you to consider mine and not delay repaving any longer.

Finally, the intersection of Peralta and Hopkins is especially egregious. The pavement is cracking and the paint has peeled away to the point where you might think this was an area nobody walked, when in fact it's a busy intersection that so many pedestrians and bikers take to get to BART. The curb on the northeast corner doesn't have any kind of step up, which means it also blends into the street and cannot be identified by a white cane. It would seem to me that this is also a clear ADA violation. For me, it's also feels incredibly dangerous every time I attempt to cross because I'm not able to reliably distinguish between the sidewalk and the roadway. Without a proper curb cut, I have stood in the road with cars turning and honking before I realized I had been oriented incorrectly.

Thank you for considering the needs of constituents with disabilities as repaving plans move forward and please do not reallocate the funds to other projects.

Lily Liang

**Benado, Tony**

---

**From:** Verna Winters <vernawinters@yahoo.com>  
**Sent:** Monday, June 12, 2023 10:30 PM  
**To:** All Council  
**Subject:** Repave Hopkins

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

Dear Council Members,

Please vote in favor of REPAVING HOPKINS NOW. The disputes have gone on ridiculously long. It's an outrageous example of \*cutting off your nose to save your face.\* I personally think the existing bike lanes should be restriped. Any other proposed changes should not create a default delay of making the street safer for all asap. Common sense, really.

Thank you.  
Verna Winters  
District 5

**Benado, Tony**

---

**From:** Connie A <cander8917@gmail.com>  
**Sent:** Monday, June 12, 2023 10:22 PM  
**To:** Berkeley Mayor's Office; Manager, C; All Council; Hahn, Sophie; Kesarwani, Rashi; Harrison, Kate; Taplin, Terry; Robinson, Rigel; Bartlett, Ben; Humbert, Mark Anderson, Eric; Mostowfi, Hamid  
**Cc:**  
**Subject:** In support of repaving Hopkins NOW  
**Attachments:** Pave Hopkins NOW. 6.12.23 .pdf

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

Dear Mayor Arreguin, City Manager Ridley, Members of the Berkeley City Council, and Members of the Traffic and Infrastructure Commission,

Please read the attached letter in which I explain in detail why I support repaving Hopkins **now**. Repair of this highly traveled street, currently in dismal condition, should not be held hostage till the fight over the cycle track is resolved, especially since it could be years before that fight reaches a conclusion.

As a member of Save Hopkins, I am not against bike lanes on Hopkins, but I want them to be **safe bike** lanes. My letter provides strong evidence for why the proposed Class IV bike lanes would definitely NOT be safer for cyclists than what we currently have. In my letter, I cite **recommendations from the California Department of Transportation and the federal highway administration guidelines against the use of Class IV bike lanes for a street like Hopkins**, which has many intersections and driveways and is an emergency evacuation route for Berkeley and Kensington residents in case of a wildfire. I also provide testimony from residents of Oakland who have seen what happens when Class IV bike lanes are implemented on a street similar to Hopkins.

Just as importantly, the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.

I would also remind you that the existing bike lanes already present on Hopkins would be greatly enhanced and made safer by repaving and restriping the street.

Sincerely,  
Constance Anderson

June 12, 2023

Dear Mayor Arreguin, Members of the Berkeley City Council, and the City Manager,

The intent of this letter is to urge you to revisit the Hopkins Corridor Plan and to seek better options. The great irony is that your plan will be creating new and worse hazards for both cyclists and pedestrians, rather than making our streets and sidewalks safer for them. In addition, this plan will also jeopardize a much loved business district.

Have you read the 2022 California Department of Transportation Guidelines for the design of cycle facilities? These guidelines specifically warn **against** the use of this type of Class IV Protected Cycle Tracks on streets where many driveways and intersections will intersect with the bike track.

**Also, it may not be appropriate or feasible to have a continuous separated bikeway [i.e., Class IV Protected Cycle Track] through certain street environments, such as on the same side of a street with many driveways.** A bike lane may perform better in this context.<sup>1</sup> (Emphasis added)

The stretch of Hopkins between McGee and Kains has 70 intersections (61 driveways and nine cross streets)! Even Upper Hopkins (which is wider) is **not** the ideal street for Class IV Protected Cycle Tracks. The ideal street for that type of bike lane is a wide commercial boulevard with few to no driveways and wide sidewalks with high visibility. Furthermore, since Hopkins is an emergency evacuation route, this recommendation against Class IV Cycle Tracks on such routes is also highly relevant:

Complete Streets features provide improvements to the community but have the potential to create challenges in an evacuation. **Consider the use of Class II bike lanes on evacuation routes instead of Class IV as a way of providing an unobstructed pavement width.**<sup>2</sup> (Emphasis added)

In addition, on the stretches that have driveways and intersections that cross through the two-way bike lane (such as between Colusa and McGee), the danger of drivers turning left and not seeing bikes hidden behind parked cars is very real. Watch this video in which a concerned Oakland resident explains in detail how the same situation is causing multiple car/bike collisions on Telegraph Avenue:  
<https://www.youtube.com/watch?v=H7obAT9LxQM&t=270s>.

It seems no one on the Berkeley City Council has read the Federal Highway Administration (FHWA) regarding two-way cycle tracks:

#### 19.5 Practices To Be Avoided Two-Way Bike Lane

<sup>1</sup> Source: <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-02-final-a11y.pdf> p. 3)

<sup>2</sup> Source: <https://dot.ca.gov/-/media/dot-media/programs/design/documents/signed-dib-93-evacuation-route-a11y.pdf>. See section 3.7 Complete Streets Features, top of page 6.

This creates a dangerous condition for bicyclists. It encourages illegal riding against traffic, causing several problems:

- At intersections and driveways, wrong-way riders approach from a direction where they are not visible to motorists.
- Bicyclists closest to the motor vehicle lane have opposing motor vehicle traffic on one side and opposing bicycle traffic on the other.
- Bicyclists are put into awkward positions when transitioning back to standard bikeways.<sup>3</sup>

As someone with limited mobility myself and whose elderly mother now uses a walker, I found it astounding and deeply troubling to learn that the City of Berkeley had not directed the designer of the bike plan to take the Americans for Disabilities Act (ADA) into consideration. As a result, the fate of disabled pedestrians and others with limited mobility under this plan received no attention whatsoever. As customers arriving by car, disabled people will have an even harder time than others getting to and from their car if they have to park far away, as they will (the few disabled parking spots scattered here and there are not enough to meet demand). Secondly, when someone with limited mobility needs to get across the street, they may be taking their life into their hands if it's cyclist rush hour. As someone who moves slowly (can't run), I personally would not want to try and pass through a heavy flow of cyclists racing by in the bike track. In my experience, cyclists rarely if ever stop at stop signs in Berkeley and are not known for ceding the right of way to pedestrians even when they should. And when they're in the majority, they tend to be even more reckless and inconsiderate of pedestrians.

Add electric bikes and electric scooters to the mix in the bike track and you have a recipe for disaster, both for pedestrians (and I mean **all** pedestrians, not just those with limited mobility) and for traditional bicyclists. The latter will have to share the bike track with electrically powered vehicles (e.g., e-bikes, electric scooters, segways, and even electric skateboards), which are growing ever more prevalent on Berkeley's streets. The bike track is likely to attract growing numbers of these swift electric vehicles, which can easily keep up with cars even on an incline. The possibility of being trapped in the bike lane with such aggressive electric vehicles breathing down their neck could lead some cyclists (the more cautious ones) to take refuge on the sidewalk. Thus, rather than clear the sidewalks of bikes, and make sidewalks safer for pedestrians, this plan could very well have the opposite effect! Personally, as a former user of a medical mobility scooter, I would never in million years have considered traveling in a two-way bike lane in my slowpoke scooter, knowing that I would be sharing it with any kind of cyclist, let alone a cyclist on an electric bike.

If the fact that no one in the City of Berkeley thought to have the designer take the ADA into consideration is dismaying and baffling, the fact that no one thought to run the plan by the Fire Department for review is truly shocking, since Hopkins is a

---

<sup>3</sup> Source: [https://safety.fhwa.dot.gov/PED\\_BIKE/univcourse/pdf/swless19.pdf](https://safety.fhwa.dot.gov/PED_BIKE/univcourse/pdf/swless19.pdf) See Section 19.5, page 4 (Practices to Be Avoided Two-Way Bike Lane)

major artery and an emergency access route.<sup>4</sup> These omissions are evidence that this plan was created in haste, with very little oversight or serious thought given to the larger picture. The Hopkins Corridor plan would jeopardize the street's status as an effective emergency evacuation route in the worst-case scenario of a wildfire requiring the evacuation of all 24,000 people who live in the Berkeley hills and Kensington. Evacuees in cars would need the use of **all** emergency evacuation routes available to them, including Hopkins. Not only that, but watch this video, especially 5-7:12, to see the sometimes deadly impact of narrowing streets on emergency vehicles that need to reach someone in urgent need of medical assistance: <https://www.youtube.com/watch?v=qaA6EvIAQrs>.

In addition to creating new and worse traffic hazards, the existing bike track plan will also be devastating to the businesses on Hopkins that depend for much of their revenue on customers who come by car to buy large quantities (multiple bags of groceries) and/or purchase large items (such as trees, bushes, etc.) Customers who are elderly, disabled, or who live far away can't simply decide to switch to an e-bike (or walk or take public transit for that matter), to do their shopping on Hopkins. Berkeley would do well to learn from the experience of those who have already implemented a similar bike track plan. Right after a bike track was installed on Telegraph in Oakland that drastically reduced street parking there, Koreatown businesses saw a significant drop in sales tax revenue. (Watch this video: <https://www.youtube.com/watch?v=H7obAT9LxQM&t=480s>)

The elimination of all 35 street parking spots on Hopkins between California and Gilman will most definitely discourage people from shopping at Monterey Market and other nearby stores. As it stands now, the Monterey Market parking lot is already exceedingly tight, forcing customers to look for parking on the street much of the time. With the elimination of so many of these precious street parking spots, people in cars will likely decide to shop elsewhere (Berkeley Bowl, Berkeley Natural Grocery, Sprouts, other horticulture stores, etc.).

The best way to make Hopkins safer for cyclists would be to repave the road and to offer programs that teach children bicycle safety specific to the Hopkins setting, including safe route recommendations. The City of Berkeley itself designates Rose Street (not Hopkins) as the preferred route for getting to the two public schools in the Hopkins neighborhood!

---

<sup>4</sup> By the way, the California Department of Transportation's guide for Class IV Protected Cycle Tracks (<https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-02-final-a11y.pdf>) links to the Federal Highway Administration (FHWA) Guide, Chapter 4, which says regarding Accessibility: "Ensure that the interface of the SBL (Separated Bike Lane) with pedestrian facilities at crosswalks, parking spaces, transit stops and other locations is **accessible and in compliance with the Americans with Disabilities Act** and other local requirements. Consider access to the curb for **fire and emergency vehicles**." Clearly, no one involved in the planning of this project read this. ([https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/separated\\_bikelane\\_pdg/page04.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page04.cfm))

June 12, 2023

The serious threats this plan poses to cyclist and pedestrian safety and to the long-term survival of many long-time, local, beloved businesses far outweigh any benefits of this plan. You need to go back to the drawing board and come up with a plan for bike lanes that are truly safe. And this time, take **all** the stakeholders' needs into account!

Sincerely,

Constance Anderson, PhD

**Benado, Tony**

**From:** Jeffrey Kaplan <jeffkaplan@att.net>  
**Sent:** Monday, June 12, 2023 9:40 PM  
**To:** Mostowfi, Hamid; Anderson, Eric; All Council; Manager, C  
**Subject:** Street Paving Policy

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

The city should pave the streets that are most in need of it. Doing otherwise would be hazardous for bicyclists, drivers, and pedestrians. Moreover, further delay creates substantial financial risk for the city.

Meanwhile, some bicycle activists and city officials continue to insist on the implementation of the two-way bicycle track on Hopkins Street. Such tracks are widely recognized by the state of California and the federal government as well as bicycle authorities in Holland, Denmark, and Sweden as being dangerous for a street such as Hopkins with its numerous driveways and intersections. It is a violation of the public trust for city officials to ignore that fact.

Sincerely,

Jeffrey Kaplan  
Marilyn Simons

Berkeley

**Benado, Tony**

---

**From:** Susan Taylor <squilt@gmail.com>  
**Sent:** Monday, June 12, 2023 8:47 PM  
**To:** All Council; Manager, C  
**Subject:** Paving Hopkins Street

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

To all whom it may concern,

I am very distressed by the pressure to pave other streets than Hopkins. There are already bike lanes on Hopkins, which could easily be repainted after repaving, and Hopkins Street has been on the schedule for repaving for a long time. Take the time and money to pave Rose Street, and make it a Bike Boulevard. Bicyclists want safe and smooth streets to ride on, and motorists, motorcyclists and pedestrians want and deserve a smooth and safe street to travel on and across.

It seems Hopkins is being held hostage by the bicycle proponents, with the effort to delay paving Hopkins in retaliation for their not getting their preferred cycle track on Hopkins, a street that is not appropriate for that type of track.

Please put paving Hopkins back on the top of the list, and give Berkeley residents what they want and deserve.

Sincerely,

Susan Taylor  
1175 Colusa Ave.

**Benado, Tony**

---

**From:** Matt Skinner <mbskinner@sbcglobal.net>  
**Sent:** Monday, June 12, 2023 8:42 PM  
**To:** All Council  
**Subject:** Repaving Hopkins

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

Dear City Council:

I support repaving Hopkins as soon as possible. It is already bad but will quickly become worse if not fixed soon.

I also support reassessing the cycle track because there is so far, no convincing evidence that the proposed design is safe. I believe that the city should better understand the safety of a new design before building it.

Sincerely,  
Matthew Skinner

**Benado, Tony**

---

**From:** Theresa Malki <malkitheresa@gmail.com>  
**Sent:** Monday, June 12, 2023 8:38 PM  
**To:** All Council  
**Subject:** Hopkins Street Repaving

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

I reside at 1351 Hopkins, I would like to see repaving and striping with clear regular bike lanes not a problematic two way cycle track. The surface is so rough it is currently dangerous to ride my bike on, and the repaving should not be postponed.

thanks, Thersa Malki

**Benado, Tony**

---

**From:** David Coolidge <coolidgeorama@gmail.com>  
**Sent:** Monday, June 12, 2023 8:22 PM  
**To:** All Council  
**Subject:** Hopkins St

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

I am writing to urge the City Council to re-think the entire Hopkins St. project. I am a long-time Berkeley cyclist and a retired engineer. The way things stand I don't believe anybody has the engineering changes right. A two-way cycle track past driveways makes no sense. Hopkins west of Gilman is wide and lightly travelled and a painted cycle lane should be adequate, likewise east of the business district. The seven blocks between Gilman and McGee are the problem, and probably no solution there will completely satisfy anybody.

It is a bad mistake to allow activist groups or enthusiasts too much influence in the engineering process, the design needs to be done in a careful, disinterested and conservative manner. I believe some activists are of the opinion that the best changes are those that improve things for cyclists and micro-mobility and at the same time create more problems for motorists. (And nobody sticks up for we elderly pedestrians who are easy to scare and easier to knock down.) Please make Hopkins as good as it can be made for ALL users.

By the way, I am NOT a member of Save Hopkins and I'm no longer a member of Walk-Bikd Berkeley, although I was one up to last year and before that, from the early 1970s, of the East Bay Bicycle Coalition. I am not by any means anti-bike, but I don't like the way the Hopkins project has been handled - my tax dollar, not working as it should. Many recent messages from Save Hopkins have seemed more sensible and better thought out than those from Walk-Bike Berkeley, and I find myself siding with S.H. lately. But essentially, I want to see traffic and public works engineered in an unbiased and even-handed way, with all the various interest groups kept at arm's length. Putting Hopkins on hold was a good start in that direction, keep it up!

David Coolidge  
2226 Martin Luther King Jr Way  
Berkeley, CA 94704  
Tel/text: 510-205-2226

--  
DAC

**Benado, Tony**

---

**From:** Shirley Kirsten <shirley\_kirsten@yahoo.com>  
**Sent:** Monday, June 12, 2023 8:06 PM  
**To:** All Council; Mostowfi, Hamid; Anderson, Eric; Manager, C; Hahn, Sophie; Harrison, Kate; Wengraf, Susan  
**Subject:** HOPKINS PAVING, AND A DIRE NEED FOR A STOP SIGN AT McGEE/HOPKINS

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

Enough is enough! The Fire Dept. made it crystal clear that because Hopkins is a key Fire/Evacuation/Safety route, that the dual bike tracks are not an option according to Codes.

SAFETY, therefore, IS A BIG and FORMIDABLE concern for all.

I live right at the intersection of Hopkins/McGee and over years, many have been clamoring for an added Stop sign at this intersection. Middle School parents are a particular group that has been begging for the Stop sign.

I carry one of two hand held Stop signs for my personal safety as a pedestrian (I do not own a car) and for the safety and well-being of others. I am the area's volunteer crossing guard--helping many seniors, Middle schoolers, and mothers with strollers SAFELY cross. THAT IS AN ISSUE period and the bike lobby has NO business compromising my safety and that of others.

Hopkins also needs paving and should not be held hostage to an orchestrated bike lobby that cares only about its own agenda and not about safety.

Again Enough is Enough. And just because a group that is NOT in the majority, is politicking, lobbying, and churning out reams of self-serving messages to the City Council, City Manager, etc. should not in any way erase issues of SAFETY that have been well defined and adjudicated. Shirley Kirsten, M.A. Former SEIU and AFT Organizer



Shirley Kirsten M.A.  
International Online Piano Instructor  
NYC HS of Performing Arts  
Oberlin Conservatory  
New York University  
Cell: 510-439-8567  
**You Tube Channel**  
<http://www.youtube.com/arioso7>  
**Piano Blogging at Word Press**  
<http://arioso7.wordpress.com>

**Benado, Tony**

---

**From:** Amber Crowley <ambercrowley@gmail.com>  
**Sent:** Monday, June 12, 2023 7:48 PM  
**To:** All Council; Mostowfi, Hamid; Anderson, Eric; Manager, C  
**Subject:** Hopkins project

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

Good evening,

I have not written to this city group yet, though I did write to Sophie Hahn (I did not receive a reply). I have not had the bandwidth to fight this fight, as I spend my days working full time and caring for my children, one of whom has multiple, severe disabilities. I simply don't have the energy at the end of the day to take on one more fight. And yet, I also can't stand by and let this project continue. I am emailing during dinner time tonight, so that I can send this email.

Berkeley is the birthplace of the disability rights movement. It is the city where curb cuts were first introduced. My children are 5th generation Berkeley residents and my family saw the original changes that were made to allow access to those with disabilities. My son is disabled and relies on a wheelchair for mobility, and our wheelchair-modified van, to get him to places he needs to go. Every time the city adds a speed bump (not the kind with the flat top like El Cerrito and other neighboring cities use), we can no longer drive down that street. Every time a cycle track is added, we cannot park on that street. My son's (and by extension, our family's) ability to access the City of Berkeley decreases with every change that is made.

- Our van scrapes speed bumps that don't have a flat top, which damages our van and also triggers my autistic son - the noise is very loud. We must find alternate routes, which is increasingly difficult as more and more of these high top speed bumps are added.
- Cycle tracks make it so that we can no longer use our wheelchair ramp to access a curb. Instead he must exit our van directly into bike traffic (bikes do **NOT** slow down like cars do - he has almost been hit by far more bikes than cars) and then we must push him along the cycle track down the block until we find a curb cut. It is not safe, by any stretch of the imagination, and greatly limits his access to the public right of way. My son just completed his time at BHS and one of the things I am most thankful for is that we **WON'T** have to drop him off or pick him up on Milvia anymore. The stress that the new cycle track there induced was extreme.
- We do not have the option to ride a bike to local businesses. We must drive, and with parking being eliminated and access to curbs being eliminated, we are trapped without access to the businesses we have patronized for decades. I can't leave my son at home alone to go grocery shopping - he requires 24 hour care - and I can't take him with me when we can't find parking to shop.
- At this point we are weighing whether we can continue to live in Berkeley, after over 100 years of our family living in our home, or moving to a city/town that takes disability rights more seriously and provides more accessibility. It is not a decision I ever imagined having to make and it is a situation that I resent deeply.
- Bicycle Boulevards exist all over Berkeley. Monterey is already set up as an extremely safe bike route, and Rose Street has been slated to become a Bicycle Boulevard for quite some time. There are PLENTY of safe routes for bicycles (many routes that we must avoid due to speed bumps) and the idea that a major (narrow!) street like Hopkins should be given to bikes, when they already have accessible routes, is maddening.

- There are thousands of residents in Berkeley who are not cyclists - hundreds are disabled or elderly and depend on access to parking and curbs. Your current stance on bicycle safety at the expense of everyone else is infuriating, inequitable, and unjust.
- We are not just another family/resident resisting change. We are a family that will be incredibly, detrimentally, affected by this change. We cannot continue to support a city that denies equal rights to disabled people. It is wrong on so many levels and discriminating against disabled people should be something that keeps you up at night. This is a marginalized community that is constantly ignored and this is wrong, plain and simple.

I have run out of time and must end this email. If you take anything away from reading what I wrote, I hope that it will be that the rights of disabled people matter, and that further marginalizing an already marginalized community is unjust. I implore you to consider disabled people when you make decisions regarding the city. And I ask that you please put this Hopkins project to rest. Repave the street to make it safer for all, repaint the lines that clearly delineate bike lanes, and maintain a roadway that accommodates all, not just some.

Thank you,  
Amber Crowley

---

*Amber Crowley, OTR/L  
Pronouns: she, her, hers  
(510) 290-7852  
[ambercrowley@gmail.com](mailto:ambercrowley@gmail.com)*

**Benado, Tony**

---

**From:** bgilbertca@aol.com  
**Sent:** Monday, June 12, 2023 7:46 PM  
**To:** All Council; Manager, C; Auditor; HMostowfi@berkeley.ca.gov;  
EAnderson@berkeley.ca.gov  
**Subject:** Pave and Improve Hopkins Safety Now

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

**To Berkeley City Officials,**

***The re-paving and safety upgrade of the Hopkins Corridor is long overdue. It is unconscionable to hold this up on the spurious ground of the "unresolved" Class IV Cycle Track matter (which is totally contra-indicated in any event). A repaved corridor with re-striping of EXISTING bike lanes and necessary safety improvements is in everyone's best interest including cyclists.***

***I and the hundreds of other "Save Hopkins" members plus most all cyclists I know will hold our government and its officials accountable if they succumb to the devious maneuvers of the intransigent Bike Lobby and forestall the long-overdue Hopkins re-paving and re-furbishing. There is ample money in the T-1 cache plus the additional paving funds recently allocated by Council to get this job done NOW.***

***Among Hopkins aficionados, our government and many of its officials have lost a lot of trust. Repaving and re-furbishment with no shilly-shallying and political games will go a long way toward trust restoration. You will need this trust with all the matters and politicians soon to face the electorate!***

***Sincerely, Barbara Gilbert***

***Barbara Gilbert  
Vincente Avenue  
Berkeley, CA 94707-1520***

***Phone: 510-559-8216  
E-mail: bgilbertca@aol.com***

**Benado, Tony**

---

**From:** meryl siegal <merylsiegal@gmail.com>  
**Sent:** Monday, June 12, 2023 7:42 PM  
**To:** City Clerk; Manager, C; All Council; Kesarwani, Rashi; Taplin, Terry; Arreguin, Jesse L.; Harrison, Kate; Hahn, Sophie; Bartlett, Ben; Robinson, Rigel; Wengraf, Susan; Humbert, Mark; Garland, Liam  
**Subject:** Repaving Hopkins Street

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

Dear City Manager, City Councilmembers, and Director of Public Works,

I am writing today to strongly encourage you to not postpone the repaving of Hopkins Street beyond fiscal year 2024 and to protest vehemently against any suggestion to postpone the repaving.

As you know, Hopkins was scheduled to be repaved in 2023; documents provided at the Hopkins Street community workshops clearly stated that the safety improvements of repaving Hopkins Street were separate from the bike lanes proposal. It is unsafe and unacceptable to allow the street condition to continue to deteriorate especially because it is a main artery to invaluable infrastructure, grocery markets and retail establishments, as well as an important evacuation route. The city of Berkeley must support its businesses and the safety of its residents!

Furthermore, repaving Hopkins has been delayed several times already with allocated funds moved to other areas of town.

Finally, I want to remind the Council that Rose Street is designated in the bike plan for “bike boulevard” treatment. Why not do that now, as the route is also designated as a school route to schools located on Rose?

I hope the City Council will consider the desires of the many, many cyclists and casual bike riders who really just want smooth, low stress streets on which to ride. Please move forward to repave Hopkins by 2024.

Sincerely,

Meryl Siegal  
D1 resident

**Benado, Tony**

---

**From:** Jennifer Winch <jennifer.winch6@gmail.com>  
**Sent:** Monday, June 12, 2023 7:35 PM  
**To:** All Council; Berkeley Mayor's Office  
**Cc:** manager@cityofberkeley.org; Planning Dept. Mailbox  
**Subject:** Please Repave Hopkins Street

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

Hopkins Street between Sacramento Street and Gilman Street, is literally crumbling into rubble and is in urgent need of repaving.

I have come to understand that the bike lobby and its supporters on the city council are opposed to repaving Hopkins without inclusion of the flawed proposals put forward in the various iterations of the Hopkins Corridor Plan irrespective of the fact that these plans were designed, promulgated, and voted on without ever having looped in and accommodated the Fire Department's 26-feet base requirements for bi-directional emergency vehicle access space. That dimension should have been the **starting point** for all further designs, and the fact that it can't be accommodated on the narrower blocks of Hopkins should tell you that Hopkins isn't a good choice for a hardened bike track.

That none of the multi-year series of plans and revisions of the "Hopkins Corridor Plan" ever bothered to START with the Fire Department's requirements for bi-directional passing space for its vehicles is a failure of Public Planning 101 under the oversight of former Transportation Planning Director Farid Javandal.

That the mayor and city council voted twice to approve some truly bad and ill-considered designs that would turn the narrower parts of Hopkins and into a dangerous bottleneck for emergency vehicles is really frightening to those of us who live in the area.

The Fire Department's navigation-space needs for its vehicles **should be the starting point for all of Berkeley's transit plans and street re-engineering**, not an "Oops!" discovery after the city council has voted to approve plans that are going to make an important commercial, emergency vehicle, and commute traffic nexus unnavigable.

That this happened is shamefully bad planning on the part of everyone involved, and irresponsible of the city council to have seemingly not asked whether the Fire Department's requirements were built in first, especially before voting on the proposal.

The shoddiness of the entire Hopkins Corridor Planning exercise and rush to vote frankly calls into question how ill-designed the city's other plans might be, especially since bike lobby member comments constantly refer to Complete Streets, the Bike Plan, Vision Zero, etc., as if these were some kind of holy writ that cannot be challenged under any circumstances rather than aging proposals that are likely flawed and probably need some serious scrutiny.

Whoever included Hopkins Street in the Berkeley's Bike Plan as part of the flawed "Complete Streets" Plan must have done so just looking at Hopkins on a map rather than actually visiting at the real street itself. Its business district, centered on a narrow residential street, brings large vehicles to this area.

In addition, as someone who walks Hopkins Street multiple times a day, it's apparent that the city council and Transportation Commission are both short on people who invested time in observing and considering the turn-radius accommodation required for the large vehicles that turn onto Hopkins from streets like Monterey, California, McGee, and Sacramento. The 2.5 block Hopkins business zone brings in large delivery vehicles, including large tractor-trailers, into what is otherwise a residential neighborhood with comparatively narrow streets. I'd like to see the members of the city council spend some time really looking at turn-radius requirements for large vehicles before they sign off on more ill-considered street redesigns.

The reality is that the buses and **large delivery vehicles that are routine traffic in these blocks** would not be able to turn safely onto Hopkins (or off it onto California Street, where many of the delivery trucks park to unload) should a number of the changes proposed in the Hopkins Corridor Plan be implemented.

The A/C Transit bus that picks up students from St. Mary's High School on weekdays already pulls up to the current location of the double-yellow line on Hopkins when it turns from Monterey onto Hopkins in the afternoon. There's no way it could make that turn without plowing into oncoming traffic if the line is moved 8 to 10 feet to the north, especially if it has to pull around a what will undoubtedly be an overly large proposed bulb-out first.

Hopkins Street should be removed from the Berkeley Bike Plan. There are better streets for bike traffic nearby that don't see the volume of routine large vehicle commercial traffic that Hopkins between Sacramento and McGee experiences daily. Bikes can easily go from less heavy-traffic streets down wide lateral streets like California to approach the Hopkins business zone on perpendicular street.

Bike lobby absolutists are irresponsibly proposing that Hopkins' repaving be denied if they don't get what they want as part of the repaving irrespective of the fact that Rose and Virginia and both better streets for east/west cycling because they see far less vehicle traffic, especially by large trucks and commuters headed to the freeway, as Hopkins does. Both have lights at Sacramento, both connect to the Ohlone Greenway. Both local public schools, MLK Middle School and Ruth Acty Elementary School, have their front doors on Rose Street.

Hopkins Street, especially the heavily-traveled block between Sacramento Street and Gilman Street, is literally crumbling and a safety hazard. It is irresponsible of the city government to continue to indefinitely postpone its repaving.

It's appalling to think that the city council is willing to let a heavily traveled street crumble to rubble to accommodate the sustained tantrums from the bike lobby. There are other streets for bikes, but far fewer streets for commercial vehicles. I hope the city council will focus on what the Hopkins business district needs to remain viable, and that local residents need to know that emergency vehicles can get to them at need rather than capitulate to the demands of a bike lobby that wants to elbow everyone else out of the way.

Thank you.

Jennifer Winch  
7 Hopkins Court

**Benado, Tony**

---

**From:** Jeanne Allan <jjallan9011@gmail.com>  
**Sent:** Monday, June 12, 2023 7:34 PM  
**To:** All Council  
**Subject:** Hopkins Bike Path

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

I have lived here since moving from Michigan in 1971. My home is on Rose Street at Action. This ill-advised plan to convert Hopkins Street into a bike lane has the potential for serious traffic issues on Rose.

My worse nightmare is if, despite the significant opposition from both businesses and citizens, you follow through with this debacle traffic will see Rose as a viable alternative. More cars driving done Acton to Rose where there are two schools. And this is supposed to be about safety for children? Poppycock.

This is about personal preference for a small, extremely vocal, and well-placed minority. I strongly encourage two things. Scuttle this ridiculous plan and use the money designated for the paving of Hopkins for paving Hopkins. No more double talk. Do the right thing.

The citizens of Berkeley are watching. We will tell you how we feel by our voices and our votes. For those of you with political aspirations for higher elected offices you may find this vote will determine if you ever go anywhere besides the Berkeley City Council.

Voters have long memories.

**Benado, Tony**

---

**From:** Barbara Englis <barbaraenglis@gmail.com>  
**Sent:** Monday, June 12, 2023 7:19 PM  
**To:** All Council  
**Subject:** Please, safety first on Hopkins! No Class IV track

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

Dear City Council,

I'm a Berkeley resident living on Curtis Street and have been following the debate regarding a Class IV two-way cycle track on Hopkins. After reading the research, I can hardly imagine considering that kind of a bike track on Hopkins.

Walking or biking with kids, we have always chosen Rose as the quieter, safer and prettier option for getting to school. Biking on Rose has been excellent for students. For kids, Hopkins has always had too many active driveways, too much traffic, too much congestion, and too many small, and not so small, cross streets.

I commuted by bike to work for years and in three cities. I feel strongly that safe bikeways should be supported, especially to get people to work. The bike lanes painted on Hopkins provided me, as an adult, with an alternate route for errands, not work, and I think that's true for most of the people involved. So I definitely think of the bike lanes that are on Hopkins as an optional route—and serving a rather select, able-bodied group.

The bike lanes we could repaint on Hopkins, yes. But Class IV bike tracks on Hopkins would be unsafe, high risk and low reward for the greater community.

Kind regards,  
Barbara Englis

**Benado, Tony**

---

**From:** Peggy Radel <peggy@paradel.org>  
**Sent:** Monday, June 12, 2023 7:16 PM  
**To:** All Council; Mostowfi, Hamid; Anderson, Eric; Manager, C  
**Subject:** RE Hopkins Street Repaving

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

Dear All,

I write to urge that repaving of Hopkins St. be queued for action in the short term future. Do not "punish" the street residents for opposing the earlier poorly-designed plan. That is not sound policy.

I am in favor of increased safety, for pedestrians, bicyclists and drivers all. So let's do what we all know will immediately increase safety- pave the street!

In consideration of any additional engineering changes to Hopkins, I demand that the design be based on real, supportable data, and not just an ideological desire. Let's provide appropriate bicycle lanes in our residential streets. Class IV cycle tracks are inappropriate but they are not the only kind of bicycle lane to choose from. The previously proposed Class IV dual cycle track is not recommended for use on two-way residential streets and proponents of such feature are disingenuous about its suitability.

**The tax-paying public is entitled to know that the basis for any proposed engineering plan is rooted in reality, and is not based on made-up information/ misinformation.**

For example, the western half of Hopkins is NOT a high-accident incidence road. Cycle track proponents keep stating that phrase, but they produce no data to support that -as it is not the truth.

**Further, Class IV cycle tracks are NOT recommended in the 2017 bicycle plan nor by California DOT for this portion of Hopkins which crosses many driveways and intersections.** No example of such a successfully implemented Class IV cycle track has been produced by any proponent. Why is this being considered at all, without any evidence of actually decreasing harm? This is NOT a plan for safety.

Additionally, please advance repaving and marking Rose Street as a bicycle boulevard. This is already planned (e.g., not just a "study" as is Hopkins Street in the 2017 plan). Rose Street actually delivers children to schools – Hopkins doesn't. Rose has less traffic, so let's help bicyclists travel in a low stress route as the plan laid out.

Peggy Radel

**Benado, Tony**

---

**From:** Marguerite Tompkins <margueritetompkins@me.com>  
**Sent:** Monday, June 12, 2023 7:14 PM  
**To:** All Council; Anderson, Eric; Anderson, Eric; Manager, C  
**Cc:** Humbert, Mark  
**Subject:** Make Hopkins safe — re-pave NOW

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

I have followed with great concern the events of the recent past regarding Hopkins Street. Although, like many of the bike proponents, I do not live in the Hopkins neighborhood, I applaud and support the Berkeley citizens who came together to oppose the transformation of their neighborhood to serve the desires of a few without adequate consideration of the needs of the many. What nearly happened on Hopkins should be of profound concern to all Berkeley residents who value democratic process. I am dismayed to learn that the bike lobby now seeks to delay the re-paving of Hopkins for their own strategic purposes. I urge you to consider the basic needs of your constituents— all of them — and re-pave Hopkins without further delay.

Sent from my iPad

**Benado, Tony**

---

**From:** Sheridan Pauker <sheridan.pauker@gmail.com>  
**Sent:** Monday, June 12, 2023 7:08 PM  
**To:** Anderson, Eric; Mostowfi, Hamid; Manager, C; All Council; Kesarwani, Rashi; Gerstein, Beth; Berkeley Mayor's Office  
**Subject:** Hopkins Street: two-way bicycle track plans need revision

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

Dear Mayor Arreguin, Councilmembers, Members of the Transportation & Infrastructure Commission and City Staff,

Thank you for your very hard work to make Berkeley safer and to reduce our city's carbon footprint. I want to acknowledge how difficult this issue has been for the City government and the neighborhood, and I appreciate your work on behalf of the public.

As background, our District 1 family is comprised of three avid cyclists. We have a BUSD elementary school student who learned to ride before he was 4 and we love to get around by bike.

Yet, as neighbors who live a half block from Hopkins on Ordway Street, we were very concerned about the City's plans for Hopkins Street that were held and pulled from the agenda a couple of months ago. Those prior plans, while well intentioned, were concerning because they lacked balance.

My understanding is that the safety of the prior 2-way bike track plans was called into question by the City's fire/public safety officers, because Hopkins is already so narrow. Safe passage for our first responders during an emergency should be your paramount concern, especially with the increasing risk of wildfires.

The prior Hopkins plans were strongly opposed by the businesses our family cherishes and frequents multiple times a week (Monterey Market and the shops along Hopkins). These local, non-chain businesses make the neighborhood a true gem. Maintaining the beauty and inherently local, inherently Berkeley nature of the Monterey/Hopkins area should be a key goal of any city improvements. But by proposing to remove *all* of the parking spots between Gilman and Kains, and a very large portion of those East of Gilman on Hopkins, the plans concerned many neighbors worried about accessibility for all. My neighbors who live on Hopkins were very worried about cars backing in and out of Hopkins Street driveways if a two-way bicycle track were to be installed. Yet, vehicles would need to be parked in such driveways if all street parking were removed.

Please do not revert to the flawed 2-way bike track plans that did not adequately take in the voices and concerns of the neighborhood. Instead, go back to the drawing board and consider ways the neighborhood could be made safer for bikes and pedestrians, and for residents who aren't able to get around these ways. Perhaps you could design a narrower one-way bike lane that removes far fewer parking spaces and is approved by safety officers and endorsed by businesses. Perhaps re-doing the street painting to make the bike lanes more clear and obvious, in green like you have on other streets, would help a lot.

**One clear safety issue that hasn't been addressed is the intersection of Sacramento and Ada.** That is where an actual cyclist died, tragically. That is where the City's safety efforts in the neighborhood should be focused. **A push button/light-up crosswalk would be extremely helpful here.**

I believe Berkeley can come up with an alternate plan that is balanced, truly safety-oriented, and takes into account the needs of all neighbors. Thank you for your hard work on behalf of this City, and please do try again.

Sheridan Pauker  
1454 Ordway Street

**Benado, Tony**

**From:** michael@mfrantz.com <mfrantz@sonic.net>  
**Sent:** Monday, June 12, 2023 6:30 PM  
**To:** All Council; Manager, C; Mostowfi, Hamid; Anderson, Eric  
**Subject:** Hopkins Repaving - Please do now!

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

As someone who may never be able to ride a bike again, I urge you to please consider ALL resident needs in formulating maintenance & improvements for Hopkins. I was thoroughly alarmed and disappointed to learn of the neighborhood devastation that would occur with the previously proposed installation of a Class IV Two-Way Cycle Track. It completely excludes the needs and wishes of non-bicyclists, local residents, customers of merchants and users of King pool/tennis complex and park/running track to sole benefit of bicyclists. This type of one-sided unbalanced policy solution is simply bad government and damaging to the City and its residents.

Furthermore, to hear the bicycle proponents, including a City Commission member, apply Donald Trump fake news spin and outright mis-information is equally disappointing. The Save Hopkins group, which I support, has always supported bike lanes on Hopkins. The lanes exist now but you can barely see them due to the deterioration of the pavement! The existing bike lanes should at a minimum be carried forward while the debate and discussion about further bike improvements continues. As I think you all know the Hopkins corridor is heavily used and further delay of the deferred maintenance repaving is putting bicyclists, pedestrians and all users of the corridor at further risk and possibly increasing City liability. Future bicycle improvement can be added to a repaved surface.

Please consider these points as you continue your planning efforts:

- **Bike lanes already exist on Hopkins**, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street.
- Bike Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.
- **Repair** of the dismal condition of the street **should not be dependent upon the outcome of a continuing debate** over the cycle track, which could take years to resolve.
- **Bike Plan proponents have fixated on the cycle track to the exclusion of all other issues of safety on the street**, even though the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.
- **Repaving of Hopkins has been delayed several times already**, with allocated funds moved to other areas of town. The road is not fixing itself.
- **Rose Street is designated in the bike plan for Bike Boulevard treatment**. Get it done now, since it is already considered a low stress east-west route for bicycles. It is also designated as the route to the schools, **which are actually located on Rose, not on Hopkins**.
- Consider the desires of the many, many cyclists and casual **bike riders** who **just want smooth, low stress streets on which to ride**.

Thank you for your time and consideration.

---

Michael Frantz  
michael@mfrantz.com

**Benado, Tony**

---

**From:** rachel bradley <rachelbradleywood@hotmail.com>  
**Sent:** Monday, June 12, 2023 6:24 PM  
**To:** All Council; Mostowfi, Hamid; Anderson, Eric  
**Subject:** Repaving Hopkins Street

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

I am writing as a longtime Berkeley resident who uses Hopkins St. on an almost-daily basis to strongly urge you to proceed with the repaving as scheduled, and not to let it languish in its current state which poses multiple hazards to pedestrians, bicyclists, and drivers. It should not be held hostage to the demands of a special interest lobby.

Improvements to the safety of all users will result from repaving and restriping Hopkins as soon as possible, instead of waiting for the resolution of the controversy about whether to alter the existing bike lanes to create a two-way cycle track, which would likely create a multitude of problems. Repaving Hopkins sooner rather than later will also address the needs of all bicycle riders who want a smooth, safe surface on which to ride. Encouraging the use of Rose Street, which is already designated for Bicycle Blvd treatment and leads to the two local schools, should also be a priority.

Thank you for taking my views into consideration,  
Rachel Bradley

**Benado, Tony**

---

**From:** Isabelle Gaston <isabelle.gaston@gmail.com>  
**Sent:** Monday, June 12, 2023 6:21 PM  
**To:** All Council; City Clerk  
**Subject:** Please support the repaving of Hopkins

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

Dear Mayor and City Council,

Please proceed with the paving of Hopkins this year.

It has been delayed for too long and the PCI is unacceptable.

Thank you.

Isabelle Gaston  
District 6

**Benado, Tony**

---

**From:** JWoo <jwooinfo@gmail.com>  
**Sent:** Monday, June 12, 2023 6:04 PM  
**To:** All Council; Mostowfi, Hamid; Anderson, Eric; Manager, C  
**Subject:** Keep Hopkins Safe

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

I'm nearly 70 years old and ride my human-powered bicycle to Monterey Market from Albany. I think the plan to put in those weird bike lanes -- like on Telegraph Avenue in Oakland -- is a very bad idea. This kind of bike lane seems to cause confusion for motorists and thus makes cycling more dangerous. I don't see why Rose or Ada cannot be used as a bicycle boulevard instead of turning Hopkins into a maze. I would also encourage cyclists to get off of their bicycles and walk them on the sidewalk when approaching the shopping area around Monterey Market.

Thanks for listening.

Jan Woo  
517 Talbot Ave  
Albany 94706

**Benado, Tony**

---

**From:** Dahlia Armon <daliajuna48@gmail.com>  
**Sent:** Monday, June 12, 2023 5:52 PM  
**To:** All Council  
**Subject:** Repaving of Hopkins Street

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

Hello,

Please don't postpone the repaving of Hopkins Street, which is very much in need of such work.

Dahlia Armon  
1745 Tacoma Ave  
Berkeley

**Benado, Tony**

---

**From:** Jean Weininger <jeanweininger@sbcglobal.net>  
**Sent:** Monday, June 12, 2023 5:52 PM  
**To:** All Council; Manager, C; Mostowfi, Hamid; Anderson, Eric  
**Subject:** Hopkins St. paving

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

Hello to all. I've lived on Hopkins St. for 50 years, and it's been clear for some time that the street needs repaving. We already do have bike lanes, and repaving could make the faded lines even clearer. I know some cyclists want to have a more elaborate bike infrastructure on Hopkins, but I'm hoping that repaving can be done on a more urgent basis, while the community and the city debate bike routing. A more logical street for bikes would be Rose, as it's quieter and would be safer for cyclists. Please add my voice to those recommending repaving this year.

Thanks for listening,  
Jean Weininger  
1949 Hopkins St.

**Benado, Tony**

---

**From:** Renate Crocker <rbeinh@gmail.com>  
**Sent:** Monday, June 12, 2023 5:48 PM  
**To:** All Council; Mostowfi, Hamid; Manager, C  
**Subject:** Hopkins Street

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

Hello,

**Bike lanes already exist on Hopkins**, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street.

Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.

Sincerely,

Renate Crocker  
1167 Colusa Ave.

**Benado, Tony**

---

**From:** paulbelmore@comcast.net  
**Sent:** Monday, June 12, 2023 5:48 PM  
**To:** All Council  
**Cc:** Mostowfi, Hamid; Anderson, Eric; Manager, C  
**Subject:** FW: Hopkins Street Repaving

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

To the City Council,

Paving of Hopkins Street is long overdue. It should not be delayed for the sake of a Class IV track. **I am a cyclist** and the numerous potholes make it hazardous. The bike lane striping is not visible and the numerous ruts make it difficult to be fully vigilant for the sake of pedestrians and others. You have an ongoing obligation to make the streets safe for all. A prudent jurisdiction would take action to remedy it.

Equally important, the elimination of parking spaces for the neighborhood retail center is ill-advised and equates to discrimination against elderly and non-biking residents who rely on their autos to access the markets for healthy foodstuffs. The area is under parked as it is. Eliminating 65 spaces will make it untenable and ultimately impact the city's tax revenue stream. Why shoot yourself in the foot? For the sake of a noisy, militant lobby?

I suggest that if you are tempted to approve this plan, you mount a bike with a couple of bags of groceries and try to pedal to the top of Marin Avenue. You might also check out the demographics of the shoppers who patronize Monterey Market and the other stores. Lots of grey hair. And they vote.

People of the area have relied on Hopkins Street's retailers for decades. It's something that works! Please don't mess it up with a misguided social engineering project.

Paul Elmore  
Kensington

**Benado, Tony**

---

**From:** Wilson, Jacqueline <Jacqueline.Wilson@ucsf.edu>  
**Sent:** Monday, June 12, 2023 5:43 PM  
**To:** All Council; Mostowfi, Hamid; Anderson, Eric; Manager, C  
**Subject:** Repave Hopkins Street

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

Berkeley Council Members, City Manager, and the Traffic and Infrastructure Commission,

I live a few blocks from Hopkins and frequent the street often. Hopkins street is in need of repaving and it should be given a priority given the number of cars and bikes that frequent this block.

- Repair of the dismal condition of the street should not be dependent upon the outcome of a continuing fight over the cycle track, which could take years to resolve.
- Repaving of Hopkins has been delayed several times already, with allocated funds moved to other areas of town.
- Bike lanes already exist on Hopkins, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street.
- Also consider the safety of bike riders who want a smooth street on which to ride.

Jacqueline Wilson

Jacqueline.wilson@ucsf.edu

**Benado, Tony**

---

**From:** Susan DeMersseman <demerssemans@yahoo.com>  
**Sent:** Monday, June 12, 2023 5:38 PM  
**To:** All Council  
**Subject:** looking at the data and delays

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

Greetings, having looked at the issue and listening to both sides the following two factors are strongest in my hope that the council will get busy and go forward with paving repair.

- Plan proponents have provided no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track on a two-way residential street like Hopkins.
- Repair of the dismal condition of the street should not be dependent upon the outcome of a continuing fight over the cycle track, which could take years to resolve.

Thank you for your efforts to do your job fairly and efficiently and considering some of us old timers who have been here for a long time, paying taxes and building community.

Susan De.

**Benado, Tony**

---

**From:** Justin Kao <justin.c.kao@gmail.com>  
**Sent:** Monday, June 12, 2023 5:35 PM  
**To:** All Council; Mostowfi, Hamid; Anderson, Eric; Manager, C  
**Subject:** Hopkins

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

To the Berkeley city council, mayor, and transportation commission:

It would be a waste of money and resources to repave Hopkins Street without including the already-designed bike lanes and pedestrian safety improvements. As a homeowner and taxpayer on Rose St., I am writing to ask that you exercise fiscal responsibility and hold any repaving until it is possible to be done in accordance with the city's existing policies around climate change and pedestrian and cyclist safety.

Thank you,  
Justin

**Benado, Tony**

---

**From:** Nelson/Alpert <nelsonalpert@gmail.com>  
**Sent:** Monday, June 12, 2023 5:28 PM  
**To:** All Council; Manager, C; sophie@sophiehahn.com  
**Subject:** False info re Hopkins bike lanes.

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

It's a thorny issue to be sure, but telling untruths (just like defacing lawn signs!) is not the way to go. I am against the two-way bike track proposed on Hopkins but am in favor of a bike path. Others are saying that folks like myself want no bike track at all. Simply untrue.

And to favor holding up repaving while this all gets sorted out (years from now!) is just ridiculous. That street is unsafe and getting worse.

Just wanted to make you aware that there are many of us who care about this issue and want it portrayed fairly and accurately.

Thanks,

Dan Alpert  
1953 Napa Avenue

Sent from my iPhone

**Benado, Tony**

---

**From:** Alison de Runtz <aderuntz@sbcglobal.net>  
**Sent:** Monday, June 12, 2023 5:25 PM  
**To:** All Council  
**Subject:** Hopkins Street - Repaving Yes; "Cycle Track" No

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

City Council:

I've written extensively on the ill-conceived "cycle track" proposal, so I am not going to make that effort again, since the whole thing's been shelved for good reason. It does not mean I am going away by any means.

So my letter is a copy and paste that, even so, must be addressed. Address it!

- **Bike lanes already exist on Hopkins**, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street.
- Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.
- **Repair** of the dismal condition of the street **should not be dependent upon the outcome of a continuing fight** over the cycle track, which could take years to resolve.
- **Plan proponents have fixated on the cycle track to the exclusion of all other issues of safety on the street**, even though the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.
- **Repaving of Hopkins has been delayed several times already**, with allocated funds moved to other areas of town. When is enough enough? The road is not fixing itself.
- **Rose Street is designated in the bike plan for Bike Boulevard treatment.** Get it done now, since it is already considered a low stress east-west route for bicycles. It is also designated as the route to the schools, **which are actually located on Rose, not on Hopkins.**
- Consider the desires of the many, many cyclists and casual **bike riders** who **just want smooth, low stress streets on which to ride.**

Katherine de Runtz, Registered Voter

Sent from my iPad

**Benado, Tony**

---

**From:** Catherine Ryan <catherine@lunaproductions.com>  
**Sent:** Monday, June 12, 2023 5:25 PM  
**To:** All Council  
**Subject:** Hopkins project

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

Dear city council,

WE need your ongoing attention to the Hopkins repaving issue. Please don't let this ill advised permanent bike lanes structure go forward. For me the important issues that the bike lobby wants us to ignore are too important to ignore.

**Bike lanes already exist on Hopkins**, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street

Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.

**Repair** of the dismal condition of the street **should not be dependent upon the outcome of a continuing fight** over the cycle track, which could take years to resolve.

Many thanks for your work on behalf of the citizens of Berkeley.

Best, Catherine Ryan  
Small landlord, one 4 unit building that we live in, and rent out 3 units in westbrae

**Benado, Tony**

---

**From:** Steven Lipson <stevenlipson634@gmail.com>  
**Sent:** Monday, June 12, 2023 5:24 PM  
**To:** All Council  
**Subject:** Hopkins repaving project

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

Hi,

We are very regular patrons of the businesses on Hopkins. They are a big part of why we built our home here in 2011.

- **Bike lanes already exist on Hopkins**, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street.
- Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.
- **Repair** of the dismal condition of the street **should not be dependent upon the outcome of a continuing fight** over the cycle track, which could take years to resolve.
- **Plan proponents have fixated on the cycle track to the exclusion of all other issues of safety on the street**, even though the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.
- **Repaving of Hopkins has been delayed several times already**, with allocated funds moved to other areas of town. When is enough enough? The road is not fixing itself.
- **Rose Street is designated in the bike plan for Bike Boulevard treatment.** Get it done now, since it is already considered a low stress east-west route for bicycles. It is also designated as the route to the schools, **which are actually located on Rose, not on Hopkins**.
- Consider the desires of the many, many cyclists and casual **bike riders** who **just want smooth, low stress streets on which to ride**.

Yours sincerely,

Steven and Judy Lipson  
634 Woodmont Avenue  
Berkeley, CA 94708

**Benado, Tony**

---

**From:** Ernie Mansfield <ernie@mansfieldmusic.com>  
**Sent:** Monday, June 12, 2023 5:22 PM  
**To:** All Council  
**Cc:** Manager, C; Mostowfi, Hamid; Anderson, Eric  
**Subject:** Re-pave Hopkins St. now!

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

Dear City of Berkeley Representatives—

Please re-pave Hopkins Street ASAP!! It is in bad shape and needs re-paving. NOT re-paving it as a political move is simply foolish. It just makes the street more dangerous for everyone. In the Midwest we had a term for this: "Cutting off one's nose to spite their face."

I am forwarding this email in its entirety, because likely you already know the facts in this case and I don't wish to be redundant.

Thank you!!

==

Ernie Mansfield 1540 Sacramento St, Berkeley 94702  
(510) 524-2055  
cell: (510) 684-3677

On Jun 12, 2023, at 5:02 PM, Save Hopkins Street <[info@savehopkins.org](mailto:info@savehopkins.org)> wrote:

Visit our website at [SaveHopkins.org](http://SaveHopkins.org)

Hi Ernie,

**Hopkins Corridor plan proponents are on the move!** Marc Hedlund, board member of Bike East Bay and City of Berkeley Environment & Climate Commission member, has sent out a prototype of a letter he is encouraging his acolytes to send to council **TODAY**. It is in response to our call for letter writing in our latest email newsletter. Here's what he has said:

*The “Save Hopkins” group, which opposes bike lanes on Hopkins Street, has organized a campaign to try to convince the Transportation and Infrastructure Commission and City Council to repave Hopkins without bike infrastructure. They claim that bike lanes are “adjunct” to the core project, which they see as repaving. I am opposed to this step and would encourage you to write the Transportation and Infrastructure Commission and City Council to voice opposition. While you could write any time, writing before the close of business tomorrow would get your note into the Commission’s agenda packet before their next meeting.*

*Repaving any street in poor condition would obviously have some benefits. The Public Works Department has a policy, however, that puts streets on moratorium for any work involving pavement cuts for a period of five years after repaving. Since the initial referral for Hopkins bike infrastructure was submitted in 2018, delaying for another five years would lead the total planning phase of Hopkins lanes to be ten years or more.*

The obvious flaw in his logic is that the Class IV Cycle Track is an appropriate type of bike lane on Hopkins and that it is a sure bet to be implemented. He also conveniently ignores the fact that a cycle track could be added in pilot program fashion, without disrupting new paving, probably sooner than a repaving project could be rescheduled in the first place, and definitely at a lower cost.

But worst of all, **he claims that we are opposed to bike lanes on Hopkins and want the street repaved without bicycle infrastructure**, which we all know (and he knows) to be untrue. It is distressing that this level of misinformation would come from a city official who should be able to be

trusted. But perhaps honesty is no longer a requirement for public officials.

If the above Bike Lobby call to action doesn't spur you to respond in kind, perhaps this will. Hedlund also has written:

**Marc Hedlund**

Sun, Jun 11 at 7:50 PM

I just got a message from one of the Councilmembers thanking us all for writing in and committing to sticking with the Complete Streets plan for Hopkins. Good work, everyone!

**There are clearly council members that have no intention of looking at the repaving of Hopkins from any standpoint other than that of the bike lobbyists.** No matter how logical, rational, or factual we are, they will not be budged from supporting those they consider their base. That makes our need to work with other council members that much greater!

So please write to Council, the Transportation and Infrastructure Commission, and the City Manager. **Your letter doesn't have to be long, and it doesn't have to cover every single point we have ever made. It just needs to be done!** If you don't have your own story to tell, consider making some of these points:

- **Bike lanes already exist on Hopkins**, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and restriping the street.
- Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.
- **Repair** of the dismal condition of the street **should not be dependent upon the outcome of a continuing fight** over the cycle track, which could take years to resolve.
- **Plan proponents have fixated on the cycle track to the exclusion of all other issues of safety on the street**, even though the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.

- **Repaving of Hopkins has been delayed several times already**, with allocated funds moved to other areas of town. When is enough enough? The road is not fixing itself.
- **Rose Street is designated in the bike plan for Bike Boulevard treatment.** Get it done now, since it is already considered a low stress east-west route for bicycles. It is also designated as the route to the schools, **which are actually located on Rose, not on Hopkins.**
- Consider the desires of the many, many cyclists and casual **bike riders** who **just want smooth, low stress streets on which to ride.**

**We told you it wasn't over, and this proves it.** Friends of Hopkins Street will reply directly to Mr. Hedlund's own letter to Council, but please do your part and write to Council, the Traffic and Infrastructure Commission, and the City Manager. Support **repaving Hopkins NOW**, because to delay is to introduce years of unsafe travel on Hopkins for everyone. **IT IS TOO GREAT A PRICE TO PAY.**

City Council – [council@cityofberkeley.info](mailto:council@cityofberkeley.info)

TIC – [HMostowfi@berkeleyca.gov](mailto:HMostowfi@berkeleyca.gov) & [EAnderson@berkeleyca.gov](mailto:EAnderson@berkeleyca.gov)

City Manager - [manager@cityofberkeley.info](mailto:manager@cityofberkeley.info)

*Copyright © 2023 Friends of Hopkins Street, All rights reserved.*

You are receiving this email because you opted in via our website or contacted us directly.

Our website address is:

[SaveHopkins.org](http://SaveHopkins.org)

You can [unsubscribe from this list](#).

**Benado, Tony**

---

**From:** Kay Englund <kay.englund20@gmail.com>  
**Sent:** Monday, June 12, 2023 5:23 PM  
**To:** All Council; Mostowfi, Hamid; Anderson, Eric; Manager, C  
**Subject:** Hopkins Street repaving

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

Hello,  
My family lives kitty corner from Monterey Market and we dearly love our neighborhood and all that is offered just across the street. That said, crossing the street means taking big risks. Anyone who has crossed the street knows this to be true. I don't let my grandkids cross alone at certain times of the day because of reckless drivers and sometimes bicyclists.

My hope is that the street will get repaved soon, as promised. It must have bike lanes, as it does now, it must have crosswalks and controlled intersections. It seems unfair to continue to postpone repaving and safety measures while arguing between various factions continue to delay the process.

Thank you for moving this forward and getting the street repaved.

Regards,  
Kay Englund



**Benado, Tony**

---

**From:** Helen Toy <helen\_toy@yahoo.com>  
**Sent:** Monday, June 12, 2023 5:18 PM  
**To:** All Council  
**Subject:** PLEASE REPAVE HOPKINS SOON!!

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

Dear City Council Members:

Ever since the rains of 2016-17, Hopkins Street has been in terrible condition. I live on the street, right at the corner of Beverly Place, and I'd been counting on repairs *this summer*. Now I hear there may be further postponements, which is absolutely untenable.

I favor bike lanes, but Hopkins isn't the street for them, as I'm sure you know by now.

Could you please vote to repave the street *now*, allowing the discussion of bike lanes/cycle track to continue as a separate issue?

With sincere thanks,  
Helen G. Toy  
1771 Beverly Place  
Berkeley 94707

**Benado, Tony**

---

**From:** egeoffroy@mac.com  
**Sent:** Tuesday, June 13, 2023 9:26 AM  
**To:** All Council  
**Subject:** Smoothing Hopkins

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

Two requests please:

1. If the city plans its repaving in an equitable fair way, and if Hopkins is on that list, please make it nice and smooth. I bike everywhere and this street is painful to ride on. Try it and feel how jarring it is.
2. Please scrap that proposed bike plan. As a lifetime cyclist, it was truly awful in many ways.

-Eric

**Benado, Tony**

---

**From:** melanie o'hare <bortolanza@yahoo.com>  
**Sent:** Tuesday, June 13, 2023 9:34 AM  
**To:** All Council  
**Subject:** Hopkins Street

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

Council Members,

As a resident on Colusa Avenue, a block off Hopkins, I am discouraged by your lack of concern about the state of the road surface on Hopkins. Hopkins is a main thoroughfare and needs to be resurfaced ASAP. Delaying this for the sake of a new bike lane is to ignore the needs of the many for the sake of the few.

There is already a bike lane on Hopkins. Rose Street is a much quieter route for bikes.

Please don't hold us hostage any longer. Repave Hopkins.

Thank you,

Melanie O'Hare  
1182 Colusa Avenue

Sent from Yahoo Mail for iPad

**Benado, Tony**

---

**From:** Ilyse Gordis <ibgordis@yahoo.com>  
**Sent:** Monday, June 12, 2023 6:07 PM  
**To:** All Council; Manager, C; Anderson, Eric; Mostowfi, Hamid  
**Subject:** I TRIPPED ON BROKEN ASPHALT WHEN CROSSING HOPKINS ON FOOT & HURT MYSELF BADLY: Please pave Hopkins Street ASAP

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

Greeting City Council Members and City Manager,

I live at 1118 Hopkins Street and FOR THE SAFETY OF ALL, I urge you pave Hopkins Street now.

Importantly:

1. The street is in disrepair and that is unsafe for cyclists and pedestrians. In fact, I TRIPPED ON BROKEN ASPHALT ON UPPER HOPKINS WHILE RUNNING AND HURT MYSELF BADLY.
2. The crosswalks need to be repainted. Most of them are very faded. CARS OFTEN DO NOT STOP FOR ME WHEN I AM CROSSING A CROSSWALK ON FOOT.
3. Please paint sharrows!

Thank you!

Best regards,

Ilyse Gordis

**Benado, Tony**

---

**From:** constance rivemale <mirasales.cr@gmail.com>  
**Sent:** Monday, June 12, 2023 10:06 PM  
**To:** All Council; Manager, C; Mostowfi, Hamid  
**Subject:** Dangerous and Dumb

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

To Mayor Arreguin and the Berkeley City Council Members,  
Please pave Hopkins Street **now**. The uneven, broken pavement and numerous potholes are a shameful testimony of neglect and incompetence on your watch. Please place the safety of your constituents over an ideological battle over bike lanes. It's ridiculous to allow this situation to continue....

Constance Rivemale  
Berkeley native and tax payer  
1916 Yolo Ave., Berkeley ca 94707  
PS I do not own a car or a bike. I walk to Hopkins Street. I am over 70 years of age.

--  
Kind Regards,  
Constance Rivemale

**Benado, Tony**

---

**From:** J M <demeterjan819@gmail.com>  
**Sent:** Monday, June 12, 2023 11:23 PM  
**To:** All Council  
**Subject:** I still need to eat

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

Dear Mayor Arreguin and City Council - I am not opposed to bike lanes in Berkeley. My own daughter and many of my friends ride bikes every day. Even my daughter has trouble biking uphill with groceries, especially when it rains. However, I am unable to ride a bicycle and have to drive to shop for groceries. Please don't forget that some of us are not able to bicycle to get groceries. We need to be able to park around Monterey Market, Monterey Fish, and Magnanis.

Installing a two way bike lane on Hopkins isn't sensible. There simply isn't room to do it safely. Hopkins is not the best choice for a two way bike lane.

Hopkins should be repaved now, for the safety of all. Delaying the repaving will lead to a more expensive fix years hence.

Thanks for considering my views.

Janice Murota

**Benado, Tony**

---

**From:** Rachel Hope Crossman <rachel.crossman@gmail.com>  
**Sent:** Tuesday, June 13, 2023 7:14 AM  
**To:** All Council  
**Subject:** BHS grad Class of '79 says: no bike lanes on Hopkins

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

Hi, I am a BHS graduate from the class of 1979, still here, still supporting local businesses. I bike at the YMCA where there is no risk of collision. To City Council members who believe that cars are evil and bikes are better, I say: Please don't disrupt the small business area on Hopkins St. by removing parking or designating it Bikes Only. I shop at Magnani, Monterey Fish and Monterey Market and parking is hard enough now as it is. I am 62 years old with arthritic knees; I don't bike to shop and likely some of the most vocal bike riders may find themselves in some unexpected future where bikes suddenly seem not the easy answer they do now. I support the old-school Berkeley business and would hate to be pushed to just go get everything at Berkeley Bowl because the parking is easier. I love BB, but I also shop elsewhere. I must say I have not understood why Hopkins was ever put forward as a bike street; the only school along it is MLK Middle School, and that is just the back entrance. Rose Street seems a much better route for bikes as The Crowdron School, Ruth Acty, and MLK Middle are all 3 located on Rose St.

Thank you,

--  
Rachel Hope Crossman

**Benado, Tony**

---

**From:** Stephen Wood <journees3@gmail.com>  
**Sent:** Tuesday, June 13, 2023 11:27 AM  
**To:** All Council  
**Subject:** Hopkins, paving, and bike lanes....

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

Good morning.

Repave Hopkins now from Sutter St to Peralta.

Repave Gilman from Hopkins to Peralta now.

Repave Rose St from Sacramento St to Spruce St now.

Thank you.

Stephen Wood

CC District #1

Acton St, Berkeley, CA

**Benado, Tony**

---

**From:** a Campbell <c1ann@yahoo.com>  
**Sent:** Tuesday, June 13, 2023 2:49 PM  
**To:** All Council  
**Subject:** Ill conceived Bike enhancement on Hopkins

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

I believe the city should just go ahead and fix Hopkins.

1. Rose would be a better street for enhancements as it actually goes past schools and is a less travelled street, so would be safer for bikers
2. Would be a bad idea to go ahead with proposed bike plan without data on safety. Does Berkeley really want law suits that could result from this?
3. Hopkins already has a bike lane

I love bikes and bikers. My son is an avid biker and my husband biked from Thousand Oaks to Alameda to work for years. But he took side streets that were less travelled than MLK. That makes sense to me.

Please to carefully consider the "enhancement" as once it goes in, it will be very costly to remove.

Most sincere,  
Ann Campbell

**Benado, Tony**

**From:** janice hamer <hamerja@gmail.com>  
**Sent:** Tuesday, June 13, 2023 2:29 PM  
**To:** All Council; Mostowfi, Hamid; Manager, C; Anderson, Eric  
**Subject:** Hopkins Street

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

Dear Hon Councilmembers, Berkeley City Manager, and Transportation & Infrastructure Commissioners:

I am writing presently as an Albany resident; however, I am only approximately 2 houses away from Berkeley, the city I grew up in and, as a renter, may return to. Furthermore, I've ridden - and still ride - my bike as well as driven a car around North Berkeley and can comment on my perspective of bike safety. My perspective is that cars and bikes are safest when **not** sharing the same roads. As a cyclist, I prefer the quiet side streets options, such as Josephine and Rose, leaving main routes for the autos. When I have had to ride a bike on Hopkins, it is fine.

Adding in structures such as bulbouts actually makes me nervous - both as a cyclist and a driver - as there is less road space for cars and bikes. Speed bumps seem the most effective in slowing traffic and I would encourage that direction to make the street more bike - as well as pedestrian - friendly. Speed bumps also cost less thereby saving the public the expense of a huge street overhaul.

Sincerely, Janice Hamer

**Benado, Tony**

---

**From:** Jeanne Friedman <jeannetoby@gmail.com>  
**Sent:** Tuesday, June 13, 2023 3:55 PM  
**To:** All Council; Manager, C; Anderson, Eric  
**Subject:** Hopkins Repaving

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

Dear Councilmembers, Traffic and Infrastructure Commission, and City Manager:

As a resident who drives and walks Hopkins Street daily, I want to encourage you to repave Hopkins now, when its is authorized and funded.

No politics please - which is what it would be to postpone paving until the decision is made (or remade) as to how bike lanes and traffic should be configured. The street is potholed now, the funding is available now. Changes that may be made in the future should be accommodated at the time.

As you know, there are already bike lanes on Hopkins. And Hopkins is an important part of fire evacuation routing, not to mention good earthquake planning.

Can we have a safe street to walk on, drive on, and bike on while changes are being considered and weighed?

Thank you,  
Jeanne Friedman  
1360 Peralta Ave.

**Benado, Tony**

---

**From:** Zara Ortiz <zayalaortiz@gmail.com>  
**Sent:** Tuesday, June 13, 2023 11:09 AM  
**To:** All Council  
**Subject:** Support for bike lane cycle track on Rose Street

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

Good morning good people,

I am in **opposition** to a **Class IV Two-Way Cycle Track on Hopkins St.** It makes much more sense to add this to Rose Street. Specifically for kids. Rose Street from San Pablo to Shattuck Ave covers all the necessary stops a kid could want. You've got Cedar Rose Park, Ruth Acty school, Crowden school, King Junior high, Mr. Mopps books and toys and make a left on Shattuck and you're at Live Oak Park. And please repave Hopkins and preserve the existing bike lanes.

Thank you for your time.

Best,  
Zara

Sent from my iPhone

**Benado, Tony**

---

**From:** Gar Smith <gar.smith@earthlink.net>  
**Sent:** Tuesday, June 13, 2023 4:21 PM  
**To:** All Council; Manager, C; Mostowfi, Hamid; Anderson, Eric  
**Subject:** Re the Hopkins Street repaving project

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

Allow me to chime in on the contentious fate of Hopkins Street.

The current and existing fact is that this well-trafficked street is overdue for repaving.

This should have no immediate impact on the debate over where and how to paint bike lanes. Bike lanes can continue to be debated after the paving work is finished.

No one benefits from extending the Hopkins repaving project for another five years.

If there's a downside to proceeding with the repaving now, I can't see it.

And if there were a problem, I guess I could just sigh and say: "It's nobody's asphalt but our own."

Gar Smith

**Benado, Tony**

---

**From:** Joan Garvin <joangarvin12@gmail.com>  
**Sent:** Tuesday, June 13, 2023 9:30 PM  
**To:** All Council; Manager, C  
**Cc:** Mostowfi, Hamid; Anderson, Eric  
**Subject:** condition of Hopkins Street

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

Dear City Council Members, City Manager, Traffic and Infrastructure Commission,

Please plan for the repaving of Hopkins street. It's condition is very poor, and repaving should not be dependent on the decision regarding the cycle track.

Repaving of Hopkins has already been delayed several times. Please repave Hopkins Street now!

Sincerely,  
Joan Garvin  
25 Acacia Avenue  
Berkeley CA

**Benado, Tony**

**From:** Richard Tamm <richard.tamm@gmail.com>  
**Sent:** Tuesday, June 13, 2023 8:55 PM  
**To:** All Council  
**Subject:** Just Pave Hopkins Between Monterey Market and Gillman!

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

Dear Mayor Arreguin, Members of the Berkeley City Council, and the City Manager,

I am an 80 year old resident of Berkeley who still occasionally rides my bike without electric help.

I shop at Monterey Market 1-2 times a week, and drive to and from there from and to my home on Shattuck Avenue near Los Angeles. I drive because I could not manage biking back home with all the groceries I buy. I need parking in or very near the Monterey Market parking lot. Do NOT remove any street parking places.

I have found that the condition of **Hopkins street between Monterey Market and Gilman** is rather atrocious. It **needs just and only regular, good, repaving**, and possibly the painting of a narrow bike lane between the moving and parked cars. That IS ALL it needs. And the rest of Hopkins is in good enough shape to not need any repaving yet. I love newly paved roads. Their smoothness is the safest thing that you can do for bicycles.

I do not need nor want any funny white stanchions and parked cars moved right next to moving traffic with narrow curbs on the parked cars' passenger side and a narrow bike lane there between the parked cars and the pedestrian sidewalks. I think this design, as on Telegraph in north Oakland around 40th avenue is ridiculous, dangerous, cumbersome for existing traffic, and a blocking of traffic by buses and trucks that are loading/unloading. Telegraph Avenue had been designated as an "escape route", but cannot function as such with this cockamanie design based on the mistaken excuse of making it safer for bicyclists. If anything it is more dangerous. Drivers have some training to check their rear view mirror before swinging open their door. Passengers have no such training, thinking, nor care. So, placing the bike lanes to the right of the parked cars is asking for more accidents.

**PLEASE, PLEASE, PLEASE! JUST REPAVE HOPKINS BETWEEN MONTEREY MARKET AND GILMAN! That is all that is needed. Do not tie up the money. Do not delay just a simple repaving.**

Thank you.

- Richard Tamm

--  
Richard Tamm  
Co-Chair of The National Voting Rights Task Force  
Former Treasurer of the Wellstone Democratic Renewal Club

**Benado, Tony**

**From:** Grace Munakata <munakatagrace@gmail.com>  
**Sent:** Tuesday, June 13, 2023 7:36 PM  
**To:** All Council; Mostowfi, Hamid; Manager, C; Anderson, Eric  
**Subject:** RE: Please do not postpone paving Hopkins Street

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

Dear Council members, Transportation and Infrastructure Committee and City Manager:

Hopkins Street is in terrible condition. The pavement is rutted and uneven. Existing bike lanes are barely visible, you literally need to search for the white markings. It's among Berkeley's worst streets, exactly why it was designated for paving this fiscal year. An indefinite pause in street design, and waiting for evacuation studies by the Fire Department does not change the fact that the street is unsafe now. It makes no sense to delay. Sharrows could be implemented immediately, and if further infrastructure is agreed upon, add that later.

Apparently some members of the Council and the Commission believe residents living near or on Hopkins oppose bicycle lanes on Hopkins,  
this is NOT the case.

We live on Monterey Avenue which was recently repaved and marked for bicyclists. Bright green Shared Lane Markings alert drivers to cyclists' presence, make it plain where the cyclists should be, and that the lane is shared.

My husband and I did our undergraduate and graduate degrees at UC Davis, where we learned to cycle safely- and where infrastructure had been planned to minimize conflict between cyclists and drivers and maximize awareness. We walk, do not drive or park, to the Hopkins' stores.

We do not object to bike lanes and wish there more were safely implemented. On Hopkins, we're concerned that a Class 4 bi-directional cycle lane is inappropriate and unsafe on THAT busy, residential street.

There are scores of intersections and driveways. Both are problematic, residents would be *backing out* onto the two-way bike lane and then onto automobile traffic. It is already difficult for drivers to see pedestrians clearly when attempting to enter the flow of traffic. Hopkins is not a low-stress street by any means.

At this time, it is not clear that street widths could accommodate Class 4 lanes on a street designated for evacuation, where emergency vehicles and passenger cars need to move swiftly.

Hopkins was only designated for Study of a Class IV track. Transportation did not present any study to the city (or residents) for consideration. To our knowledge, no report was ever completed (which was required for all other Berkeley bicycle tracks) let alone for a two way cycle track.

Quieter Rose Street has always been Berkeley's designated east-west connector bike route, but has never been developed. Ruth Acty and King schools are located on Rose. I do not understand why the bike lobby is so adamantly opposed to an alternate, parallel route, or even a few blocks by-pass on Ada.

Please take care of the road for the safety of all who must use it. Do not further delay by moving funds to other projects. If so, Hopkins will deteriorate further, cost for repairs will escalate, and damage to the aquatic ecosystem from road contaminants flowing directly into storm drains will continue.

Thank you very much for your consideration.

Sincerely,

Grace Munakata

**Benado, Tony**

---

**From:** George T. Draper, Jr. <geodraper@comcast.net>  
**Sent:** Tuesday, June 13, 2023 5:05 PM  
**To:** All Council  
**Subject:** Paving Hopkins St.

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

Greetings City Council

I am a homeowner at 1949 Marin Ave., lived in Berkeley for over 44 years and often shop at Hopkins-Monterey shopping area where parking and pedestrian safety are big issues.

At this time, I am not in favor of a cycle track that would negatively impact these two concerns. I believe repaving Hopkins should proceed with re-striping the existing bike lane on Hopkins rather than establish a dedicated cycle track.

In my view a well thought out and designed community plan for the area, taking into account businesses, residents and affected agencies should guide the parking and safety issues of the area. Thank you,

George & Wendy Draper  
1949 Marin Ave.  
Berkeley, CA 94707

## **Benado, Tony**

---

**From:** Save Hopkins <info@savehopkins.org>  
**Sent:** Tuesday, June 13, 2023 4:50 PM  
**To:** All Council; Mostowfi, Hamid; Anderson, Eric; Manager, C  
**Subject:** Correcting misleading information

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

Mr. Mayor, Councilmembers, and Commissioners,

We are writing to correct misleading information contained in Marc Hedlund's June 11 (or thereabouts) letter to the mayor, council members, and commissioners.

Mr. Hedlund contends that Council has voted twice to approve the Complete Streets design and any change in policy must require a Council vote. In fact, Council has not voted to approve the Complete Streets design for Hopkins Street once, let alone twice. It has only ever acted on one half of Hopkins – from Gilman to Sutter – and only then after having been denied relevant information by staff. There has never been a vote to approve the cycle track on lower Hopkins, despite an attempt by Council Member Kesarwani to push it through in violation of the Brown Act.

A change in policy is not required in order to abandon the idea of the two-way cycle track on Hopkins. Section A. **Complete Street Principles, Subsection 2. Context Sensitivity** of the Berkeley Complete Streets Policy states: "*In planning and implementing street projects, all departments of the City of Berkeley shall maintain sensitivity to local conditions in both residential and business districts and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues.*"

It is quite clear that merchants, residents, and many other stakeholders, such as shoppers, consider that the cycle track changes will, in fact, destroy the strong sense of place that already exists on Hopkins.

In addition, exemptions to Complete Streets are provided in Section C. **Exemptions, Subsection 1. Leadership Approval for Exemptions (b) and (c)** provide as follows:

Exemptions may be granted if (b) "*The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use*" and (c) "*Where sparsity of population or other factors* (emphasis added) *suggest an absence of need.*" There have been no studies to determine need and no baseline measurements, as required by Section B. **Implementation, Subsection 5. Evaluation:** "*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.*"

The neighborhoods surrounding Hopkins are populated, by and large, by an older demographic than the rest of Berkeley. There are many disabled residents (a protected class) and people with mobility issues. The commercial area is highly frequented by older residents, both from the area and from the Berkeley hills. While there are two schools located on Rose Street, information has not been produced to show how many of the students would be more conveniently served by bicycling on Hopkins Street rather than low-stress streets approaching from the north or south, or other low-stress east-west streets, such as Rose itself.

The cost of the hardscape for the cycle track, if built at the same time the road is repaved, is very high in comparison to the removable features that would be installed after repaving in a pilot program. It is unconscionable to think that council would wait to fund the repaving of Hopkins in order to install a very expensive type of bike lane without any studies to justify it, and which would have no ability to be evaluated for

how well it is serving the city. To add insult to injury, it would not be able to be removed if it proved to be unsafe, as all the literature from public agencies (including our own bike plan) contends.

Mr. Hedlund further states that the City's unfortunate staffing issues are continuing to worsen. This is not just a Berkeley issue; communities all over the state are reporting this same phenomenon. As such, a delay in repaving Hopkins could take many more years than even now anticipated if the allocated funds are redistributed to other parts of the city.

Because of the change in stormwater runoff regulations, staff has said that the street will have to be reengineered. That will take staff and time. It will also take staff and time to do the proper studies required by Complete Streets. In the meantime, the Council is being asked to prioritize something we don't actually know we need over the safety provided by something we have known was a priority for at least six years, the length of time Hopkins has been at/near the top of the list for repaving.

As stated before, the plan for the cycle track on lower Hopkins has not been approved by Council. It will continue to be a major source of contention, even after the issue of emergency evacuation is resolved by the Fire Department, because it is unsafe in this application. The five-year moratorium on street cutting after new pavement installation is a red herring. If the street were repaved now, it would still be likely that at least five years would pass before the city was fully staffed and money could be found for the cycle track, studies could be conducted, and the elements of Complete Streets could be met.

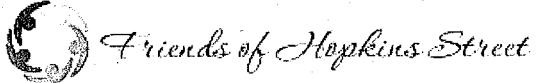
And recall that Councilmember Hahn's 2018 referral had nothing to do with a cycle track. To invoke that as the starting point from which to measure the delay in installing it is misleading at best. Even suggesting that there is a starting point is nonsense, unless we are being told that the cycle track was set in stone from the beginning, far before there were any consultants, any public meetings, any discussion of options. The most appropriate date, if picking a date to use were necessary (it is not), would be Oct. 11, 2022 – not even one year ago. And again, the plan for lower Hopkins has never been approved.

We take great exception to Mr. Hedlund's characterization of the City's deliberative conduct on this project. It is not, by any standard, a measure of the City's inability to get work done to protect the public. It is, instead, a great testament to the City's integrity and its commitment **to get the process right** in order to protect the public!

Finally, council members are not elected to impose their will on the people. They are elected to do what is right, as best they can balance competing interests. Friends of Hopkins Street is not interested in subverting anything. We are interested in making sure that we get the treatment of this street, in particular, and the values expressed in the Bicycle Plan, Vision Zero, and Complete Streets right.

We urge you to do the right thing and see to it that the funds to repave Hopkins are used for their intended purpose in the coming fiscal year.

Sincerely,



**Benado, Tony**

---

**From:** John Hitchen <johnhitchen@outlook.com>  
**Sent:** Tuesday, June 13, 2023 4:46 PM  
**To:** All Council  
**Subject:** Hopkins Paving

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

Hello Council Members

I won't beat around the bush. After 5 years of debate, there is no consensus on changes to Hopkins Street, and the asphalt is failing. It is time to just pave the street and continue the dialogue over alternatives. The citizens of North Berkeley have spoken loud and clear about what they want, and now we are being punished for speaking out by taking the funding and delaying the paving for an unknown amount of time. And pave Rose Street while you are at it, since it is another alternate route for bikes. Pitting district against district, and drivers against bicyclists and pedestrians solves nothing.

Sincerely,

John Hitchen  
845 Oxford

**Benado, Tony**

**From:** Jessica Livingston <musicfilmex@gmail.com>  
**Sent:** Tuesday, June 13, 2023 4:39 PM  
**To:** Mostowfi, Hamid; Anderson, Eric; Manager, C; All Council  
**Subject:** Pave Hopkins Street

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

Dear Berkeley Transportation and Infrastructure Commission, City Manager and City Council-

I'm writing to request that you will please move forward with paving Hopkins Street, which is way overdue.

I appreciate the greater plan to have a network of cycle lanes all around town, but it feels like a small group of extremist bicycle activists are holding the rest of the city hostage over the idea of a Class IV cycle track on Hopkins street. It's possible that the fire department's street modeling might find it feasible, although with the evacuation route concerns, I'm a bit dubious. There is also the issues of the, "traffic study, environmental analysis, public process, and coordination with all affected State, County, and local transit agencies" which is stipulated in the 2017 Bicycle Plan, on page 17:

"Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without Complete Street Corridor Studies that will include a traffic study, environmental analysis, public process, and coordination with all affected State, County, and local transit agencies."

<https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017-Executive%20Summary.pdf>

My understanding is that these have not been done. Are they even in a budget to be done at this point? Because that process alone could take years and along with the fire department approval issues, a Class IV cycle track might not ever be possible on Hopkins Street. How many more years do we have to keep procrastinating paving while the city trods through these necessary steps, which might just be a road to nowhere?

Please, for the wellbeing of the greater population in this area, pave now and refresh the painted bike lanes while sorting through the rest of the issues.

Kind regards,

Jessica Livingston  
Vine Street

**Benado, Tony**

---

**From:** Timothy Ross <timothy.w.ross.96@gmail.com>  
**Sent:** Tuesday, June 13, 2023 4:38 PM  
**To:** All Council  
**Subject:** On cancellation of today's special meeting

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

Hello Berkeley City council

My name is Timothy Ross, I am a current resident of Berkeley, and have been a resident of this city or nearby cities for the past ten years.

I am incredibly disappointed that today's special meeting was cancelled. I was looking forward to voicing my opinion on infrastructure and pedestrian and cyclist safety. Because of Berkeley's infrastructure and services, I have been able to almost completely stop using my car, which is great for myself and everyone, and in line with the city's commitment to safety, health, and tackling climate change. However, the biking infrastructure is insufficient and causes me to feel unsafe. The city has the ability to improve this by adding protected bike lanes to all new street repavings, but chooses not to.

Berkeley suffered over 200 traffic casualties last year, and everytime I ride my bike in an unprotected lane, I am afraid it will be me next. Everytime some car honks and illegally overtakes me in the same lane, I am afraid it will be me next. Everytime someone parks in a bike lane and I am forced to enter traffic to pass, I am afraid it will be me next. But I continue biking, because I believe in myself, my community, and our future.

With protected bike lanes, I would not need to be afraid. Protected bike lanes save lives. If Berkeley truly valued safety, health, and fighting climate change above wealth and profits like it claims, the decisions should be simple. Parking spots are not worth more than lives. Last year, there were only 2 fire causalities in Berkeley, so the fire departments claims that they should be prioritized over efforts to save some of the 200 traffic causalities are clearly in self-interest, not public interest.

Please, do the right thing. Hold a public special meeting on bike infrastructure, listen to the people of Berkeley, follow your stated values, and create protected bike lanes on all repaving projects.

Thanks  
Timothy Ross

**Benado, Tony**

---

**From:** Kim Markison <kmarkison@gmail.com>  
**Sent:** Wednesday, June 14, 2023 12:41 PM  
**To:** All Council; Manager, C  
**Subject:** Repaving Hopkins

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

Dear city officials,

It is quite concerning how the bicycle lobby is working in this city of ours. I ride my bicycle in town, and I walk, and I drive a car from time to time. I appreciate ALL points of view, but it seems that only one is being very aggressive.

I like bicycle lanes, but I am very concerned about the idea of installing a Class IV Two-Way Cycle Track on Hopkins. That's absurd! That would cause so many accidents and constant confusion for drivers and pedestrians. There are too many private driveways in that neighborhood, too many single family homes, and Hopkins is too narrow a street and also an emergency route.

Please do not delay the repaving of Hopkins due to bike lobbyists. We need our streets repaved asap!

Thank you,

Kim Markison  
Berkeley Resident

**Benado, Tony**

---

**From:** Fiona Baker <fiona.b.baker@gmail.com>  
**Sent:** Wednesday, June 14, 2023 8:17 PM  
**To:** Mostowfi, Hamid; Anderson, Eric; All Council  
**Subject:** Please don't repave Hopkins Street without bike lanes!

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

Mr. Mayor, Councilmembers, Commissioners,

I live at the Hopkins Park Apartments, on Hopkins Street, and I am writing to oppose any move to repave Hopkins Street that would shelve the Council-approved Complete Streets design for the corridor.

I'm naturally in favor of street maintenance, but the Council voted twice to approve the Complete Streets design. Any change in policy must require a Council vote.

Councilmember Hahn's first Hopkins referral was 5 years ago. When Berkeley streets are repaved, they are placed on moratorium for 5 years for any construction work that could involve pavement cuts. Choosing to pave now could therefore push this project's planning phase to over a decade, which is unacceptable.

Please focus city efforts on solving Transportation staffing problems, rather than listening to those who would like to subvert the will of Council.

Thank you!  
Fiona Baker

**Benado, Tony**

---

**From:** Margret E Leventhal <maggie@lokelani.com>  
**Sent:** Wednesday, June 14, 2023 8:41 AM  
**To:** Hahn, Sophie; All Council; Anderson, Eric; Mostowfi, Hamid  
**Cc:** Save Hopkins Street  
**Subject:** Hopkins Street Repaving and Bike Lane Issues

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

Dear All:

I am in Germany this month visiting elderly relatives so I will not be able to participate in the upcoming council meetings and ongoing discussions. However, I do feel the need to comment by email.

**First, with regard to the Bike lane proposals** that were made for Hopkins street, please know that I am a bike rider myself, in fact I just completed a 3 day, ~180km ride along the Elbe River from Wittenberge to Magdeburg. When in Germany I usually borrow bikes from my relatives and use these for most of my local transit requirements. Thus, I believe that I can say that I am pro-bike and pro-bike lanes.

However, I am also an observer and user of the biking lanes in Berkeley, Germany and , last week, Copenhagen (a serious bike city).

I have observed the following in Germany and Denmark:

Separate protected bike lanes ( by which I mean a section of sidewalk or street that is exclusively for bike use and can not be parked on) are typically seen on longer stretches where few residential driveways are present. In addition, I have noticed that these bike lanes end once the street enters a largely commercial zone, where cars are coming and going. In Germany and Denmark bikes MUST share the road in business areas - so that the local retail businesses can continue to thrive. (Please note the unfair burden the section of bike lane on Milvia opposite Ace Hardware in downtown Berkeley has had on Berkeley Ace. - Was even a bit of consideration given to this long time Berkeley business when virtually all parking and access to their store was eliminated by the present bike lane configuration?? Couldn't we have done there as it is done in Germany and Denmark and ended the bike lane on that block and restarted it on the next?)

On a street such as Hopkins, where homeowners are frequently entering and exiting driveways, a protected bike lane would provide a false sense of security and would be no safer (perhaps more dangerous) for children to use than the sidewalk, on which they are legally allowed to ride their bikes. Furthermore, we are lucky to still have a few remaining local business districts in Berkeley (that Amazon has not yet put out of business), yet certain "pro bike, anti business" organizations wish to remove parking to facilitate bike lanes on narrow streets in these business districts, which , by the way, produce sales tax revenue for the city - if we restrict access by car to these small businesses we also risk reducing sales tax revenue!

I could say more but you get the picture.

**As to the topic of repaving the streets** - promises have been made and taxes have been paid, and paid, and paid. Repaving Hopkins (and perhaps repainting/highlighting the existing bike lanes as they are today) is an obligation the City must meet. The current condition of the street (and many other streets in Berkeley) actually represents a significant danger to bike riders (and even more to increasingly popular e-scooters with their smaller wheel radius). Hitting a rut / hole in the pavement at speed with a bike or scooter having a small wheel radius can lead to a very serious injury to the rider, as these vehicles will tend to flip over the front wheel once it "digs" into the rut. Not repaving the street until

some future date when a bike lane plan can be mutually agreed upon and implemented seems to me to be negligent and represents a significant financial liability to the city and the taxpayers.

Thank you for hearing me out ....

Respectfully,

Margret Leventhal

Berkeley Bike Rider & Car Driver

Berkeley Home Owner (property tax)

Berkeley Rental Property Owner (property tax, rent board fees)

Berkeley Commercial Property Owner (property tax, business license fees and taxes)

Berkeley Business Owner (located in above commercial property, more business license fees and taxes)

Berkeley School Graduate: Oxford, King, West Campus, BHS and UCLA (ok, UCLA was not local but I came back)

Lifetime resident of Berkeley

**Benado, Tony**

**From:** Pamela Zelnik <pammyz@gmail.com>  
**Sent:** Thursday, June 15, 2023 11:27 AM  
**To:** All Council; Anderson, Eric; Mostowfi, Hamid; Manager, C  
**Subject:** Hopkins Street Repaving

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

Dear All - Hopkins Street requires prompt repaving regardless of what the final outcome is regarding the rest of the proposals at hand. (Marc Hedlund, board member of Bike East Bay and City of Berkeley Environment & Climate Commission member has sent out a letter that misrepresents Save Hopkins Street's position in his effort to make his case for no repaving now.) Please consider these important points:

- **Bike lanes already exist on Hopkins**, and Friends of Hopkins Street believes they can be greatly enhanced by repaving and re-striping the street.
- Plan proponents have provided **no relevant or accurate data regarding the safety of a Class IV Two-Way Cycle Track** on a two-way residential street like Hopkins.
- **Repair** of the dismal condition of the street **should not be dependent upon the outcome of a continuing fight** over the cycle track, which could take years to resolve.
- **Plan proponents have fixated on the cycle track to the exclusion of all other issues of safety on the street**, even though the few serious and fatal accidents that have occurred on Hopkins would not have been avoided with a cycle track.
- **Repaving of Hopkins has been delayed several times already**, with allocated funds moved to other areas of town. When is enough enough? The road is not fixing itself.
- **Rose Street is designated in the bike plan for Bike Boulevard treatment.** Get it done now, since it is already considered a low stress east-west route for bicycles. It is also designated as the route to the schools, **which are actually located on Rose, not on Hopkins**.
- Consider the desires of the many, many cyclists and casual **bike riders** who **just want smooth, low stress streets on which to ride**.

Please repave Hopkins Street and do not fall for Hedlund's myopic tactics.

Thank you,  
Pam (District 5)

**Benado, Tony**

**From:** Shirley Kirsten <shirley\_kirsten@yahoo.com>  
**Sent:** Monday, June 19, 2023 10:48 AM  
**To:** Sophie Hahn; Manager, C; Harrison, Kate; Wengraf, Susan; Kesarwani, Rashi; Norris, Brandon; Berkeley Mayor's Office; All Council  
**Subject:** Re: I hope you received this.. history of McGee/Hopkins Stop sign approval  
**Attachments:** image001.png

Face it.. the Stop sign at McGee/Hopkins, pre-approved by staff, (May 11, 2022) is being held hostage by the bike lobby agenda. We are sick of this kind of hostage taking and will register our discontent at the ballot box. David, I believe had told me that historically, residents in the Edith/Vine area white painted Stop words and white line borders on the streets themselves because they were tired of the stagnation, excuses and politics of impeding street safety measures.

Maybe it will come to this if the McGee/Hopkins stop sign continues to be a political football. Shame on all of you for your inaction and feckless excuses.

Shirley Kirsten

Shirley Kirsten M.A.  
 International Online Piano Instructor  
 NYC HS of Performing Arts  
 Oberlin Conservatory  
 New York University  
 Cell: 510-439-8567  
**You Tube Channel**  
<http://www.youtube.com/arioso7>  
**Piano Blogging at Word Press**  
<http://arioso7.wordpress.com>

On Monday, June 19, 2023 at 10:03:52 AM PDT, Sophie Hahn <sophie@sophiehahn.com> wrote:

Thank you Shirley. Unfortunately, Public Works is suggesting that without the entirety of the project, they aren't sure the stop sign is allowed. I told them in no uncertain terms that this stop sign was envisioned and approved before the larger project was ever discussed. If you have any correspondence on this matter from before the bigger project was initiated, or participated in discussions about this with the Traffic Engineer, please forward that to us. Thank you so much. Sophie

**From:** Shirley Kirsten <shirley\_kirsten@yahoo.com>  
**Sent:** Sunday, June 18, 2023 10:52 PM  
**To:** City Council District 5 Sophie Hahn <shahn@cityofberkeley.info>; City Council District 5 Sophie Hahn <sophie@sophiehahn.com>; City Council District 5 Sophie Hahn <sophiehahn@sbcglobal.net>  
**Subject:** I hope you received this.. history of McGee/Hopkins Stop sign approval

- Hide original message

----- Forwarded Message -----

**From:** Javandel, Farid <[fjavandel@cityofberkeley.info](mailto:fjavandel@cityofberkeley.info)>

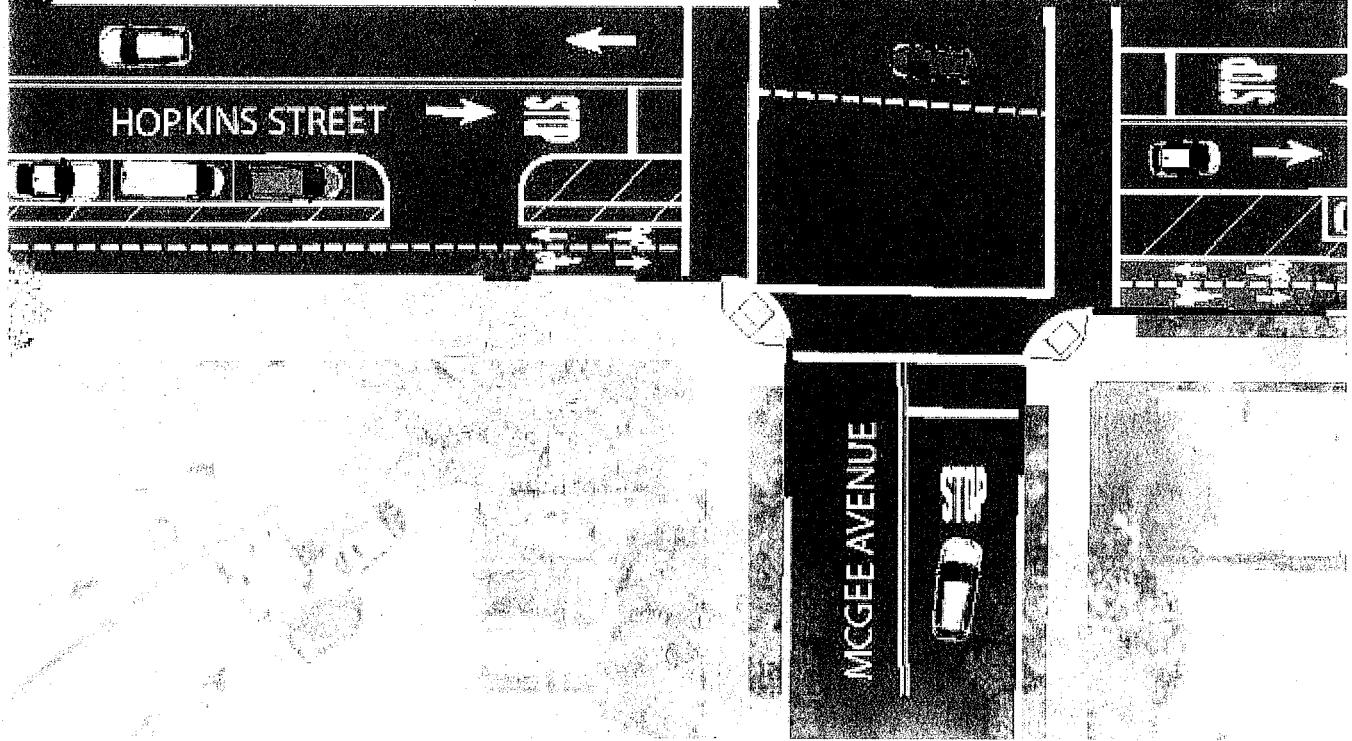
**To:** Shirley Kirsten <[shirley\\_kirsten@yahoo.com](mailto:shirley_kirsten@yahoo.com)>; Hahn, Sophie <[SHahn@cityofberkeley.info](mailto:SHahn@cityofberkeley.info)>; Thomas, Beth A. <[BATHomas@cityofberkeley.info](mailto:BATHomas@cityofberkeley.info)>

**Sent:** Wednesday, May 11, 2022 at 04:24:05 PM PDT

**Subject:** RE: Where is the STOP sign proposal for McGee/Hopkins

It was approved by Council last night as part of the Hopkins Corridor Concept: [2022-05-10 Item 33 Hopkins Corridor Project.pdf \(berkeleyca.gov\)](#)

See page 17 of 20. Here is an excerpt of the drawing, wherein you can see the stop legends that will be added to the pavement in both directions on Hopkins. Not visible at this scale of drawing, but also planned are stop legends in the bike lane, and of course there will be stop signs at the curb.



**From:** Shirley Kirsten <[shirley\\_kirsten@yahoo.com](mailto:shirley_kirsten@yahoo.com)>  
**Sent:** Wednesday, May 11, 2022 1:03 PM  
**To:** Hahn, Sophie <[SHahn@cityofberkeley.info](mailto:SHahn@cityofberkeley.info)>; Javandel, Farid <[FJavandel@cityofberkeley.info](mailto:FJavandel@cityofberkeley.info)>; Thomas, Beth A. <[BATHomas@cityofberkeley.info](mailto:BATHomas@cityofberkeley.info)>  
**Subject:** Where is the STOP sign proposal for McGee/Hopkins

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

Please reply. It takes just a minute to do so.

Thank you, Shirley Kirsten

McGee/Hopkins resident

Shirley Kirsten M.A.

International Piano Instructor

LIVE, and Online lessons by Skype

Grad NYC HS of Performing Arts

Oberlin Conservatory

New York University

Cell: 510-439-8567

**Performances and Online Piano Lessons**

<http://www.youtube.com/arioso7>

**Piano Blogging at Word Press**

<http://arioso7.wordpress.com>

- Shirley Kirsten <shirley\_kirsten@yahoo.com>

To:DONNA DEDIEMAR

Fri, Jun 16 at 2:08 PM

Shirley Kirsten M.A.

International Online Piano Instructor

NYC HS of Performing Arts

Oberlin Conservatory

New York University

Cell: 510-439-8567

**You Tube Channel**

**Benado, Tony**

**From:** Bruce Chamberlain <blcenergy@gmail.com>  
**Sent:** Thursday, June 15, 2023 5:48 PM  
**To:** All Council; Mostowfi, Hamid; eanderson@berkeley.gov; Manager, C  
**Subject:** Hopkins repaving and Rose BB

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

June 15, 2023

Commissioners, Transportation and Infrastructure Commission (*in person*)  
City of Berkeley

Dear Commissioners,

During my over 35 years of working in environmental and energy efficiency professions and two decades of living in Berkeley, I have commuted to work via bike and/or BART. I rode with my daughter most days to elementary and middle schools. I use my bike with panniers to shop; go to events, and attend meetings such as I did to this Commission meeting tonight. Before moving to Berkeley, I used the same mode of transportation when I lived in San Francisco and rode with the first waves of Critical Mass. So, I'm a bike advocate and want safe streets for bikes and pedestrians. Because I also own a car, I understand the importance and appreciation for both modes of transportation. I, along with my neighborhood, worked with Farid Javandel on the successful completion of the bike/pedestrian/car modifications @ the Dwight and California intersection last year.

While I support bike lanes, in general, my main concern re: bike safety is the condition of the pavement on Berkeley streets – especially bike boulevards. Since I ride across town almost every day, I see the condition first hand. During each of my travels there are several times that I have to veer into the center of the street or too close to parked cars (door hazard zone) to avoid potholes and unstable pavement.

I support the pause on the Hopkins Bike proposal, re-evaluation of the current Class IV Two-Way Cycle Track concept, and exploration of more appropriate options. But tonight, I want to advocate for moving forward and **repaving and re-striping Hopkins** now while the overall solution is determined. Repaving of Hopkins and many streets across Berkeley have been delayed for several years. I also want to urge the City to move forward with implementation of the **Bike Boulevard on Rose Street**. This will improve bike safety on this important route to schools.

During the current understaffed situation at the Transportation Division, I urge the City to continue to make progress on simple solutions for safer streets while the more intractable plans get worked out. These solutions include paving existing bikeways. I'm confident that most cyclists and casual bike riders just want smooth, low stress streets on which to ride.

Thank you,  
Bruce Chamberlain  
Berkeley resident

cc:  
[council@cityofberkeley.info](mailto:council@cityofberkeley.info)  
[hmostowfi@berkeley.ca.gov](mailto:hmostowfi@berkeley.ca.gov) & [eanderson@berkeleyca.gov](mailto:eanderson@berkeleyca.gov)  
[manager@cityofberkeley.info](mailto:manager@cityofberkeley.info)

**Benado, Tony**

---

**From:** Sun Dial360 <sundial360@hotmail.com>  
**Sent:** Thursday, June 15, 2023 1:45 PM  
**To:** All Council; Berkeley Mayor's Office  
**Subject:** Hopkins Street project

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

Hello Mayor Arreguín and Berkeley City Council Members,

I wrote earlier this year and am writing again to request Hopkins Street be paved. Paving Hopkins supports the local small businesses and retains the community vibe. I've supported these businesses for decades and would love to continue to do so for decades to come. Thank you for listening and supporting local businesses, the uniquely-abled, senior/elder and all in Berkeley communities!

Warmly,  
Soleil Taylor

**Benado, Tony**

---

**From:** Jonah Gollub <jgollub@gmail.com>  
**Sent:** Tuesday, June 20, 2023 9:26 AM  
**To:** Mostowfi, Hamid; Anderson, Eric; All Council

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

Mr. Mayor, Councilmembers, and Commissioners,

As a resident and home owner at the corner of Hopkins and Peralta, I am writing to oppose any move to repave Hopkins Street by abandoning the Council-approved Complete Streets design for the corridor. While I am in favor of street maintenance across Berkeley, Council voted twice to approve the Complete Streets design and any change in policy must require a Council vote. In addition, Council should not change policy on this question, since your previous votes were completely in accord with the Climate Emergency Plan, Bicycle Plan, Pedestrian Plan, Vision Zero Plan, and the city's General Plan.

Opponents of the Complete Streets plan would like to position the City Manager's request for a delay of final approval of the Hopkins plan as a victory for their position. It was not. No Council action has changed the policy Council approved on May 10th, 2022, and again on October 11th, 2022. The City's very unfortunate staffing issues in the Transportation Division, which I understand are continuing to worsen, are the reason for the delay. Staffing problems should not become an implicit change in policy nor an effective pocket veto.

Councilmember Hahn's initial Hopkins referral was in 2018, five years ago now. When Berkeley streets are repaved, they are placed on moratorium for five years for any construction work that could involve pavement cuts. If Hopkins were repaved now, and the eventual Complete Streets project involved any pavement cuts, choosing to pave now would push this project's planning phase \*over a decade\*. It would become even more of a symbol of the city's inability to get work done to protect the public.

The Hopkins Corridor policy Council approved twice last year must be implemented in full. Focus city efforts on solving the Transportation staffing problems, rather than subverting the will of Council.

Jonah Gollub, PhD  
1418 Peralta Ave  
Berkeley, CA 94702

## **Benado, Tony**

---

**From:** Shirley Kirsten <shirley\_kirsten@yahoo.com>  
**Sent:** Thursday, June 22, 2023 1:16 PM  
**To:** Shirley Kirsten  
**Cc:** Manager, C; Harrison, Kate; Hahn, Sophie; City Council District 5 Sophie Hahn; Berkeley Mayor's Office; Wengraf, Susan; All Council  
**Subject:** McGee Hopkins, etc. history of emails from early 5/7/2017 to Hahn and Farid Javandel, et al/ replies to my messages included

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

To: Kate Harrison, Thank you for your voiced support for the Stop sign at Hopkins/McGee at the Budget meeting. 6/22/2023

From S. Hahn May 2017 and on.....back and forth.. follow the S. O'Neill pedestrian death.

Dear Shirley,

I apologize for not catching this email sooner. In the future, please send city-related emails to my office address, [shahn@cityofberkeley.info](mailto:shahn@cityofberkeley.info). My staff goes through those emails daily but I can get backed up on my personal email, as I receive easily over 200 emails per day on that account, plus another 100 or so at the office.

I will check with the traffic engineer to see what is planned for that intersection. I agree it is extremely busy and dangerous, and was very saddened by this tragic accident, as well as the recent bike fatality on Sacramento Avenue near Hopkins. The intersection is heavily used by vehicles and pedestrians, and the opportunities for conflicts and harm are significant.

Thank you for your patience while we inquire about possible plans for this intersection, and my apologies again for missing your original email.

**Sophie Hahn**

510-682-5905

Let's stay in touch!

[Click here](#) to be added to my email distribution list

*The test of our progress  
is not whether we add more to the abundance  
of those who have much  
it is whether we provide enough for those who have little.*

Franklin D. Roosevelt

**From:** Shirley Kirsten [mailto:[shirley\\_kirsten@yahoo.com](mailto:shirley_kirsten@yahoo.com)]  
**Sent:** Sunday, May 07, 2017 1:05 PM  
**To:** Sophie Hahn  
**Subject:** Perilous intersection at Monterey/Hopkins!

To: Sophie Hahn

I was there the day Ms. O'Neill was mercilessly run down by a pick-up truck at the intersection of Monterey/Hopkins which is an ultra dangerous location for pedestrians. I live on McGee and Hopkins a block away from this intersection, and I fear walking over to the Monterey Market which I do frequently. How many bodies must lay in the street before a traffic light is installed. I hardly see police presence or patrols in this area. Cars speeding hastily through the so-called Stop signs are often inhabited by drivers who have cell phones held against their ears. **Even at the McGee/Hopkins crosswalk I have to carry my self-made Stop sign (see attached) to garner the attention of speedy drivers heading toward the Monterey Market.**

This is a travesty and something must be done about it for the safety of pedestrians, in the main. Please exert your influence as our local District Councilwoman to have a traffic light with protected green arrows, etc. installed so we can feel safe walking on our neighborhood.

Gratefully,  
Shirley Kirsten, M.A

pathetic and serious!2  
Yahoo/Inbox

- Shirley Kirsten <shirley\_kirsten@yahoo.com>

To: Sophie Hahn

Cc: Brandon Norris

Bcc: Sophie Hahn

wed, Sep 12, 2018 at 6:22 PM

Dear Councilwoman Hahn, I feel the same danger and insecurity re: the latest Berkeley pedestrian tragedy, when I enter the crosswalk just yards from my apt..on McGee and Hopkins.. it's frightening, the same applies to Monterey and Hopkins--with all the Stop signs. The point you made, as well re: the Acme rep about his "double parking" idea is just as concerning.. And I congratulate you for well articulating the issue.. fleshing out a history of fatalities in the corridors etc. In fact right over there at the base of ADA and California streets, the long haul Nursery trucks double park, and create blind spots for drivers and pedestrians.. I now walk for the most part in the evening when these vehicles are virtually gone.. As an exception, I happened to be walking in the p.m. on the weekend when I photographed the Acme truck illegal parked by the planters. I believe the usual Acme driver is the one who cut me off at McGee and Hopkins crosswalk a few months ago, for which I reported him to Acme reps. I have eyes in back of my head as a tried and true ex-New Yorker and NEVER jay walk.. Finally, Thanks for all that you're doing to improve safety for both pedestrians and drivers...

Berkeley professor emeritus struck by driver in Telegraph Avenue crosswalk

**Berkeley professor emeritus struck by driver  
in Telegraph Avenue crosswalk**

---

Shirley Kirsten M.A.

International Piano Instructor

LIVE, and Online lessons by Skype

Grad NYC HS of Performing Arts

Oberlin Conservatory

New York University

Cell: 510-439-8567

**Performances and Online Piano Lessons**

<http://www.youtube.com/arioso7>

Piano Blogging at Word Press

<http://arioso7.wordpress.com>

○  
○  
○  
○

- Hahn, Sophie <[sjhahn@cityofberkeley.info](mailto:sjhahn@cityofberkeley.info)>

To: Shirley Kirsten

Cc: Norris, Brandon

Wed, Sep 12, 2018 at 11:38 PM

Thanks for taking all the photos you can. They will be helpful. We aren't there all the time. You are. The more data I have to share in this process, the more we can get done. Sophie

# *Sophie Hahn*

Berkeley City Council, District 5

2180 Milvia Street, Berkeley, CA 94704

510-981-7150

[shahn@cityofberkeley.info](mailto:shahn@cityofberkeley.info)

*Interested in receiving periodic news and updates? [Click here](#) to be added to our email communications list.*

## **SOPHIE HAHN : Sign Up to Stay in Touch**

Show original message

- 
- 
- 
- 

Back

- 
- 
- 
- Archive
- Move
- Delete
- Spam
- 

Berkeleyside insider Photo of a safe crosswalk4  
Yahoo/Sent

- Shirley Kirsten <[shirley\\_kirsten@yahoo.com](mailto:shirley_kirsten@yahoo.com)>

To:Farid Javandeh

Cc:Sophie Hahn

Bcc:David Fielder, Phil Erickson

Mon, Apr 22, 2019 at 10:05 AM

Can we please get moving in the interests of pedestrian safety without waiting until 2030. The Hopkins/McGee Crosswalk with ill-defined lines and NO SIGN to indicate it being a CROSSWALK is so treacherous that one has to walk in pairs or more to feel safe crossing there.

Please look at the attached photo that might apply more to the bigger intersection at Monterey/Hopkins but just the same, it gives direction as to what needs to be done. Other cities are doing it. Why not Berkeley. Must we hand paint the crosswalk and stake our own sign. The PEOPLE are asking for those elected to take action on behalf of the People. why did we elect them?

Sincerely, Shirley Kirsten

Shirley Kirsten M.A.

International Piano Instructor

LIVE, and Online Lessons by Skype

Grad NYC HS of Performing Arts

Oberlin Conservatory

New York University

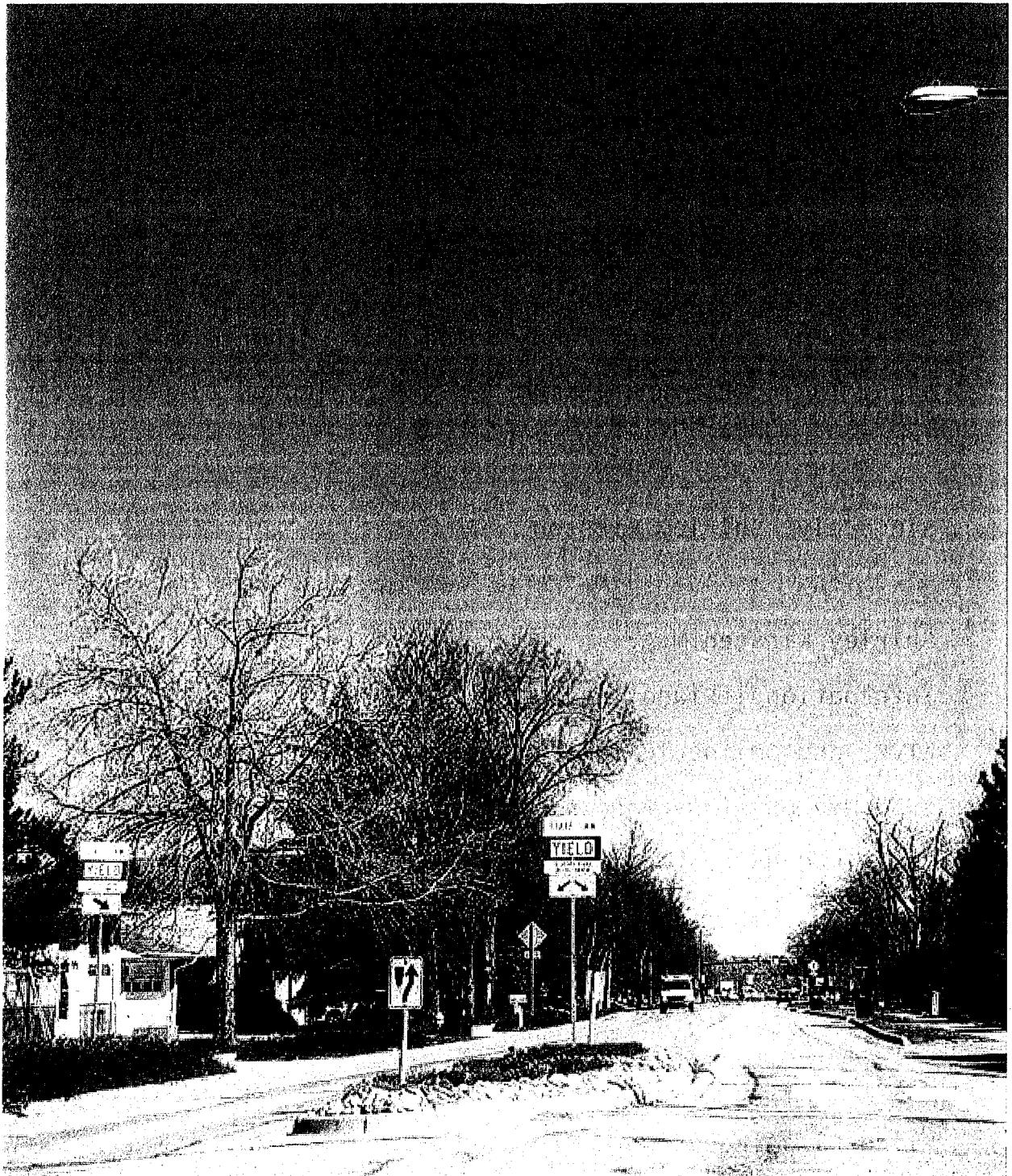
Cell: 510-439-8567

Performances and Online Piano Lessons

<http://www.youtube.com/arioso7>

Piano Blogging at Word Press

<http://arioso7.wordpress.com>



a sensible crosswalk that promotes safety for pedestrians, et al.jpg

92.7kB

- Hahn, Sophie <shahn@cityofberkeley.info>

To: Shirley Kirsten, Javandel, Farid

Cc:Litzinger, Bradan

Wed, Apr 24, 2019 at 10:55 PM

Thank you for sharing this example. I hope to be meeting soon with Mr. Javandel to better understand timelines for getting the Hopkins study going, which could incorporate these types of ideas. Appreciate your concern and updates.

Sophie

*Sophie Hahn*

Berkeley City Council, District 5

2180 Milvia Street, Berkeley, CA 94704

510-981-7150

shahn@cityofberkeley.info

*Interested in receiving periodic news and updates? [Click here](#) to be added to our email communications list.*

Show original message

- Javandel, Farid

...in the interests of pedestrian safety without waiting...

Thu, Apr 25, 2019 at 9:14 AM

- Shirley Kirsten <shirley\_kirsten@yahoo.com>

To: Javandel, Farid, Hahn, Sophie

Cc:Litzinger, Bradan

Thu, Apr 25, 2019 at 9:22 AM

Thank you, and very appreciated.

**Shirley Kirsten**

**Shirley Kirsten M.A.**

**International Piano Instructor**

**LIVE, and Online lessons by Skype**

**Grad NYC HS of Performing Arts**

**Oberlin Conservatory**

**New York University**

**Cell: 510-439-8567**

**Performances and Online Piano Lessons**

**<http://www.youtube.com/arioso7>**

**Piano Blogging at Word Press**

**<http://arioso7.wordpress.com>**

**Hide original message**

On Thursday, April 25, 2019 9:14 AM, "Javandel, Farid" <FJavandel@cityofberkeley.info> wrote:

I have referred this to the Traffic Engineering queue for review and installation of signs and refreshing the painted crosswalk. Normally this would be done within a couple weeks, but we just filled the key vacancy in Traffic Engineering today, so we hope to get caught up on work orders soon.

Best Regards,

Farid

**From:** Hahn, Sophie

**Sent:** Wednesday, April 24, 2019 10:56 PM

**To:** Shirley Kirsten <shirley\_kirsten@yahoo.com>; Javandel, Farid <FJavandel@cityofberkeley.info>

**Cc:** Litzinger, Bradan <BLitzinger@cityofberkeley.info>

**Subject:** RE: Berkeleyside insider Photo of a safe crosswalk

Thank you for sharing this example. I hope to be meeting soon with Mr. Javandel to better understand timelines for getting the Hopkins study going, which could incorporate these types of ideas. Appreciate your concern and updates.

Sophie

## *Sophie Hahn*

Berkeley City Council, District 5

2180 Milvia Street, Berkeley, CA 94704

510-981-7150

[shahn@cityofberkeley.info](mailto:shahn@cityofberkeley.info)

*Interested in receiving periodic news and updates? [Click here](#) to be added to our email communications list.*

**From:** Shirley Kirsten [shirley\_kirsten@yahoo.com]  
**Sent:** Monday, April 22, 2019 10:05 AM  
**To:** Javandel, Farid  
**Cc:** Hahn, Sophie  
**Subject:** Berkeleyside insider Photo of a safe crosswalk

Can we please get moving in the interests of pedestrian safety without waiting until 2030. The Hopkins/McGee Crosswalk with ill-defined lines and NO SIGN to indicate it being a CROSSWALK is so treacherous that one has to walk in pairs or more to feel safe crossing there.

Please look at the attached photo that might apply more to the bigger intersection at Monterey/Hopkins but just the same, it gives direction as to what needs to be done. Other cities are doing it. Why not Berkeley. Must we hand paint the crosswalk and stake our own sign. The PEOPLE are asking for those elected to take action on behalf of the People. Why did we elect them?

Sincerely, Shirley Kirsten

Shirley Kirsten M.A.

International Piano Instructor

LIVE, and Online lessons by Skype

Grad NYC HS of Performing Arts

Oberlin Conservatory

New York University

Cell: 510-439-8567

### **Performances and Online Piano Lessons**

<http://www.youtube.com/arioso7>

### **Piano Blogging at Word Press**

<http://arioso7.wordpress.com>

Pedestrian signs at McGee/Hopkins have not worked

- Javandel, Farid <fjavandel@cityofberkeley.info>

To: 'davidfielder@comcast.net'

Cc:Hahn, Sophie,Litzinger, Bradan,'Shirley Kirsten','Phil Erickson',Mostowfi, Hamid

wed, May 22, 2019 at 11:45 AM

Hi David,

Work Order #19334 was issued on Apr 25 to install Pedestrian Warning signs and refresh the crosswalk markings. It is in line to be implemented in the order of work orders received by Traffic Maintenance staff. Given the current number of work orders in the queue we estimate that it will be done by the end of June.

Best Regards,

Farid

**From:** Javandel, Farid

**Sent:** Wednesday, May 22, 2019 11:19 AM

**To:** David Fielder <davidfielder@comcast.net>

**Cc:** Hahn, Sophie <[SHahn@cityofberkeley.info](mailto:SHahn@cityofberkeley.info)>; Litzinger, Bradan <[BLitzinger@cityofberkeley.info](mailto:BLitzinger@cityofberkeley.info)>; Shirley Kirsten <[shirley\\_kirsten@yahoo.com](mailto:shirley_kirsten@yahoo.com)>; Phil Erickson <[philcommunitydesign@gmail.com](mailto:philcommunitydesign@gmail.com)>; Mostowfi, Hamid <[HMostowfi@cityofberkeley.info](mailto:HMostowfi@cityofberkeley.info)>

**Subject:** Re: Hopkins Traffic Hazard Queue?

Hi David,

I will ask Traffic Engineering staff for an update and let you know. Hopefully we have made some progress on the work queue in the past few weeks, because we are unfortunately about to lose another Traffic Engineering staff person next week.

Best Regards,  
Farid

Sent from my iPhone

On May 22, 2019, at 11:12 AM, David Fielder <[davidfielder@comcast.net](mailto:davidfielder@comcast.net)> wrote:

Mr. Javandel,

I'm writing to ask where your intention to address Hopkins/McGee traffic concerns stands (via signage, etc). In an email reply of April 25th (copied below), you appeared to indicate action might have been taken by now?

In any case, I would greatly appreciate an update us on the status of this matter.

Thanks, David

XXXXXXXXXXXX

Javandel, Farid <[FJavandel@cityofberkeley.info](mailto:FJavandel@cityofberkeley.info)>

Hahn, Sophie Shirley Kirsten

Litzinger, Bradan

Today at 9:14 AM

I have referred this to the Traffic Engineering queue for review and installation of signs and refreshing the painted crosswalk. Normally this would be done within a couple weeks, but we just filled the key vacancy in Traffic Engineering today, so we hope to get caught up on work orders soon.

Best Regards,  
Farid

Copy of what I had sent

**From:** Shirley Kirsten [[shirley\\_kirsten@yahoo.com](mailto:shirley_kirsten@yahoo.com)]  
**Sent:** Monday, April 22, 2019 10:05 AM  
**To:** Javandel, Farid  
**Cc:** Hahn, Sophie  
**Subject:** Berkeleyside insider Photo of a safe crosswalk

Shirley Kirsten M.A.  
International Online Piano Instructor  
NYC HS of Performing Arts  
Oberlin Conservatory  
New York University  
Cell: 510-439-8567  
**You Tube Channel**  
<http://www.youtube.com/arioso7>  
**Piano Blogging at Word Press**  
<http://arioso7.wordpress.com>

**Benado, Tony**

**From:** A J Romano <ajromano@aol.com>  
**Sent:** Thursday, June 22, 2023 6:25 PM  
**To:** All Council  
**Subject:** Hopkins et all

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

Bike lanes: The most over priced and under used resource in the Bay Area.

**Benado, Tony**

**From:** Effie Dilworth <effiedil@lmi.net>  
**Sent:** Thursday, June 22, 2023 7:01 PM  
**To:** Shirley Kirsten  
**Cc:** Manager, C; Harrison, Kate; Hahn, Sophie; City Council District 5 Sophie Hahn; Berkeley Mayor's Office; Wengraf, Susan; All Council  
**Subject:** Re: McGee Hopkins, etc. history of emails from early 5/7/2017 to Hahn and Farid Javandel et al/ replies to my messages included

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

This reply to Shirley Kirsten's message is coming from the computer of Effie Dilworth but is actually from her husband, Bill Hickman.

I would like to weigh in on this issue, and strongly urge AGAINST yet another STOP sign on Hopkins. In the 1/4 (?) mile between the Gilman Y and the Colusa intersection there are already three (all-way) STOP signs and one traffic light. There really is no need for another, please.

I agree that crossing a street may be dangerous. But as an 85 year-old long-term resident of the area, Hopkins at McGee is not a dangerous street to cross. In my 25 years living in this neighborhood I have never experienced any problem at the corner, one block from my house. Just don't step off the curb expecting cars to stop instantly. They will stop if you give them a moment.

More stop signs encourages more disregard and more environmental pollution. We definitely do not need another all-way stop at that intersection.

Thank you!

bill hickman

On Jun 22, 2023, at 1:15 PM, Shirley Kirsten <[shirley\\_kirsten@yahoo.com](mailto:shirley_kirsten@yahoo.com)> wrote:

To: Kate Harrison, Thank you for your voiced support for the Stop sign at Hopkins/McGee at the Budget meeting. 6/22/2023

From S. Hahn May 2017 and on.....back and forth.. .follow the S. O'Neill pedestrian death.

Dear Shirley,

I apologize for not catching this email sooner. In the future, please send city-related emails to my office address, [shahn@cityofberkeley.info](mailto:shahn@cityofberkeley.info). My staff goes through those emails daily but I can get backed up on my personal email, as I receive easily over 200 emails per day on that account, plus another 100 or so at the office.

I will check with the traffic engineer to see what is planned for that intersection. I agree it is extremely busy and dangerous, and was very saddened by this tragic accident, as well as the recent bike fatality on Sacramento Avenue near Hopkins. The intersection is heavily used by vehicles and pedestrians, and the opportunities for conflicts and harm are significant.

Thank you for your patience while we inquire about possible plans for this intersection, and my apologies again for missing your original email.

**Sophie Hahn**

510-682-5905

Let's stay in touch!

[Click here](#) to be added to my email distribution list

*The test of our progress  
is not whether we add more to the abundance  
of those who have much  
it is whether we provide enough for those who have little.*

Franklin D. Roosevelt

**From:** Shirley Kirsten [mailto:[shirley\\_kirsten@yahoo.com](mailto:shirley_kirsten@yahoo.com)]

**Sent:** Sunday, May 07, 2017 1:05 PM

**To:** Sophie Hahn

**Subject:** Perilous intersection at Monterey/Hopkins!

To: Sophie Hahn

I was there the day Ms. O'Neill was mercilessly run down by a pick-up truck at the intersection of Monterey/Hopkins which is an ultra dangerous location for pedestrians. I live on McGee and Hopkins a block away from this intersection, and I fear walking over to the Monterey Market which I do frequently. How many bodies must lay in the street before a traffic light is installed. I hardly see police presence or patrols in this area. Cars speeding hastily through the so-called Stop signs are often inhabited by drivers who have cell phones held against their ears. **Even at the McGee/Hopkins crosswalk I have to carry my self-made Stop sign (see attached) to garner the attention of speedy drivers heading toward the Monterey Market.**

This is a travesty and something must be done about it for the safety of pedestrians, in the main. Please exert your influence as our local District Councilwoman to have a traffic light with protected green arrows, etc. installed so we can feel safe walking on our neighborhood.

Gratefully,  
Shirley Kirsten, M.A

pathetic and serious!2  
Yahoo/Inbox

- Shirley Kirsten <[shirley\\_kirsten@yahoo.com](mailto:shirley_kirsten@yahoo.com)>

To: Sophie Hahn

Cc: Brandon Norris

Bcc: Sophie Hahn

Wed, Sep 12, 2018 at 6:22 PM

Dear Councilwoman Hahn, I feel the same danger and insecurity re: the latest Berkeley pedestrian tragedy, when I enter the crosswalk just yards from my apt..on McGee and Hopkins.. it's frightening, the same applies to Monterey and Hopkins--with all the stop signs. The point you made, as well re: the Acme rep about his "double parking" idea is just as concerning.. And I congratulate you for well articulating the issue.. fleshing out a history of fatalities in the corridors etc. In fact right over there at the base of ADA and California streets, the long haul Nursery trucks double park, and create blind spots for drivers and pedestrians.. I now walk for the most part in the evening when these vehicles are virtually gone.. As an exception, I happened to be walking in the p.m. on the weekend when I photographed the Acme truck illegal parked by the planters. I believe the usual Acme driver is the one who cut me off at McGee and Hopkins crosswalk a few months ago, for which I reported him to Acme reps. I have eyes in back of my head as a tried and true ex-New Yorker and NEVER jay walk.. Finally, Thanks for all that you're doing to improve safety for both pedestrians and drivers...

Berkeley professor emeritus struck by driver in Telegraph Avenue crosswalk

[REDACTED]

**Berkeley professor emeritus struck by driver  
in Telegraph Avenue crosswalk**

By Jennifer Reagor  
Staff writer | September 12, 2018, 10:00 AM  
A 75-year-old man was struck by a car while walking across a crosswalk in Berkeley on Saturday morning.

---

Shirley Kirsten M.A.  
International Piano Instructor  
LIVE, and Online Lessons by Skype  
Grad NYC HS of Performing Arts  
Oberlin Conservatory  
New York University  
Cell: 510-439-8567

**Performances and Online Piano Lessons**

<http://www.youtube.com/arioso7>

**Piano Blogging at Word Press**

<http://arioso7.wordpress.com>

○  
○  
○  
○

- Hahn, Sophie <[shahn@cityofberkeley.info](mailto:shahn@cityofberkeley.info)>

To: Shirley Kirsten

Cc: Norris, Brandon

Wed, Sep 12, 2018 at 11:38 PM

Thanks for taking all the photos you can. They will be helpful. We aren't there all the time. YOu are. The more data I have to share in this process, the more we can get done. Sophie

*Sophie Hahn*

Berkeley City Council, District 5

2180 Milvia Street, Berkeley, CA 94704

510-981-7150

[shahn@cityofberkeley.info](mailto:shahn@cityofberkeley.info)

*Interested in receiving periodic news and updates? [Click here](#) to be added to our email communications list.*

**SOPHIE HAHN : Sign Up to Stay in Touch**

Show original message

o  
o  
o  
o

Back

- 
- 
- 
- Archive
- Move
- Delete
- Spam
- 

Berkeleyside insider Photo of a safe crosswalk4  
Yahoo/Sent

• Shirley Kirsten <[shirley\\_kirsten@yahoo.com](mailto:shirley_kirsten@yahoo.com)>

To: Farid Javandel

Cc: Sophie Hahn

Bcc: David Fielder, Phil Erickson

Mon, Apr 22, 2019 at 10:05 AM

Can we please get moving in the interests  
of pedestrian safety without waiting until 2030. The  
Hopkins/McGee Crosswalk with ill-defined lines and NO SIGN  
to indicate it being a CROSSWALK is so treacherous that one  
has to walk in pairs or more to feel safe crossing there.

Please look at the attached photo that might apply more to  
the bigger intersection at Monterey/Hopkins but just the  
same, it gives direction as to what needs to be done.  
Other cities are doing it. Why not Berkeley. Must we hand  
paint the crosswalk and stake our own sign. The PEOPLE are  
asking for those elected to take action on behalf of the  
People. Why did we elect them?

Sincerely, Shirley Kirsten

Shirley Kirsten M.A.

International Piano Instructor

LIVE, and Online Lessons by Skype

Grad NYC HS of Performing Arts

Oberlin Conservatory

New York University

Cell: 510-439-8567

**Performances and Online Piano Lessons**

<http://www.youtube.com/arioso7>

**Piano Blogging at Word Press**

<http://arioso7.wordpress.com>

- <a sensible crosswalk that promotes safety for pedestrians, et al.jpg>

a sensible crosswalk that promotes safety for  
pedestrians, et al.jpg

92.7kB

- 
- 
- 
- 

- Hahn, Sophie <[shahn@cityofberkeley.info](mailto:shahn@cityofberkeley.info)>

To:Shirley Kirsten, Javandel, Farid

Cc:Litzinger, Bradan

Wed, Apr 24, 2019 at 10:55 PM

Thank you for sharing this example. I hope to be meeting soon with Mr. Javandel to better understand timelines for getting the Hopkins study going, which could incorporate these types of ideas. Appreciate your concern and updates.

Sophie

# *Sophie Hahn*

Berkeley City Council, District 5

2180 Milvia Street, Berkeley, CA 94704

510-981-7150

[shahn@cityofberkeley.info](mailto:shahn@cityofberkeley.info)

*Interested in receiving periodic news and updates? [Click here](#) to be added to our email communications list.*

Show original message

- Javandel, Farid

...in the interests of pedestrian safety without waiting...

Thu, Apr 25, 2019 at 9:14 AM

- Shirley Kirsten <[shirley\\_kirsten@yahoo.com](mailto:shirley_kirsten@yahoo.com)>

To:Javandel, Farid,Hahn, Sophie

Cc:Litzinger, Bradan

Thu, Apr 25, 2019 at 9:22 AM

Thank you, and very appreciated.

Shirley Kirsten

Shirley Kirsten M.A.

International Piano Instructor

LIVE, and Online Lessons by Skype

Grad NYC HS of Performing Arts

Oberlin Conservatory

New York University

cell: 510-439-8567

Performances and Online Piano Lessons

<http://www.youtube.com/arioso7>

**Piano Blogging at Word Press**

<http://arioso7.wordpress.com>

[Hide original message](#)

On Thursday, April 25, 2019 9:14 AM, "Javandel, Farid" <[FJavandel@cityofberkeley.info](mailto:FJavandel@cityofberkeley.info)> wrote:

I have referred this to the Traffic Engineering queue for review and installation of signs and refreshing the painted crosswalk. Normally this would be done within a couple weeks, but we just filled the key vacancy in Traffic Engineering today, so we hope to get caught up on work orders soon.

Best Regards,

Farid

**From:** Hahn, Sophie

**Sent:** Wednesday, April 24, 2019 10:56 PM

**To:** Shirley Kirsten <[shirley\\_kirsten@yahoo.com](mailto:shirley_kirsten@yahoo.com)>; Javandel, Farid <[FJavandel@cityofberkeley.info](mailto:FJavandel@cityofberkeley.info)>

**Cc:** Litzinger, Bradan <[BLitzinger@cityofberkeley.info](mailto:BLitzinger@cityofberkeley.info)>

**Subject:** RE: Berkeleyside insider Photo of a safe crosswalk

Thank you for sharing this example. I hope to be meeting soon with Mr. Javandel to better understand timelines for getting the Hopkins study going, which could incorporate these types of ideas. Appreciate your concern and updates.

Sophie

*Sophie Hahn*

Berkeley City Council, District 5

2180 Milvia Street, Berkeley, CA 94704

510-981-7150

[shahn@cityofberkeley.info](mailto:shahn@cityofberkeley.info)

Interested in receiving periodic news and updates? [Click here](#) to be added to our email communications list.

**From:** Shirley Kirsten [[shirley\\_kirsten@yahoo.com](mailto:shirley_kirsten@yahoo.com)]  
**Sent:** Monday, April 22, 2019 10:05 AM  
**To:** Javandel, Farid  
**Cc:** Hahn, Sophie  
**Subject:** Berkeleyside insider Photo of a safe crosswalk

Can we please get moving in the interests of pedestrian safety without waiting until 2030. The Hopkins/McGee Crosswalk with ill-defined lines and NO SIGN to indicate it being a CROSSWALK is so treacherous that one has to walk in pairs or more to feel safe crossing there.

Please look at the attached photo that might apply more to the bigger intersection at Monterey/Hopkins but just the same, it gives direction as to what needs to be done. Other cities are doing it. Why not Berkeley. Must we hand paint the crosswalk and stake our own sign. The PEOPLE are asking for those elected to take action on behalf of the People. Why did we elect them?

Sincerely, Shirley Kirsten

Shirley Kirsten M.A.

International Piano Instructor

LIVE, and Online lessons by Skype

Grad NYC HS of Performing Arts

Oberlin Conservatory

New York University

Cell: 510-439-8567

### **Performances and Online Piano Lessons**

<http://www.youtube.com/arioso7>

**Piano Blogging at Word Press**

<http://arioso7.wordpress.com>

Pedestrian signs at McGee/Hopkins have not worked

- Javandel, Farid <[fjavandel@cityofberkeley.info](mailto:fjavandel@cityofberkeley.info)>

To: '[davidfielder@comcast.net](mailto:davidfielder@comcast.net)'

Cc: Hahn, Sophie, Litzinger, Bradan, 'Shirley Kirsten', 'Phil Erickson', Mostowfi, Hamid

Wed, May 22, 2019 at 11:45 AM

Hi David,

Work Order #19334 was issued on Apr 25 to install Pedestrian Warning signs and refresh the crosswalk markings. It is in line to be implemented in the order of work orders received by Traffic Maintenance staff. Given the current number of work orders in the queue we estimate that it will be done by the end of June.

Best Regards,

Farid

**From:** Javandel, Farid

**Sent:** Wednesday, May 22, 2019 11:19 AM

**To:** David Fielder <[davidfielder@comcast.net](mailto:davidfielder@comcast.net)>

**Cc:** Hahn, Sophie <[SHahn@cityofberkeley.info](mailto:SHahn@cityofberkeley.info)>; Litzinger, Bradan <[BLitzinger@cityofberkeley.info](mailto:BLitzinger@cityofberkeley.info)>; Shirley Kirsten <[shirley\\_kirsten@yahoo.com](mailto:shirley_kirsten@yahoo.com)>; Phil Erickson <[philcommunitydesign@gmail.com](mailto:philcommunitydesign@gmail.com)>; Mostowfi, Hamid <[HMostowfi@cityofberkeley.info](mailto:HMostowfi@cityofberkeley.info)>

**Subject:** Re: Hopkins Traffic Hazard Queue?

Hi David,

I will ask Traffic Engineering staff for an update and let you know. Hopefully we have made some progress on the work queue in the past few weeks, because we are unfortunately about to lose another Traffic Engineering staff person next week.

Best Regards,

Farid

Sent from my iPhone

On May 22, 2019, at 11:12 AM, David Fielder <[davidfielder@comcast.net](mailto:davidfielder@comcast.net)> wrote:

Mr. Javandel,

I'm writing to ask where your intention to address Hopkins/McGee traffic concerns stands (via signage, etc). In an email reply of April 25th (copied below), you appeared to indicate action might have been taken by now?

In any case, I would greatly appreciate an update us on the status of this matter.

Thanks, David

XXXXXXXXXX

Javandel, Farid <[FJavandel@cityofberkeley.info](mailto:FJavandel@cityofberkeley.info)>

Hahn, Sophie Shirley Kirsten

Litzinger, Bradan

Today at 9:14 AM

I have referred this to the Traffic Engineering queue for review and installation of signs and refreshing the painted crosswalk. Normally this would be done within a couple weeks, but we just filled the key vacancy in Traffic Engineering today, so we hope to get caught up on work orders soon.

Best Regards,

Farid

Copy of what I had sent

**From:** Shirley Kirsten [[shirley\\_kirsten@yahoo.com](mailto:shirley_kirsten@yahoo.com)]  
**Sent:** Monday, April 22, 2019 10:05 AM  
**To:** Javandel, Farid  
**Cc:** Hahn, Sophie  
**Subject:** Berkeleyside insider Photo of a safe crosswalk

Shirley Kirsten M.A.  
International Online Piano Instructor  
NYC HS of Performing Arts  
Oberlin Conservatory  
New York University  
Cell: 510-439-8567

**You Tube Channel**

<http://www.youtube.com/arioso7>

**Piano Blogging at Word Press**

<http://arioso7.wordpress.com>

<a sensible crosswalk that promotes safety for pedestrians, et al.jpg>

**Benado, Tony**

---

**From:** Cindi Goldberg <cindigold1257@gmail.com>  
**Sent:** Friday, June 23, 2023 12:01 PM  
**To:** All Council; Berkeley Mayor's Office; Kesarwani, Rashi; All Council  
**Cc:** Manager, C  
**Subject:** Hopkins St.: War Zone  
**Attachments:** Save Hopkins Sign.jpg

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

Mayor and Councilmembers,

The City of Berkeley government changed a peaceful neighborhood into a real war zone. That is the situation with the question of bike lanes on Hopkins Street. We saw our legal sign covered with graffiti, saying "I am a rich prick. Be a NIMBY" A picture of the sign is enclosed.

We wanted to have a sign because we believe that restricted bike lanes are dangerous for us, our neighbors, fire trucks, etc. Our home is very important to us. We've been here for 45 years.

We are disappointed with Councilmember Kesarwani because she is not protecting us; on the contrary, she is continually making it hard for us to have a pleasant neighborhood.

Very truly yours,  
Cindi and Howard Goldberg  
1257 Hopkins St.  
Berkeley, CA 94702

[www.SaveHopkins.org](http://www.SaveHopkins.org)

NIMBY Now for a plan  
that's really safe!

[www.SaveHopkins.org](http://www.SaveHopkins.org)

# Save Hopkins

People seeking an alternative to the City's  
current two-way bicycle track design.  
Join us in seeking a design that works for **everyone**.



For more information contact  
**SaveHopkins.org**

**Benado, Tony**

---

**From:** Michael Wilson <mpwilson@berkeley.edu>  
**Sent:** Monday, June 12, 2023 12:55 PM  
**To:** All Council  
**Cc:** Michael Wilson; Michael MPH  
**Subject:** Comment on Fire Dept Consultant Report for Tues June 13

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

Dear Council Members,

I'm a former firefighter/paramedic with 13 years in the field. I now work for Cal/OSHA on firefighter safety and health problems statewide. There are numerous problems with this report and I urge you to reject it pending further analysis. A few key concerns:

1) The report refers to the ideal NFPA response time of 4 mins. I work with NFPA standards in various Cal/OSHA rulemaking projects. Please note that the NFPA is a consensus standard that does not take into account feasibility, practicality and overall risk to the public; it doesn't have to consider what's actually happening in the U.S. fire service and in actual cities. 4 mins may not be realistic or even advisable in Berkeley. Unreasonably fast response times can introduce other problems associated with streets that are unsafe for walkers, cyclists and drivers. I'm surprised the consultant used the NFPA as a metric in the report.

A more realistic assessment of response times would look at how Berkeley ranks against comparable CA cities with regard to population, density etc, and also how we balance response times with effective prevention strategies, such as engineered bike lanes that steadily reduce the need for emergency responses to critically injured people, who generally do poorly after being hit by a car.

2) Setting priorities based on an unrealistic response time objective will end up skewing public safety priorities and undervaluing the important prevention strategies the city needs; e.g. even if engineered bike lanes and closed streets cause a short-term small increase in response times (though we don't actually know if this is true), the data are very clear that they save lives in the protections they afford to cyclists and walkers—and by slowing traffic they help prevent fatalities among drivers, too, as a large 2019 study shows. <https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says>. Because of these prevention outcomes, engineered bike lanes also reduce the occupational exposure among firefighters and paramedics to severe trauma cases, which (especially) when they involve children, can lead to symptoms of PTSD within this workforce. This is a real problem in the fire service—the week of May 22 was a suicide prevention “stand down” statewide for firefighters. There is a 4x greater likelihood that a firefighter will die of suicide versus on duty. It is essential that the fire department recognize this occupational hazard and take steps to mitigate it, not Jaír through counseling and peer support groups but through engineered controls to prevent the catastrophic incidents that lead to PTSD during a firefighter's career.

3) The fire dept can and should be a strong voice supporting the Vision Zero prevention strategies, not just response times. This is missing from the report. The result is a narrow view that does not adequately capture the relative risk of traffic-related death and traumatic injuries in Berkeley. Every year since 2017, Berkeley has experienced an average of 204 serious injuries among walkers and cyclists (including a small number of deaths). Every year since 2010, Berkeley has experienced 2 fire-related injuries. The fire department should be aligning its priorities accordingly and taking an active role in improving engineered traffic controls that are known to reduce cyclist deaths by at least 40%, as noted in the above-cited study.

4) Congestion: as we build more housing, we need to move people out of cars onto bikes, walking, transit and other modes of transportation to avoid severe gridlock in years to come. The only way that will happen is if we

make it really safe for people to ride and walk etc, esp with their kids. Lacking such an infrastructure, the fire dept will face much worse congestion than we are seeing today. For this reason, the FD and this report should be calling for modern, engineered bike and pedestrian infrastructure in Berkeley. Without a smart, engineered bicycle and pedestrian infrastructure, response times will steadily go up over time.

I will be happy to address any questions.

Respectfully submitted,

Mike Wilson, PhD, MPH  
2300 Woolsey St  
Berkeley 94705  
[mpwilson@berkeley.edu](mailto:mpwilson@berkeley.edu)  
Council District 8

## **Benado, Tony**

---

**From:** Mike Wilson <[mpwilson@berkeley.edu](mailto:mpwilson@berkeley.edu)>  
**Sent:** Tuesday, June 13, 2023 5:55 AM  
**To:** All Council  
**Cc:** Michael MPH; Michael Perry WILSON  
**Subject:** Quick follow-up: Comment on Fire Dept Consultant Report for Tues June 13

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

Dear Council Members,

In addition to calling attention to a few of my concerns with the fire department consultation report, I meant to include a recommendation that the council request an annual reporting from the fire department on the nature and severity of FD 911 incidents in the city.

This does not need to be an onerous undertaking; it could be tied to the standard reporting template that the department uses for the state. It would be useful, for example, to understand the nature and severity of pedestrian, cyclist, and motorist injuries, particularly those that required a code-3 return to Highland Hospital, which is indicated for critically injured patients.

A reporting procedure could help the Council routinely assess the public health burden of traffic-related incidents, for example, and could inform decision-making with regard to the department's priorities.

I would be happy to discuss this further if that would be helpful.

Best,  
Mike

Mike Wilson, PhD, MPH  
2300 Woolsey St  
BERKELEY, 94705

On Mon, Jun 12, 2023 at 3:55 PM Michael Wilson <[mpwilson@berkeley.edu](mailto:mpwilson@berkeley.edu)> wrote:

Dear Council Members,

I'm a former firefighter/paramedic with 13 years in the field. I now work for Cal/OSHA on firefighter safety and health problems statewide. There are numerous problems with this report and I urge you to reject it pending further analysis. A few key concerns:

1) The report refers to the ideal NFPA response time of 4 mins. I work with NFPA standards in various Cal/OSHA rulemaking projects. Please note that the NFPA is a consensus standard that does not take into account feasibility, practicality and overall risk to the public; it doesn't have to consider what's actually happening in the U.S. fire service and in actual cities. 4 mins may not be realistic or even advisable in Berkeley. Unreasonably fast response times can introduce other problems associated with streets that are unsafe for walkers, cyclists and drivers. I'm surprised the consultant used the NFPA as a metric in the report.

A more realistic assessment of response times would look at how Berkeley ranks against comparable CA cities with regard to population, density etc, and also how we balance response times with effective prevention strategies, such as engineered bike lanes that steadily reduce the need for emergency responses to critically injured people, who generally do poorly after being hit by a car.

2) Setting priorities based on an unrealistic response time objective will end up skewing public safety priorities and undervaluing the important prevention strategies the city needs; e.g. even if engineered bike lanes and closed streets cause a short-term small increase in response times (though we don't actually know if this is true), the data are very clear that they save lives in the protections they afford to cyclists and walkers—and by slowing traffic they help prevent fatalities among drivers, too, as a large 2019 study shows. <https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says>. Because of these prevention outcomes, engineered bike lanes also reduce the occupational exposure among firefighters and paramedics to severe trauma cases, which (especially) when they involve children, can lead to symptoms of PTSD within this workforce. This is a real problem in the fire service—the week of May 22 was a suicide prevention “stand down” statewide for firefighters. There is a 4x greater likelihood that a firefighter will die of suicide versus on duty. It is essential that the fire department recognize this occupational hazard and take steps to mitigate it, not Jair through counseling and peer support groups but through engineered controls to prevent the catastrophic incidents that lead to PTSD during a firefighter's career.

3) The fire dept can and should be a strong voice supporting the Vision Zero prevention strategies, not just response times. This is missing from the report. The result is a narrow view that does not adequately capture the relative risk of traffic-related death and traumatic injuries in Berkeley. Every year since 2017, Berkeley has experienced an average of 204 serious injuries among walkers and cyclists (including a small number of deaths). Every year since 2010, Berkeley has experienced 2 fire-related injuries. The fire department should be aligning its priorities accordingly and taking an active role in improving engineered traffic controls that are known to reduce cyclist deaths by at least 40%, as noted in the above-cited study.

4) Congestion: as we build more housing, we need to move people out of cars onto bikes, walking, transit and other modes of transportation to avoid severe gridlock in years to come. The only way that will happen is if we make it really safe for people to ride and walk etc, esp with their kids. Lacking such an infrastructure, the fire dept will face much worse congestion than we are seeing today. For this reason, the FD and this report should be calling for modern, engineered bike and pedestrian infrastructure in Berkeley. Without a smart, engineered bicycle and pedestrian infrastructure, response times will steadily go up over time.

I will be happy to address any questions.

Respectfully submitted,

Mike Wilson, PhD, MPH  
2300 Woolsey St  
Berkeley 94705  
[mpwilson@berkeley.edu](mailto:mpwilson@berkeley.edu)  
Council District 8

**Benado, Tony**

**From:** Liza Lutzker <liza.lutzker@gmail.com>  
**Sent:** Tuesday, June 13, 2023 10:18 AM  
**To:** All Council  
**Cc:** Williams-Ridley, Dee; Bellow, LaTanya; Sprague, David A.; Garland, Liam; Anderson, Eric; Ben Gerhardstein; Ben Gerhardstein; Tom Lent  
**Subject:** Walk Bike Berkeley concerns about the Fire Dept Consultant Report for the June 13th special Council meeting  
**Attachments:** WBBl etter\_Fire Dept Consultant Report for June 13 Council meeting.pdf

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

Dear Honorable Mayor and Councilmembers,

We write to you with serious concerns about the recommendations contained in Agenda item 1 at the June 13, 2023 special meeting: Final Report and Recommendations from the Standards of Coverage and Community Risk Assessment Study.

Specifically, we have grave concerns about the emphasis in the report on improving response times at the cost of a more preventative strategy and an approach that we perceive to be a significant threat to safety on our streets. We urge you to **reject recommendation 4** in this report and request further, more nuanced, analysis that addresses street safety risk before adopting a recommendation about traffic calming and emergency response. We support the recommendations for more staff, more ambulances and dispatch improvements, all of which could help reduce response times.

We also ask you to direct the Fire Department to **abandon reliance on the National Fire Protection Association's 4-minute travel time standard**, and instead use a reality-based metric based on comparable cities.

The **data presented in the attached letter** show that the Berkeley Fire Department, who respond to all motor vehicle collisions that result in injury, actually respond to many more street injury collision calls than fires. Engineering our streets to prevent devastating vehicle injuries must be a critical priority of the fire department's work in line with Vision Zero.

We fully support our fire department and want the best outcomes for the greatest number of people in Berkeley, but efforts to improve BFD response time must NOT be at the expense of increasing the risk to people on our streets, especially vulnerable pedestrians and bicyclists. Please ask the fire department for a more nuanced analysis before passing recommendation 4 of this report.

Respectfully,  
Liza Lutzker, Tom Lent, Ben Gerhardstein  
for Walk Bike Berkeley

*Walk Bike Berkeley, an all-volunteer group founded by Berkeley residents, advocates to make walking and biking in Berkeley safe, low-stress, and fun for people of all ages and abilities. We want a healthy, just, and sustainable transportation system in Berkeley.*



June 13, 2023

Dear Honorable Mayor and Councilmembers,

We write to you with serious concerns about the recommendations contained in Agenda item 1 at the June 13, 2023 special meeting: Final Report and Recommendations from the Standards of Coverage and Community Risk Assessment Study.

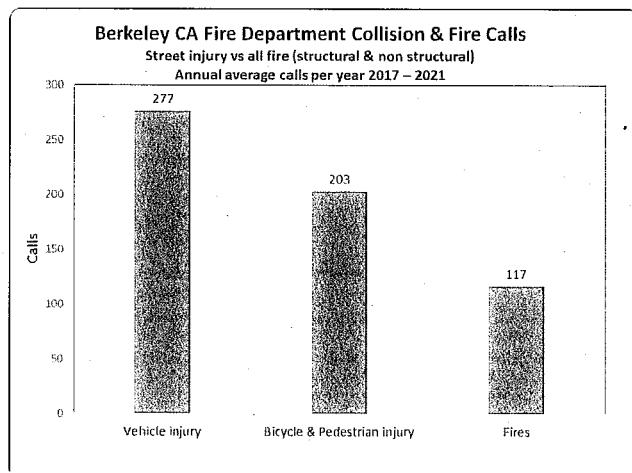
Specifically, we have grave concerns about the emphasis in the report on improving response times at the cost of a more preventative strategy and an approach that we perceive to be a significant threat to safety on our streets. **We urge you to reject recommendation 4 in this report and request further, more nuanced, analysis that addresses street safety risk before adopting a recommendation about traffic calming and emergency response.** We support the recommendations for more staff, more ambulances and dispatch improvements, all of which could help reduce response times.

**We also ask you to direct the Fire Department to abandon reliance on the National Fire Protection Association's 4-minute travel time standard, and instead use a reality-based metric based on comparable cities.**

The data we include in this letter show that the Berkeley Fire Department, who respond to all motor vehicle collisions that result in injury, actually **respond to many more street injury collision calls than fires**. We recognize that Fire also responds to important medical emergency calls for which response times may be crucial, but nowhere in their report has Fire quantified the extent to which response times to medical emergency calls has made a difference in the outcome.

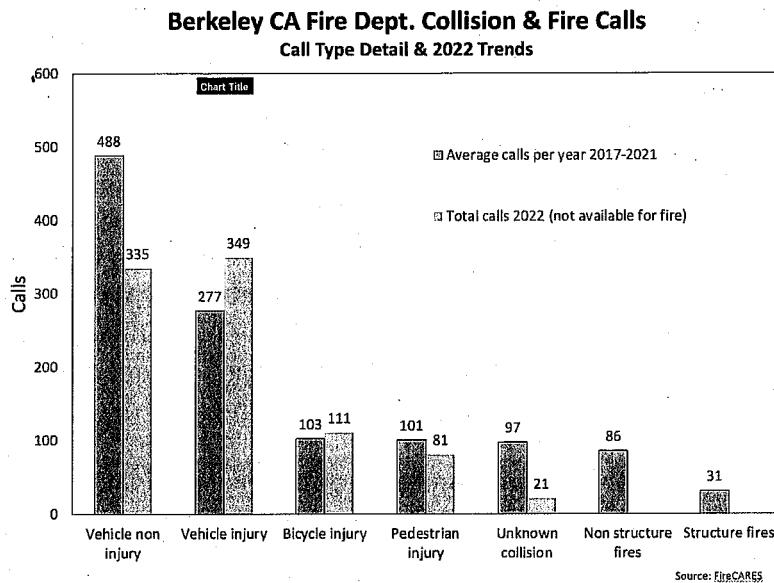
Using data from the Berkeley Police Transparency Portal, Figure 1 shows that **bicycle and pedestrian injuries alone are responsible for almost twice as many calls as fires each year**. When adding that to vehicle injury calls, that number rises to over 4 times as many calls as come in for fires.

Figure 1.



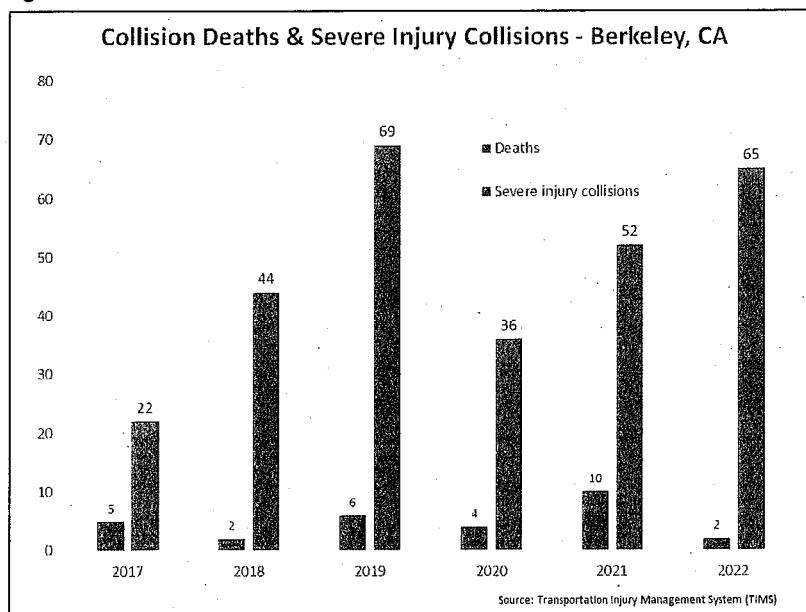
The FireCARES database allows us to split out these calls further. Figure 2 clearly shows that structure fire calls, those fires with the most immediate risk of human injury or death, are dwarfed by collision injury calls. **Collision injury calls are nearly 14 times more common than structure fire calls.**

Figure 2.



Further, data from the Transportation Injury Management System (TIMS) show that during the same 2017-2021 time period that Berkeley experienced 31 total calls for structure fires and no deaths, 27 people were killed on our streets in motor vehicle collisions and another 223 endured life altering injuries (Figure 3). **Zero deaths vs. 27 deaths tells a compelling story: we are already doing a good job of managing fire safety in Berkeley but are utterly failing at keeping our streets safe for all road users.**

Figure 3



**Engineering our streets to prevent the significant number of devastating vehicle injuries from occurring must be a critical priority of the fire department's work and BFD leadership must be fully in line with our Vision Zero goal to eliminate fatal and severe collisions by 2028 (only 5 years from now).**

However, contrary to the City's Vision Zero Action Plan, the report recommends implementing "Department improvements and strictly limit traffic calming on primary and secondary arterials to improve response times." **These arterial and collector streets make up most of the high injury streets in Berkeley.** Unfortunately the report doesn't clearly indicate what features constitute traffic calming, so we have no way of knowing what safety strategies Fire would consider acceptable on these streets.

We fully support our fire department and want the best outcomes for the greatest number of people in Berkeley. But what these data clearly show is that **efforts to improve BFD response time must NOT be at the expense of increasing the risk to people on our streets, especially vulnerable pedestrians and bicyclists.** Please ask the fire department for a more nuanced analysis before passing recommendation #4 of this report.

Respectfully,  
Liza Lutzker, Tom Lent, Ben Gerhardstein  
for Walk Bike Berkeley

*Walk Bike Berkeley, an all-volunteer group founded by Berkeley residents, advocates to make walking and biking in Berkeley safe, low-stress, and fun for people of all ages and abilities. We want a healthy, just, and sustainable transportation system in Berkeley.*

**Benado, Tony**

**From:** stephen dalton <stephen.esi.edu@gmail.com>  
**Sent:** Tuesday, June 13, 2023 2:24 PM  
**To:** All Council  
**Subject:** Bicycle lanes

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

Esteemed council members,

I write today in reference to today's meeting scheduled at 4pm. I cannot attend, but I want to lodge my stance with regard to bicycle lanes.

I understand that the fire department is suspicious of bikes lanes slowing down response times. But this is missing the forest for the trees. We have an average of only two fire casualties per annum. Berkeley annual traffic casualties are more than a hundred times that figure! (207, to be exact)

Bicycle lanes as part of a complete streets design will lower overall injuries and deaths, safer for cyclists, pedestrians, and yes, drivers too. If Berkeley is serious about Vision Zero, then the council should approve bike lanes. Reducing parking spaces can help ameliorate any possible impact to response times. Reasonable response times should be estimated based on comparable cities.

I urge city council members to put our money where our mouth is. We've set Vision Zero as a goal- don't let it become an empty promise. Our lives depend on it.

Thank you,

Stephen Dalton  
1329 Henry st.  
Berkeley

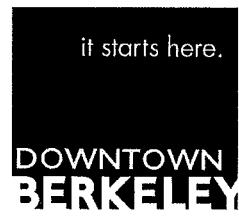
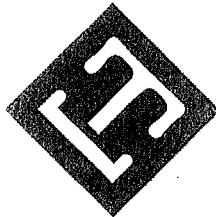
**Benado, Tony**

---

**From:** John Caner <jcaner@downtownberkeley.com>  
**Sent:** Wednesday, June 14, 2023 11:57 AM  
**To:** All Council  
**Cc:** Williams-Ridley, Dee; Brown, Farimah F.; Numainville, Mark L.; Klein, Jordan; Hollander, Eleanor; Beth Roessner; Alex Knox; Barbara Hillman  
**Subject:** BABO Letter re Natural Gas Ban  
**Attachments:** BABO Letter re Natural Gas Ban FINAL.pdf

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

*Dear Mayor and Council, please see below and attached our letter re natural gas ban. Thanks, John*



June 14, 2023

Dear Mayor and City Council,

On 7/6/19 the Berkeley City Council unanimously passed an ordinance banning natural gas in all new large construction projects submitted on or after January 1, 2020, despite urging of developers to exempt first floor retail for restaurants and commercial kitchens. As a result of this total ban, the California Restaurant Association (CRA) sued the City of Berkeley and the ordinance was overturned on 4-17-23 by a unanimous 3-0 decision by the Ninth Circuit Court of Appeals. The City is now requesting a en banc rehearing from 11 judges of the Ninth Circuit Court. In the meantime, we are told by the City the ordinance is still being enforced.

While the goals of the ban of natural gas are worthy in reducing the consumption of fossil fuels and moving to renewable electricity, we believe for the following reasons the Council should NOW compromise and remove restriction of gas in retail to allow restaurants using natural gas as determined by them and not the City:

1. Natural gas for cooking in restaurants and commercial kitchens makes up only a tiny fraction of energy use in an otherwise all-electric mixed-use building.
2. All-electric commercial kitchens and restaurants can be done, but are not common, and particularly challenging with wok-based Asian cooking or flame broiled cooking. As stated by the CRA, "Natural gas appliances are crucial for restaurants to operate effectively and efficiently, as they allow for a wide variety of cuisines and innovations in the restaurant industry...". As stated by leading restaurateur, "the real underlying issue is that that electric cooking is not effective in producing the same quality of food, particularly for Asian restaurants. Open flame provides indirect heat required for caramelization during the wok cooking process. The natural gas ban for new commercial spaces will deter new Asian restaurants from even considering leasing spaces because they already know without natural gas the quality of their food will be severely impacted."

3. Having an exemption process does not work. By the time the developer/owner has hired a broker to lease retail spaces, the project has already been constructed with no natural gas. Gas lines need to be added early in the construction process when the foundation is being poured, typically a year or two before the start of retail leasing process. Adding lines later is time consuming, disruptive and cost prohibitive. As one developer has stated, "PG&E is unable to process electric or gas applications in a timely manner already (months long delays for projects already) and the idea that they'll be able to pivot from all electric to gas on the ground-floor after construction starts would only be considered feasible by people who have no experience in building anything."
4. If a developer believes no-natural gas connection makes his space non-competitive for restaurant use, then they are also not likely to invest in an expensive ventilation system with air shafts to roof required for most cooking. Adding a natural gas connection and a ventilation system at later date becomes doubly cost and time prohibitive.
5. No-gas restaurants puts Berkeley new mixed-use projects a serious competitive disadvantage to other cities without this requirement, or older buildings with grandfathered gas connections.
6. With the rise of the Internet based shopping, restaurants are one of the few viable uses of ground floor retail.
7. A compromise now by Council in rescinding retail natural gas ban, is likely to result in CRA withdrawing their lawsuit. As the Court decision now stands the 1975 federal law prohibits a natural gas ban on ALL floors of construction which is unfortunate. All-electric is now feasible for residential heating, hot water and kitchens. If the City had not included retail space in natural gas ban ordinance, the CRA would have had no reason to sue the City.
8. The City's appealing court decision the en banc Ninth Circuit, and possible beyond, will be timely and expensive, and there is a very good chance the City will be unsuccessful in overturning court decision.

In the meantime, several mixed-use projects in Berkeley are being required to go forward with no natural gas in all retail spaces. This is very unfortunate. This will increase the likelihood of long-term vacancy in these spaces, with restauranteurs unwilling to lease new space without gas and ventilation systems. And due to displacement of interest, there is a general lack of other prospective retail uses.

Hence, we recommend the City Council immediately revise ordinance to allow natural gas in retail spaces, or at minimum to suspend the requirement for two to three years to allow marketplace to demonstrate viability of all-electric commercial kitchens. In doing so the City should also consider negotiating with the CRA to withdraw their lawsuit. Hopefully in doing so, the rest of ban remains for residential spaces with the City achieving the overall goals reducing significantly greenhouse gases.

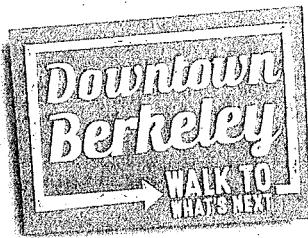
Respectfully,

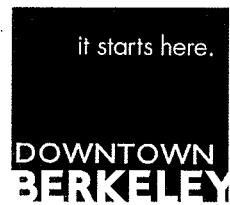
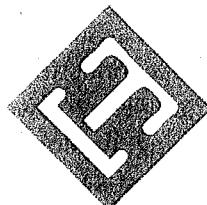
**Berkeley Alliance of Business Organizations**  
**Berkeley Chamber of Commerce**  
**Downtown Berkeley Association**  
**Telegraph Business Improvement District**  
**Visit Berkeley**

Cc: City Manager, City Attorney, City Clerk, Planning Department, Office of Economic Development

John Caner, CEO  
Downtown Berkeley Association  
Office: 1917 Addison Street, Suite 191

Berkeley CA 94704  
O 510.549.2230 x5  
M 510.501.0256  
[jcaner@downtownberkeley.com](mailto:jcaner@downtownberkeley.com)





June 14, 2023

Dear Mayor and City Council,

On 7/6/19 the Berkeley City Council unanimously passed an ordinance banning natural gas in all new large construction projects submitted on or after January 1, 2020, despite urging of developers to exempt first floor retail for restaurants and commercial kitchens. As a result of this total ban, the California Restaurant Association (CRA) sued the City of Berkeley and the ordinance was overturned on 4-17-23 by a unanimous 3-0 decision by the Ninth Circuit Court of Appeals. The City is now requesting a en banc rehearing from 11 judges of the Ninth Circuit Court. In the meantime, we are told by the City the ordinance is still being enforced.

While the goals of the ban of natural gas are worthy in reducing the consumption of fossil fuels and moving to renewable electricity, we believe for the following reasons the Council should NOW compromise and remove restriction of gas in retail to allow restaurants using natural gas as determined by them and not the City:

1. Natural gas for cooking in restaurants and commercial kitchens makes up only a tiny fraction of energy use in an otherwise all-electric mixed-use building.
2. All-electric commercial kitchens and restaurants can be done, but are not common, and particularly challenging with wok-based Asian cooking or flame broiled cooking. As stated by the CRA, “Natural gas appliances are crucial for restaurants to operate effectively and efficiently, as they allow for a wide variety of cuisines and innovations in the restaurant industry...”. As stated by leading restauranteur, “the real underlying issue is that that electric cooking is not effective in producing the same quality of food, particularly for Asian restaurants. Open flame provides indirect heat required for caramelization during the wok cooking process. The natural gas ban for new commercial spaces will deter new Asian restaurants from even considering leasing spaces because they already know without natural gas the quality of their food will be severely impacted.”
3. Having an exemption process does not work. By the time the developer/owner has hired a broker to lease retail spaces, the project has already been constructed with no natural gas. Gas lines need to be added early in the construction process when the foundation is being poured, typically a year or two before the start of retail leasing process. Adding lines later is time consuming, disruptive and cost prohibitive. As one developer has stated, “PG&E is unable to process electric or gas applications in a timely manner already (months long delays for projects already) and the idea that they’ll be able to pivot from all electric to gas on the ground-floor after construction starts would only be considered feasible by people who have no experience in building anything.

4. If a developer believes no-natural gas connection makes his space non-competitive for restaurant use, then they are also not likely to invest in an expensive ventilation system with air shafts to roof required for most cooking. Adding a natural gas connection and a ventilation system at later date becomes doubly cost and time prohibitive.
5. No-gas restaurants puts Berkeley new mixed-use projects a serious competitive disadvantage to other cities without this requirement, or older buildings with grandfathered gas connections.
6. With the rise of the Internet based shopping, restaurants are one of the few viable uses of ground floor retail.
7. A compromise now by Council in rescinding retail natural gas ban, is likely to result in CRA withdrawing their lawsuit. As the Court decision now stands the 1975 federal law prohibits a natural gas ban on ALL floors of construction which is unfortunate. All-electric is now feasible for residential heating, hot water and kitchens. If the City had not included retail space in natural gas ban ordinance, the CRA would have had no reason to sue the City.
8. The City's appealing court decision the en banc Ninth Circuit, and possible beyond, will be timely and expensive, and there is a very good chance the City will be unsuccessful in overturning court decision.

In the meantime, several mixed-use projects in Berkeley are being required to go forward with no natural gas in all retail spaces. This is very unfortunate. This will increase the likelihood of long-term vacancy in these since spaces, with restauranteurs unwilling to lease new space without gas and ventilation systems. And due to displacement of interest, there is a general lack of other prospective retail uses.

Hence, we recommend the City Council immediately revise ordinance to allow natural gas in retail spaces, or at minimum to suspend the requirement for two to three years to allow marketplace to demonstrate viability of all-electric commercial kitchens. In doing so the City should also consider negotiating with the CRA to withdraw their lawsuit. Hopefully in doing so, the rest of ban remains for residential spaces with the City achieving the overall goals reducing significantly greenhouse gases.

Respectfully,

**Berkeley Alliance of Business Organizations**  
**Berkeley Chamber of Commerce**  
**Downtown Berkeley Association**  
**Telegraph Business Improvement District**  
**Visit Berkeley**

Cc: City Manager, City Attorney, City Clerk, Planning Department, Office of Economic Development

**Benado, Tony**

---

**From:** nancy veerhusen <nanveer@comcast.net>  
**Sent:** Monday, June 12, 2023 8:12 PM  
**To:** All Council  
**Subject:** horse deaths

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

Hello city council members; I am a resident of Berkeley and I am vehemently opposed to the existence of horse racing in the city of Berkeley. Please stop this cruel activity. Thank you. Nancy Veerhusenb

**Benado, Tony**

---

**From:** christopher kroll <quercus40@gmail.com>  
**Sent:** Monday, June 12, 2023 9:22 PM  
**To:** citycouncil@albanyca.org; All Council; Assemblymember.Wicks@assembly.ca.gov; Senator.Skinner@senate.ca.gov; City Clerk  
**Subject:** Another horse dies a horrible death at Golden Gate Fields in the City of Albany

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

Buffy Wicks' staff told me that there is no interest in Sacramento in addressing this issue. Really???

Christopher Kroll  
Berkeley

A beautiful mare named Carolina Mia needlessly died on May 21st at Golden Gate Fields Gambling Racetrack (which straddles both Berkeley and Albany.) Her left hind leg broke and was dangling behind her while she was whipped and overdriven by jockey Santos Rivera. She was euthanised on the track and hauled away. Here is the video:

<https://www.youtube.com/watch?v=uTgpnp3dN5U>

The total gambling earnings on Carolina Mia's life were \$219,980. You can view racehorse autopsy details published and posted by the California Horse Racing Board in their Annual PostMortem Reports:

[https://www.chrb.ca.gov/postmortem\\_reports.asp](https://www.chrb.ca.gov/postmortem_reports.asp)

You can also view the daily horse fatalities on the official California Horse Racing Gambling Industry website:

[https://www.chrb.ca.gov/racing\\_fatalities\\_Cat1.aspx](https://www.chrb.ca.gov/racing_fatalities_Cat1.aspx)

[https://www.chrb.ca.gov/racing\\_fatalities\\_Cat2.aspx](https://www.chrb.ca.gov/racing_fatalities_Cat2.aspx)

To see Carolina Mia's full history of utilisation by the industry, go to:

<https://www.equinebase.com/profiles/Results.cfm?type=Horse&refno=10313342&registry=T&rbt=TB>

**Benado, Tony**

**From:** Acacia Schmidt <acaciawilder@gmail.com>  
**Sent:** Wednesday, June 14, 2023 5:35 PM  
**To:** All Council  
**Subject:** Golden Gate Fields racetrack fatalities

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

Hello,

I am writing to express my extreme concern at the animal abuse that happens at horse race tracks, including Golden Gate Fields.

A beautiful mare named Carolina Mia needlessly died on May 21st at Golden Gate Fields Gambling Racetrack (which straddles both Berkeley and Albany.) Her left hind leg broke and was dangling behind her while she was whipped and overdriven by jockey Santos Rivera. She was euthanized on the track and hauled away. Here is the video: <https://www.youtube.com/watch?v=uTgqoq3dN5U>

The total gambling earnings on Carolina Mia's life were \$219,980.

**Every day, horses needlessly die on racetracks for our "entertainment". I urge you to shut down Golden Gate Fields and stop this cruel practice. The land where Golden Gate Fields currently stands could be used in so many better ways, such as a community park, affordable housing, etc.**

You can view racehorse autopsy details published and posted by the California Horse Racing Board in their Annual PostMortem Reports: [https://www.chrb.ca.gov/postmortem\\_reports.asp](https://www.chrb.ca.gov/postmortem_reports.asp)

You can also view the daily horse fatalities on the official California Horse Racing Gambling Industry website:

[https://www.chrb.ca.gov/racing\\_fatalities\\_Cat1.aspx](https://www.chrb.ca.gov/racing_fatalities_Cat1.aspx)

[https://www.chrb.ca.gov/racing\\_fatalities\\_Cat2.aspx](https://www.chrb.ca.gov/racing_fatalities_Cat2.aspx)

Thank you for your time and consideration.

**Benado, Tony**

**From:** TC Conrad <conrad1@berkeley.edu>  
**Sent:** Monday, June 26, 2023 12:22 PM  
**To:** All Council  
**Subject:** 8th Horse's Sad Death at GGF Racetrack Gambling Facility

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

Dear Berkeley City Council:

Sorry I'm late reporting the most current, devastating death at Golden Gate Fields; Please, let's end this unimaginable cruelty.

A young thoroughbred mare named Carolina Mia died on May 21st at Golden Gate Fields Gambling Racetrack (which straddles both Berkeley and Albany.) Her left hind leg broke and was dangling behind her while she was being whipped and overdriven by jockey Santos Rivera. She was euthanised on the track, dragged by the neck with a rope into a van, and her body was taken for research and statistics at UC Davis.

You can view racehorse autopsy details published and posted by the California Horse Racing Board in their Annual PostMortem Reports: [https://www.chrb.ca.gov/postmortem\\_reports.asp](https://www.chrb.ca.gov/postmortem_reports.asp)

You can also view the daily horse fatalities on the official California Horse Racing Gambling Industry website:

[https://www.chrb.ca.gov/racing\\_fatalities\\_Cat1.aspx](https://www.chrb.ca.gov/racing_fatalities_Cat1.aspx)  
[https://www.chrb.ca.gov/racing\\_fatalities\\_Cat2.aspx](https://www.chrb.ca.gov/racing_fatalities_Cat2.aspx)

To see Carolina Mia's full history with the gambling industry, go to:

<https://www.equinebase.com/profiles/Results.cfm?type=Horse&refno=10313342&registry=T&rbt=TB>

The total gambling earnings of Carolina Mia's life were \$219,980.

AP News and CBC Sports Report:

<https://apnews.com/article/horse-death-golden-gate-fields-be434efbd1fb46b0d1035d27ce01af63>

<https://www.cbc.ca/sports/golden-gate-fields-8th-horse-death-of-year-1.6851614>

Preview YouTube video RIP "Carolina Mia" BEATEN WITH LEG DANGLING at @GoldenGateFields 5.21.23RIP "Carolina Mia" BEATEN WITH LEG DANGLING at @GoldenGateFields 5.21.23

<https://www.youtube.com/watch?v=uTgpnp3dN5U>

Thank you all for your ongoing attention to this problem in our town.

Sincerely,  
Tweed

Tweed Conrad  
Author, Researcher  
[conrad1@berkeley.edu](mailto:conrad1@berkeley.edu)  
415-793-2929

Attachments area

Preview YouTube video RIP "Carolina Mia" BEATEN WITH LEG DANGLING at @GoldenGateFields 5.21.23



**Benado, Tony**

---

**From:** Toby Furash <furash@comcast.net>  
**Sent:** Friday, June 16, 2023 11:46 AM  
**To:** City Clerk  
**Subject:** Fwd: CELEBRATING SUSAN FELIX: STAY AMAZED July 23 1-4PM

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

Begin forwarded message:

**From:** Vivien Feyer <[vivfeyer@gmail.com](mailto:vivfeyer@gmail.com)>  
**Subject:** CELEBRATING SUSAN FELIX: STAY AMAZED July 23 1-4PM  
**Date:** June 8, 2023 at 6:41:15 PM PDT  
**To:** Lisa Smartt <[smarttheart@gmail.com](mailto:smarttheart@gmail.com)>, NAOMI PURO <[noni7puro@gmail.com](mailto:noni7puro@gmail.com)>, Toby Furash <[furash@comcast.net](mailto:furash@comcast.net)>, Deirdre Duhan <[dadliveoak@gmail.com](mailto:dadliveoak@gmail.com)>, Vivien Feyer <[vivfeyer@gmail.com](mailto:vivfeyer@gmail.com)>

**Stay Amazed Life Celebration for Susan Felix July 23, 2023 1PM - 4PM**

A beautiful invitation from Susan's daughter Lisa:

"In her final months, my mother shared with me that she wanted her life to be celebrated with chocolate and dancing and not mournful remembrances.

"I don't want people sitting stiffly in chairs... I want them to dance my memory!"

We talked about creating a legacy event called STAY AMAZED that would be an annual dance and chocolate-fest every July 23. She loved the idea that people would dance together in her memory on her favorite path near the marina with chocolate Kisses and music.

**In the spirit of her request, we will be launching the STAY AMAZED legacy dance as part of her life celebration on July 23rd from 1-4 pm at Chochmat HaLev Synagogue, at 2215 Prince Street in Berkeley.**

The memorial promises to be a heartfelt and soul-filled celebration rich with reflections, recollections and joyful joining. Come savor music, dance, art, potluck and plenty of chocolate in honor of an amazing and amazed woman!

My mother wanted to be sure that everyone would feel welcome at her memorial, including people of all congregations. If you knew and loved her, join us in joy for a life so well lived.

**1:00PM-2:15PM: Uplifting Speeches, Poetry and Music**

**2:15PM-4:00PM: Outdoor Dancing: The First STAY AMAZED Legacy Dance**

**2:15PM-4:00PM: Potluck of Food, Drinks and Desserts**

My mother's artwork will be on sale throughout the event, with proceeds going towards the cost of the memorial and her granddaughter's –my beloved Eliana's– medical care.

In continuing gratitude, staying amazed,

Lisa Felix-Smartt & Kevin Gleeson-Smartt"

**VOLUNTEERS:** If you would like to volunteer to help with the event, please let us know. As we get closer to the event, we will contact you with more specifics.

Contacts: Toby Furash: [furash@comcast.net](mailto:furash@comcast.net); Naomi Puro: [noni7puro@gmail.com](mailto:noni7puro@gmail.com); Deirdre Arima-Duhan: [dadliveoak@gmail.com](mailto:dadliveoak@gmail.com); Vivien Feyer: [vivfeyer@gmail.com](mailto:vivfeyer@gmail.com)

**Benado, Tony**

---

**From:** Friends of Five Creeks <f5creeks@gmail.com>  
**Sent:** Monday, June 19, 2023 7:28 PM  
**To:** All Council; Berkeley Mayor's Office; City Clerk; Miller, Roger; Mostowfi, Hamid; Anderson, Eric; Knox, Kellie; Manager, C; bwines@waterboards.ca.gov; Margaret.Monahan@waterboards.ca.gov; derek.beauduy@waterboard.ca.gov  
**Cc:** Garland, Liam; Skramstad, Mary; Torres, Ruben; Radu, Peter; Ferris, Scott; Jacobs, Joshua  
**Subject:** Need for toileting & sewage disposal facilities for unhoused persons in Berkeley  
**Attachments:** F5C\_Unhoused\_Toileting\_Letter\_20June2023.pdf

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

To: Berkeley Mayor, Council, Manager;  
Parks, Recreation, and Waterfront; Transportation and Infrastructure; and Community Health Commissions  
(via secretaries, please distribute at first possible meeting)  
San Francisco Bay Regional Water Quality Control Board, Enforcement and Nonpoint Source Pollution  
Programs

Friends of Five Creeks, a volunteer organization that has worked hands on for 27 years for creeks, watersheds, and urban nature, believes that human dignity, public health, and pollution prevention make it urgent and essential to provide basic toileting facilities and sewage pumpout for unhoused persons in Berkeley.

Please consider and act on the attached letter. We are happy to answer any questions.

Susan Schwartz, President  
Friends of Five Creeks  
510 848 9358  
[f5creeks@gmail.com](mailto:f5creeks@gmail.com)  
[www.fivecreeks.org](http://www.fivecreeks.org)



# Friends of Five Creeks

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

June 20, 2023

City of Berkeley Manager, Mayor, and Council  
Parks, Recreation, and Waterfront; Transportation and Infrastructure; and Community Health Commissions  
San Francisco Bay Regional Water Quality Control Board

Re: Pollution and public health risks from lack of toileting facilities for unhoused

Berkeley Mayor, Council, staff, commission members; staff and members of the Regional Water Quality Control Board:

Friends of Five Creeks, a 27-year-old, all-volunteer group working for creeks and watershed from Berkeley to Richmond, applauds planned capital projects that will green and beautify Aquatic Park. We look forward eagerly to Berkeley's finding a way to help those living in RVs and camper vans east of the park's lagoons empty their sewage safely and without causing pollution. This effort should include providing portable toilets for those living in RVs and packed tent encampments like those on Eighth and Harrison, just south of Codornices Creek, in conditions that would disgrace many of the world's poorest nations.

We appreciate the city's focus on providing stable, long-term housing, including a new \$4.9 million state grant to convert another motel in the near future. Berkeley also is paying the Downtown Streets Team \$1.6 million to engage the unhoused in picking up litter. It can afford a few thousand dollars for portable toilets and a pumping service to provide basic dignity and sanitation.

Through the worst of the pandemic Friends of Five Creeks paid for a portable toilet at 8<sup>th</sup> and Codornices Creek, the north end of the tent encampment. We were grateful that the city eventually took it over, and sorry that it has now been removed – and that the two toilets formerly at 8<sup>th</sup> and Harrison are down to one. Campers have included the old, the incontinent, people with walkers and wheelchairs, and people who are seriously delusional and addicted. Do you think they will all walk hundreds of feet to wait at a toilet in the middle of the night? From experience, we know that they will have accidents that cause them to discard their clothing, or refuse to leave the toilet when the cleaner comes.

It goes without saying that under these conditions, human waste goes into storm drains and flows from there to creeks, Aquatic Park, and the Bay. This is supported by the attached record of city tests, showing near-continuous advisories due to exceedance of enterococcus standards in Aquatic Park after the Grayson Street RV site and pump station closed in fall 2022. Anti-pollution agencies such as the Water Quality Control Board should not tolerate this.

We hope to see basic sanitation a priority in policies and spending to end the epidemic of addiction, mental illness, and homelessness that shames and weakens our community and society.

Sincerely,

Susan Schwartz, President, Friends of Five Creeks

Attachment: Aquatic Park Lagoon Enterococcus Sampling Results. Yellow = Emterococcus exceedance

Aquatic Park Lagoon Enterococcus Sampling Results				
Sample Collection Date	North	Middle	South	Comments/Observations
05/30/23	ND	ND	10	
05/23/23	20	ND	230	Lagoon is under Yellow Advisory due to Enterococcus exceedances in South sample point; no measurable amounts of precipitation were recorded on 5/23/23; no reported sewage release on/around 5/23/23;
05/16/23	ND	ND	ND	Advisory lifted as of 5/16/22 based on water sample results received for 2nd consecutive week w/no exceedances
05/09/23	ND	ND	ND	
05/02/23	860	30	20	Lagoon is under Yellow Advisory due to Enterococcus exceedances in North sample point; no measurable amounts of precipitation were recorded on 5/2/23; no reported sewage release on/around 5/2/23;
04/25/23	10/13 g/kg	ND/12 g/kg	ND/12 g/kg	Salinity samples were measured at 10, 12, & 12 g/kg
04/18/23	ND/10 g/kg	ND/11 g/kg	20/10 g/kg	Salinity samples were measured at 10, 11, & 10 g/kg
04/11/23	ND/8.9 g/kg	10/9.5 g/kg	20/9.4 g/kg	Salinity samples were measured at 8.9, 9.5 & 9.4 g/kg
04/04/23	ND/9 g/kg	20/9.1 g/kg	20/9.1 g/kg	Salinity samples were measured at 9, 9.1 & 9.1 g/kg
03/28/23	20/10 g/kg	630/8.9 g/kg	96/9 g/kg	Only one exceedance (middle) resulting in a continued Yellow advisory. Measurable amounts of rain were recorded during the early morning hours on 3/28/23, which could account for the spike in the middle sample. Salinity samples were measured at 10, 8.9 & 9 g/kg
03/21/23	31/12 g/kg	31/12 g/kg	400/11 g/kg	Only one exceedance (south) resulting in a continued Yellow advisory. Measurable amounts of rain were recorded during the early morning hours on 3/21/23 and continued into the week. Salinity samples were measured at 12, 12 & 11 g/kg
03/14/23	5500/11 g/kg	1300/10 g/kg	1600/10 g/kg	Exceedances in all 3 samples (north, middle and south) resulting in a continued Yellow advisory. Measurable amounts of precipitation were recorded on/around 3/14/23, which is a likely cause for the exceedances. Initiated salinity sampling at each of the sampling sites with results reflected as # grams of salt/kg of bay water (in the lagoon)
03/10/23	1000	860	800	Exceedances in all 3 samples (north, middle and south) resulting in a Yellow advisory. Measurable amounts of precipitation were recorded on/around 2/28/23, which is a likely cause for the exceedances.
02/21/23	20	100	30	
02/16/23	20	ND	ND	
02/07/23	20	10	10	Rec'd community concerns over the presence/observations of several dead leopard sharks and bat rays; staff conducted cursory assessment, and met with EBMUD staff who were investigating complaints of "rotten egg" odor, but unable to identify source/cause; notified Fish and Wildlife by completing Mortality Report on F/W website;
01/31/23	100	100	ND	Yellow Advisory lifted as of 2/9/23 based on two consecutive sample sets with no Enterococcus exceedances; reports of 3 dead sting rays observed on 2/7/23, however no other dead fish or other wildlife were observed/reported; State Fish and Wildlife were notified by the reporting party via email on 2/7/23
01/26/23	20	31	ND	

01/17/23	200	97	230	Lagoon to remain under yellow advisory; slight, but measurable amounts of rainfall was detected on 1/15/23; 2 of the 3 sample sites exceeded the Enterococcus thresholds;
01/10/23	4900	4100	1800	Lagoon to remain under yellow advisory; significant amounts of rainfall on/around 1/10/23 resulting in significant Enterococcus exceedances in each of the 3 sample points;
01/03/23	670	170	150	Lagoon to remain under yellow advisory; measurable amounts of rainfall on/around 1/2 - 1/3/23 resulting in Enterococcus exceedances in each of the 3 sample points;
12/29/22	380	2000	1700	Lagoon to remain under yellow advisory; measurable amounts of rainfall on/around 12/29/22 resulting in Enterococcus exceedances in each of the 3 sample points;
12/20/22	ND	30	1100	Lagoon to remain under yellow advisory; no measureable amounts of rain was detected on/around 12/20/22; unknown cause for Enterococcus spike from the South sample point as there was no 'unusual' activity observed at the lagoon during sampling
12/14/22	10	ND	100	Lagoon to remain under yellow advisory; no measureable amounts of rain on/around 12/14/22; staff observed "floating slime and foam" in the North and Middle sample points; abundance of ducks and other water fowl were observed in the South sample point at time of collection
12/06/22	ND	30	ND	
11/29/22	10	200	ND	Lagoon to remain under Yellow Advisory until 2 successive sample sets are all below the threshold of 110 cfu/100 ml; no detectable rainfall on/around 11/29/22; no observations/notes recorded re: the presence of water fowl and/or other unusual activiy observed at the lagoon
11/22/22	ND	ND	150	Lagoon to remain under Yellow Advisory until 2 successive sample sets are all below the threshold of 110 cfu/100 ml; no detectable rainfall on/around 11/22/22, however staff observed ducks and other water fowl present in moderate numbers between the middle and southern sampling points
11/15/22	ND	ND	10	
11/08/22	500	660	590	Lagoon is under Yellow Advisory due to Enterococcus exceedances in each of the collected samples; Measurable amounts of precipitation were recorded on 11/7/22 and 11/8/22, which likely accounts for the elevated Enterococcus levels in each sample;
11/03/22	ND	31	ND	
10/25/22	ND	31	ND	
10/18/22	10	ND	ND	
10/17/22				No Enterococcus samples collected this day, however, EH staff investigated a report of a what appeared to be a small quantity of paint dumped into the lagoon; City Parks Division dispatched Clean Harbors to boom and vacuum up remaining paint residual that same day, 10/17/22. There were no sightings or reports of other dead fish or other animals as a result.
10/13/22	ND	ND	ND	
09/22/22	ND	31	ND	
09/13/22	ND	ND	10	

City of Berkeley Aquatic Park Enterococcus Sampling Results, newest to oldest. Yellow = advisory posted due to exceedance. Grayson St. RV lot and pump-out station closed October 2023. Three-page attachment to Friends of Five Creeks June 20 letter re toileting facilities for unhoused.

09/06/22	ND	ND	ND	
08/23/22	ND	ND	ND	
08/16/22	ND	ND	ND	
08/09/22	ND	ND	ND	
08/04/22	ND	ND	ND	
07/26/22	ND	ND	ND	
07/19/22	20	10	ND	
07/12/22	ND	10	20	
07/05/22	20	10	10	
06/28/22	31	41	10	
06/23/22	ND	10	ND	
06/14/22	ND	100	30	
06/06/22	41	20	10	
05/31/22	0	10	10	
05/26/22	10	ND	ND	
05/17/22	ND	ND	ND	
05/10/22	ND	ND	ND	
05/03/22	10	100	ND	Advisory lifted as of 5/16/22 based on water sample results received for 2nd consecutive week w/no exceedances
04/26/22	0	10	10	
04/19/22	200	110	10	Exceedances in 2 of 3 samples (north, middle lagoon sample) resulting in the continuance of a Yellow advisory. Measurable amounts of precipitation were recorded on 4/19/22, which is a likely cause for the exceedance.
04/12/22	100	200	ND	Exceedances in 3 samples (middle lagoon sample) resulting in the continuance of a Yellow advisory. Measurable amounts of precipitation were recorded on 4/11/22, which is a likely cause for the exceedance.
04/05/22	ND	ND	10	
03/29/22	10	200	100	Exceedance in 1 of 3 samples (middle sample) resulting in a Yellow advisory. Measurable amounts of precipitation were recorded on 3/27 and on 3/28/2022, which is a likely cause for the exceedance.
03/22/22	10	ND	100	
03/15/22	10	75	20	
03/08/22	ND	10	20	
03/01/22	10	ND	ND	
02/22/22	ND	10	ND	Advisory lifted as of 2/22/22 based on water sample results received for 2nd consecutive week w/no exceedances
02/15/22	ND	20	20	
02/08/22	ND	410	41	Yellow Advisory reinstated due to an exceedances in 1 of the 3 samples collected on 2/8/2022; there was no measurable amount of rainfall, and there were no reports of sewage releases on/or around 2/8/2022
02/03/22	ND	ND	ND	Advisory lifted as of 2/10/22 based on satisfactory results of each of the 3 sample points testing below the 110 cfu/100ml threshold for 2 consecutive weeks after the exceedance on the 1/13/22 sample
01/25/22	ND	41	20	
01/18/22	ND	20	20	
01/13/22	ND	620	30	Advisory to remain in-effect for 2 additional sampling events due to a spike in the Enterococcus levels collected from the mid-lagoon sampling point. No reports of sewage release, however there was a report of possible illegal dumping which was received on 1/5/22; EH staff investigated but were unable to determine whether illegal dumping occurred;

01/04/22	180	180	41	Advisory reinstated due to exceedances in 2 of the 3 samples collected on 1/4/2022; minor amounts of rainfall ranging from 0.1 - 0.3" fell from 1/1 - 1/4/2022, which may have contributed to the higher bacterial counts; there were no reports of sewage releases in/around the Aquatic Park Lagoon; there was a report of possible illegal dumping into the lagoon on/around 1/5/2022, however, EH staff investigated but were unable to confirm
01/13/22	ND	620	30	Advisory to remain in-effect for 2 additional sampling events due to a spike in the Enterococcus levels collected from the mid-lagoon sampling point. No reports of sewage release, however there was a report of possible illegal dumping which was received on 1/5/22; EH staff investigated but were unable to determine whether illegal dumping occurred;
01/18/22	ND	20	20	
12/28/21	10	100	41	Advisory lifted as of 1/10/22 based on satisfactory results of each of the 3 sample points testing below the 110 cfu/100ml threshold for 2 consecutive weeks after the exceedances on the 12/14/21 samples
12/21/21	41	10	100	
12/14/21	1800	3,300	2700	Yellow Advisory to remain in-effect due to exceedances in each of the 3 sample locations; over 3" of rainfall were recorded on 12/13/21, which likely caused the bacteria levels to spike
12/07/21	360	10	100	Yellow Advisory posted on Friday, 12/17/21 due to elevated Enterococcus level in the North sample point on 12/7/21; no measurable amounts of rain were recorded on 12/6/21, and no reports of surfacing sewage overflows on/around 12/7/21
11/30/21	ND	ND	20	
11/23/21	10	ND	50	Advisory lifted as of 12/7/21 based on satisfactory results of each of the 3 sample points testing below the 110 cfu/100ml threshold for 2 consecutive weeks after the initial exceedance on the 11/9/21 sample
11/16/21	31	10	100	
11/09/21	400	1,200	100	Mesurable amounts of precipitation were recorded on 11/8/21 and 11/9/21, which is the likely cause for elevated Enterococcus levels; Yellow Advisory to remain in-effect for at least 2 consecutive sampling cycles
11/02/21	10	100	10	
10/26/21	8200	10,400	6488	Yellow Advisory posted on Friday, 10/29/21 due to preliminary results provided by lab; spike caused by significant rain events during previous several days prior to sample collection
10/19/21	10	ND	ND	
10/12/21	10	ND	ND	
10/05/21	ND	10	ND	
09/30/21	20	ND	ND	Sample collected on Thursday instead of Tuesday
09/21/21	20	ND	ND	
09/14/21	ND	ND	ND	
09/07/21	ND	10	ND	
08/31/21	ND	30	ND	
08/24/21	ND	ND	10	
08/17/21	ND	10	ND	
08/10/21				
08/03/21	ND	ND	ND	
07/27/21	ND	ND	ND	

City of Berkeley Aquatic Park Enterococcus Sampling Results, newest to oldest. Yellow = advisory posted due to exceedance. Grayson St. RV lot and pump-out station closed October 2023. Three-page attachment to Friends of Five Creeks June 20 letter re toileting facilities for unhoused.

07/20/21	ND	10	ND	Advisory lifted as of 7/28/21 based on satisfactory results of each of the 3 sample points testing below the 110 cfu/100ml threshold for 2 consecutive weeks after the initial exceedance on the 7/6/21 sample
07/13/21	ND	10	10	
				Yellow Advisory to be posted; no reports of sewage release in/around the AP lagoon; no rain recorded since April; according to our staff sampler, there was a large presence of Canadian geese in middle segment of the lagoon at the time of sampling
07/06/21	ND	230	ND	
06/29/21	ND	41	ND	
06/22/21	ND	ND	10	
06/15/21	ND	10	ND	
06/08/21	ND	10	ND	
06/01/21	ND	ND	ND	
05/25/21	ND	31	ND	
05/18/21	ND	41	ND	
05/11/21	ND	ND	10	
05/04/21	ND	20	ND	
04/27/21	10	100	20	
04/20/21	10	ND	ND	
04/13/21	ND	ND	10	
04/06/21	20	10	10	
03/30/21	20	20	ND	
03/23/21	10	ND	20	
03/16/21	ND	ND	ND	
03/09/21	41	31	ND	
03/02/21	ND	10	ND	
02/23/21	31	ND	10	
02/16/21	ND	20	10	Advisory lifted as of 2/25/21 based on water sample results received for 2nd consecutive week w/no exceedances
02/09/21	ND	ND	41	Advisory posted on 2/11/21 due to notification of Enterococcus exceedances in water samples collected on 2/2/21
02/02/21	590	360	120	Fairly significant rainfall between 1/31/21 - 2/2/21; no reported sewage releases reported in Berkeley on/around that date range
01/26/21	ND	10	ND	
01/19/21	31	100	200	No rain reported, however unusually strong wind gusts recorded earlier that morning and during the day, which could have blown additional debris into the lagoon
01/12/21	10	ND	100	
01/05/21	160	63	31	Some rainfall recorded on 1/4 and 1/6/21
12/29/20	31	10	63	
12/22/20	10	10	ND	
12/15/20	1300	20	120	Fairly significant rainfall recorded on 12/13/20; no reported sewage releases reported in Berkeley on/around that date
12/08/20	100	10	100	
12/01/20	10	ND	ND	
11/24/20	10	10	10	
11/17/20	10	200	200	Minor rain showers
11/10/20	10	ND	ND	
11/03/20	ND	10	10	
10/27/20	ND	ND	10	
10/20/20	200	ND	10	No reported sewage releases reported in/around Berkeley
10/13/20	20	ND	* N/A	* Sample not collected due to time constraint with sample 'hold-time' and courier service
10/06/20	ND	ND	10	
09/29/20	ND	20	100	

09/22/20	84	ND	ND	
09/17/20	10	97	31	
<b>NOTE:</b> The State standard for monitoring water quality and determining posting status for the Aquatic Park lagoon is based on the "Enterococcus" numbers only. Enterococcus figures in RED exceed the State Standard				
<a href="http://www.balancchhydrologics.com/raingage/index.php">http://www.balancchhydrologics.com/raingage/index.php</a>				
<a href="https://www.waterboards.ca.gov/water_issues/programs/sso/ssos_map/ssos_pub.shtml">https://www.waterboards.ca.gov/water_issues/programs/sso/ssos_map/ssos_pub.shtml</a>				
Indicates Advisory Posted due to Enterococcus exceedance				
CALIFORNIA STATE STANDARDS	CURRENT STATE STANDARDS FOR SINGLE SAMPLE (cfu/100 ml)			
BACTERIAL CONSTITUENT	≤ 110			
Enterococcus:				

City of Berkeley Aquatic Park Enterococcus Sampling Results, newest to oldest. Yellow = advisory posted due to exceedance. Grayson St. RV lot and pump-out station closed October 2023. Three-page attachment to Friends of Five Creeks June 20 letter re toileting facilities for unhoused.

**Benado, Tony**

**From:** boona cheema <boonache@aol.com>  
**Sent:** Tuesday, June 13, 2023 8:56 PM  
**To:** All Council; Becky O'Malley; berkeleyspeaksnewspaper@gmail.com; City Clerk; Daily Cal; Emilie Raguso; Ross Todd Kerr; Supriya Yelimeli; Moni Law  
**Cc:** Berkeley Community Safety Coalition; Friends of Adeline; Gino Barichello; Héctor Malvido; Mansour Id-Deen; Tajmal; bcscsteeringcommittee@googlegroups.com  
**Subject:** Re: Item 25:Keep Promise. Fully Fund AAHRC 6,000 sq fit vibrant space  
**Attachments:** IMG\_9423.jpeg; IMG\_9421.jpeg; IMG\_9414.jpeg; IMG\_9415.jpeg

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

Thank You Moni...very nicely done.

boona

On Tuesday, June 13, 2023, 07:45:53 PM PDT, Moni Law <monilaw7@gmail.com> wrote:

Dear Mayor and Council:

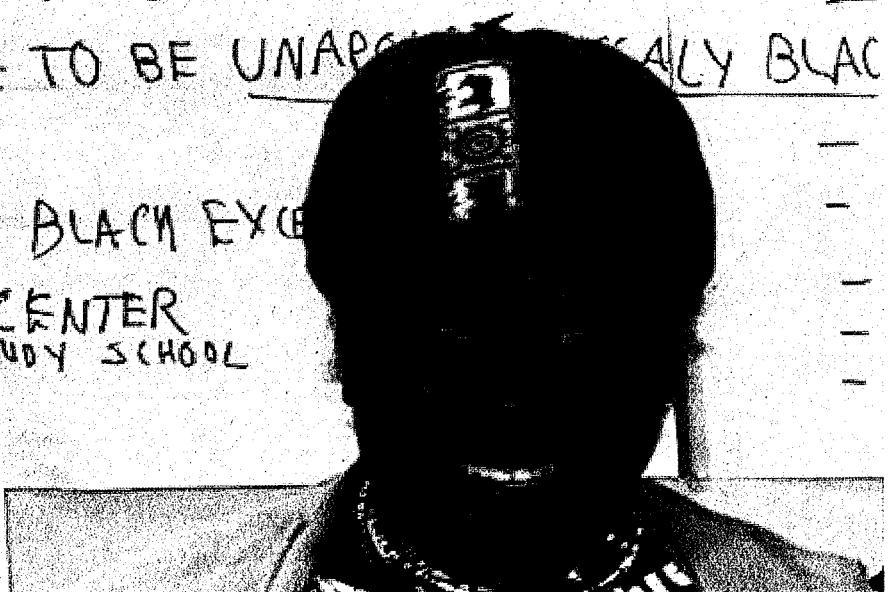
As you evaluate hard choices in

J HEALTHY FOOD / KITCHEN - BEAUTIFUL!!! - S  
'SOUND / WHAT DOES IT DO

---

C - WARM, WELCOMING PLACE FOR ALL! - :  
ECT W/ - A PLACE FOR US -  
INC - SAFE PLACE TO BE UNARMED - ~~BLACK~~  
ES - GALLERY -  
INTAG - PLACE FOR BLACK EXCE -  
S - CULTURAL CENTER -  
- INDEPENDENT STUDY SCHOOL -  
- - - - -

EVERYBODY KNOWS OUR NAME"  
S / BYLAWS &  
MUNITY AGREEMENTS





budgeting, please do not cut back on the 12 years in the making African American Holistic Resource Center - It is data supported, feasibility studies backed, professionals and grassroots endorsed center for Berkeley to shine and thrive. We have by benign neglect and intentional racist practices - displaced, denied, denigrated a large part of a formerly special and unique aspect of Berkeley CA.

In the time from my attending UC Berkeley in 1978 to the current day, the Black population and businesses have been decimated. This center will hold healthy cooking classes, cultural education, rooftop gardening, job training, entrepreneurial space, a library, a meditation/quiet and calming space, health classes to reduce high rate of Black maternal death, breast cancer, fibroids and disparate number of diabetes, heart and other conditions. It will be a resource center for all to learn, grow and implement ways to keep the community safe:

Safety is stable and affordable housing, liveable wage jobs, cultural awareness and respect, stable mental and physical health, and safety from interpersonal violence, random escalated gun violence, police violence and self harm violence. This space will be a place for healers, teachers, learners on subjects that enhance and improve the health of Black people - a demographic that shrunk from 40% down to 8% in my lifetime.

Tragic and negative impacts of gentrification and other forces- this center will revitalize a former gem of pride in Berkeley's crown - that is an authentic dedication to diversity, equity and inclusion.

If only 4,000 square feet is funded, the center will not have space for classes or programming, only offices primarily.

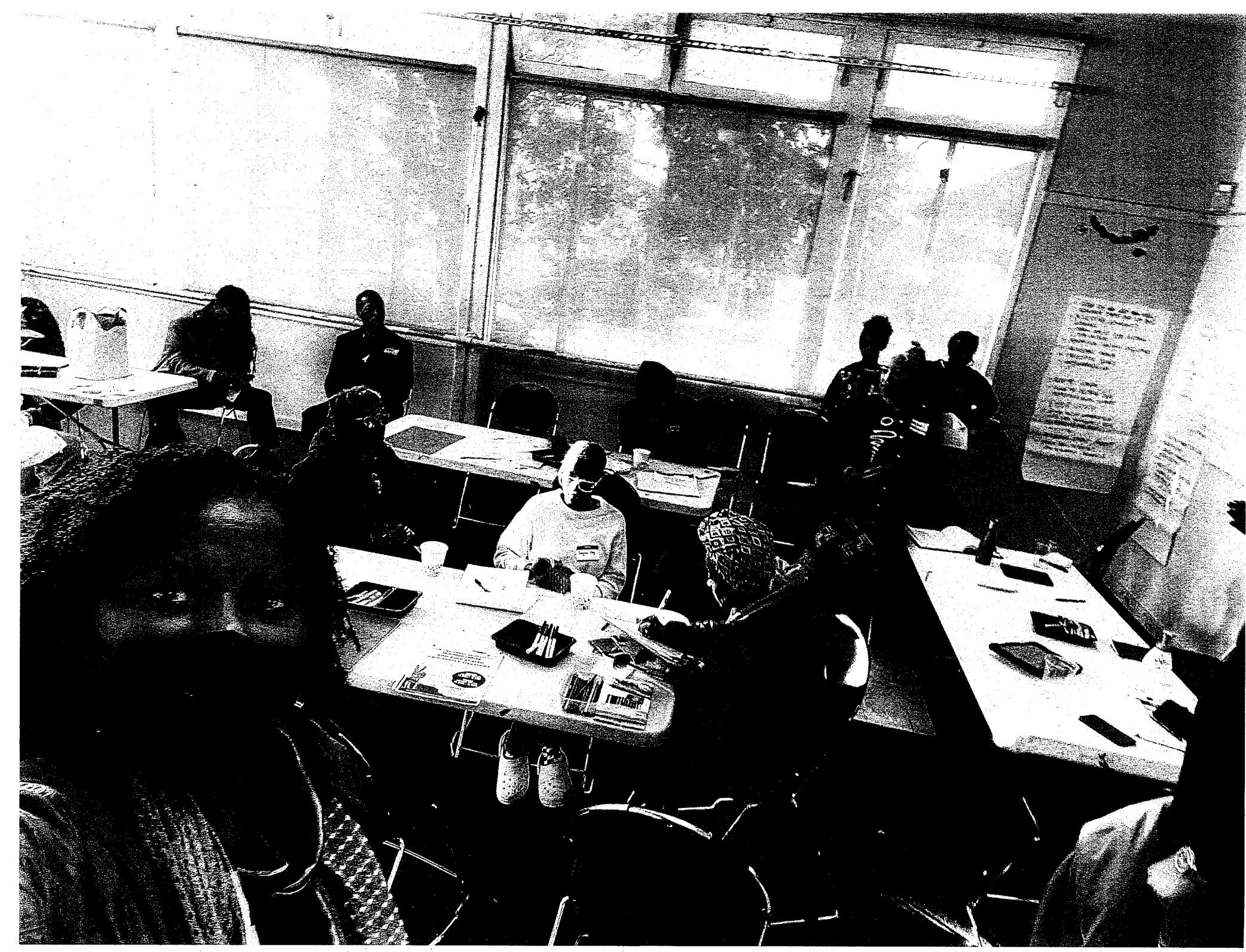
Vote full funding. Keep your promise on the eve of this Juneteenth Holiday.

Sincerely,  
Moni T. Law. J.D

--  
You received this message because you are subscribed to the Google Groups "BCSCSteeringCommittee" group.  
To unsubscribe from this group and stop receiving emails from it, send an email to  
[bcscsteeringcommittee+unsubscribe@googlegroups.com](mailto:bcscsteeringcommittee+unsubscribe@googlegroups.com).

To view this discussion on the web visit [https://groups.google.com/d/msgid/bcscsteeringcommittee/CAHnFbw...  
p1mboiJe5kiGE4Ac6xfUCa%3D6%3DXXzhC8ckLHiZqZg%40mail.gmail.com](https://groups.google.com/d/msgid/bcscsteeringcommittee/CAHnFbw...).

For more options, visit <https://groups.google.com/d/optout>.



**Benado, Tony**

---

**From:** L.J.Cranmer, <ellejai@sonic.net>  
**Sent:** Monday, June 19, 2023 10:21 AM  
**To:** All Council  
**Cc:** Fire Front Counter  
**Subject:** Berkeley Fire Department

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

June 19, 2023

Kind People,

This is a letter in support of the BFD proposal for more personnel to be hired.

At 3:30AM on January 29, 2023 I dialed 911 because my husband had suffered sudden cardiac arrest. Immediately a team of highly trained, EMTs were dispatched to my home, while a very calm operator — thank you — directed me in giving CPR.

Within minutes, Pat Tetsall, Tony Cook, Freddie Almgndarez, David Kral, Mason Kinnard, and Tom Bowring arrived at my home. Their skilled and extraordinary efforts saved my husband's life. 5% of people who experience sudden cardiac arrest (SCA) outside a hospital survive. Our gratitude and respect is endless.

The scope and responsibility of these essential-service heroes is enormous. Their workload is heavy and it's toll excessive. The community's expectations of them is almost unreasonable. Yet, they bring their best to every one of the 14,000 calls to them each year.

We are on the verge of welcoming approximately 1,200 new residents into my neighborhood near north Berkeley BART, further stretching the demand of the BFD. It is an imperative to support the BFD with adequate staffing. Berkeley's safety and its citizens depend this.

Of course there is a cost and a challenge to hiring more personnel. But none of us want to make a 911 call only to discover they are short staffed that day. Please, make hiring more personnel for the BFD a budget priority.

Sincerely,

L.J. Cranmer  
1642 Delaware St.  
Berkeley, CA 94703

My Bottom line is:  
LOVE

**Benado, Tony**

---

**From:** Morris <mc@miningdata.org>  
**Sent:** Sunday, June 18, 2023 8:59 PM  
**To:** Williams, DeSeana  
**Cc:** supriya@berkeleyside.org; editors@berkeleyside.org; RSBSimon-Weisberg; All Council; Auditor  
**Subject:** Re: Related to rent board billing errors

It's amusing that the only one of my emails that you've ever deemed necessary to reply to is this one, which wasn't even sent to you, not any of the ones I sent that were actually sent to you asking questions or asking for follow ups. It's certainly a good (but failed) attempt to make it appear like you and your department are responsive though, I'll give you that.

On Sat, Jun 17, 2023 at 11:17 AM Williams, DeSeana <[DeWilliams@berkeleyca.gov](mailto:DeWilliams@berkeleyca.gov)> wrote:

Mr. Chow,

I appreciate your feedback and glad to know your matter has been 100% resolved with absolutely no financial impact to you or your property.

Respectfully,

DéSeana Williams | Executive Director  
City of Berkeley | Rent Stabilization Board

2125 Milvia St., Berkeley, CA 94704  
Ofc: (510) 981-4949 | Fax: (510) 981-4940

Email: [Dewilliams@cityofberkeley.info](mailto:Dewilliams@cityofberkeley.info) | [www.cityofberkeley.info/rent](http://www.cityofberkeley.info/rent)

\*\*The Berkeley City Council has placed end dates on the COVID-19 eviction moratorium. Check our COVID-19 web page for important information.

**From:** Morris <mc@miningdata.org>  
**Sent:** Saturday, June 17, 2023 10:41 AM  
**To:** supriya@berkeleyside.org <[supriya@berkeleyside.org](mailto:supriya@berkeleyside.org)>; editors@berkeleyside.org <[editors@berkeleyside.org](mailto:editors@berkeleyside.org)>  
**Cc:** RSBSimon-Weisberg <[RSBSimon-Weisberg@berkeleyca.gov](mailto:RSBSimon-Weisberg@berkeleyca.gov)>  
**Subject:** Related to rent board billing errors

Related to your story published yesterday, the rent stabilization board has a track record of not being responsive or responsive enough to residents emailing them for clarification or to correct errors.

They had also sent me some kind of notice related to Measure MM last year and did not reply to my emails on April 3, 2022 and April 22, 2022 asking for an explanation.

<https://www.berkeleyside.org/2023/06/16/berkeley-rent-board-sent-2400-bills-error-but-no-payments-mandated>

Morris

----- Forwarded message -----

**From:** Eberhart, Amanda <[AEBerhart@berkeleyca.gov](mailto:AEBerhart@berkeleyca.gov)>  
**Date:** Tue, Jun 13, 2023 at 6:40 PM  
**Subject:** RE: Process exemption for APN 055182002600  
**To:** Morris <[mc@miningdata.org](mailto:mc@miningdata.org)>  
**Cc:** Williams, DeSeana <[DeWilliams@berkeleyca.gov](mailto:DeWilliams@berkeleyca.gov)>

Thank you for your patience, the portal has been updated. Please feel free to contact our office if you have any additional questions or concerns.

Thank you,

**Amanda Eberhart**

Registration Unit Manager

City of Berkeley | [Rent Stabilization Board](#)

510.981.4904

**From:** Morris <[mc@miningdata.org](mailto:mc@miningdata.org)>  
**Sent:** Tuesday, June 13, 2023 10:55 AM  
**To:** All Council <[council@berkeleyca.gov](mailto:council@berkeleyca.gov)>; Simon-Weisberg, Leah <[LSimon-Weisberg@berkeleyca.gov](mailto:LSimon-Weisberg@berkeleyca.gov)>; RSBAlpert <[RSBAlpert@berkeleyca.gov](mailto:RSBAlpert@berkeleyca.gov)>; Bartlett, Ben <[BBartlett@berkeleyca.gov](mailto:BBartlett@berkeleyca.gov)>  
**Cc:** Eberhart, Amanda <[AEBerhart@berkeleyca.gov](mailto:AEBerhart@berkeleyca.gov)>; Williams, DeSeana <[DeWilliams@berkeleyca.gov](mailto:DeWilliams@berkeleyca.gov)>; Rent Registry <[rentregistry@berkeleyca.gov](mailto:rentregistry@berkeleyca.gov)>; Auditor <[CityAuditor@berkeleyca.gov](mailto:CityAuditor@berkeleyca.gov)>  
**Subject:** Re: Process exemption for APN 055182002600

I'm still waiting for a resolution to this and I would appreciate all of you collectively lighting a fire under the team so they resolve this for me ASAP. It is ridiculous for you to enable a department to erroneously bill residents and allow them to make it impossible for residents to correct their errors.

There is clearly a major performance problem here that is probably worth a thorough investigation.

Morris

On Fri, Jun 9, 2023 at 8:49 PM Morris <[mc@miningdata.org](mailto:mc@miningdata.org)> wrote:

I promptly provided the information requested. When will the site be updated so I can submit the exemption and be done with this?

Morris

On Fri, Jun 2, 2023 at 10:14 AM Morris <[mc@miningdata.org](mailto:mc@miningdata.org)> wrote:

Thanks, the property has 1 bedroom.

Morris

On Fri, Jun 2, 2023 at 10:00 AM Eberhart, Amanda <[AEberhart@berkeleyca.gov](mailto:AEberhart@berkeleyca.gov)> wrote:

Good Morning,

Thank you for the email below. Unfortunately, property owners do not have the option to change the number of bedrooms on a property because it impacts the Rent Ceiling. If you would like to respond to this email with the correct number of bedrooms, I would be happy to make the update so that you can claim your owner-occupied exemption. Please let me know what works best.

Thank you,

**Amanda Eberhart**

Registration Unit Manager

City of Berkeley | Rent Stabilization Board

**From:** Morris <[mc@miningdata.org](mailto:mc@miningdata.org)>  
**Sent:** Friday, June 2, 2023 7:45 AM  
**To:** Rent Registry <[rentregistry@berkeleyca.gov](mailto:rentregistry@berkeleyca.gov)>; Williams, DeSeana <[DeWilliams@berkeleyca.gov](mailto:DeWilliams@berkeleyca.gov)>  
**Subject:** Re: Process exemption for APN 055182002600

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

Please confirm receipt.

On Fri, May 26, 2023 at 4:24 PM Morris <[mc@miningdata.org](mailto:mc@miningdata.org)> wrote:

I tried to submit an exemption on <https://rentregistry.cityofberkeley.info/> but I'm unable to because the number of bedrooms is missing and the site is not allowing me to add that information. Since the site is critically broken, please manually reinstate the exemption to my property. I am the property owner and it is owner occupied.

Thanks

/  
Morris

**Benado, Tony**

---

**From:** Ayanna Davis <mamaayanna@healthyblackfam.org>  
**Sent:** Tuesday, June 20, 2023 6:50 PM  
**To:** Goldman, Nina; Goldman, Nina; Cobian, Katie; Evangelista, JoAnn; All Council; Joya Chavarin - Alameda County First 5 (Early Head Start) (jchavarin@peralta.edu); Kevin Williams - BYA; Center for Food, Faith & Justice CCFJ; Sims, Monique; Hunter, Sandra; Maria Carriedo; Chin, Janice  
**Cc:** Wilhelmenia Wilson; Erin Alexander; Suzette Chaumette  
**Subject:** HBF Thirsty 4 Change! Health Conference  
**Attachments:** Healing from Inside Out Flyer 5.23.2023.png

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

Please share with your family, friends, community, collaboratives, and networks. Thank You!

**HEALING FROM TH  
OUR VISION 4**

**HEALTH**  
*Black Fair*  
**HEALTH CONFERENCE**



Ayanna Davis, MS  
Deputy Executive Director | Healthy Black Families, Inc.  
510.285.6689 - office | 510.379.6387 - mobile  
3356 Adeline Street | Berkeley, CA 94703  
[www.healthyblackfamiliesinc.org](http://www.healthyblackfamiliesinc.org)



**'PEOPLE, PROGRAMS, POLICY'**  
**Advancing social equity and justice, with a focus on Black individuals and families.**

**Take the Equity 4 Black Berkeley survey and find more about Equity 4 Black Berkeley by visiting our website page: [www.healthyblackfam.org/e4bb](http://www.healthyblackfam.org/e4bb)**

Note: The Black Community, our staff, and our families, continue to have across community experiences that need to be addressed. These include ongoing racial and economic oppression, institutional racism and anti-Blackness, mass displacement, homelessness, housing insecurity, birth inequities, food insecurity, continued high rates of mass incarceration, and ecological oppression to name just some. As HBF is doing work on the front lines of health equity, racial equity, and social justice, business cannot go on as usual. Strategic and sustainable change is necessary. Please be mindful of these factors and expect delays in email correspondence, shifting in timelines, and other necessary pivots as we are being present to this time of collective change, transformation, healing, and re-imagining a new way of being.

Interested in supporting our work? Here's how:

Follow us on [Facebook](#). | [Make a Donation](#). | [Support Our Publication](#).

**We encourage you to make Healthy Black Families, Inc. the recipient of your Amazon purchase donations at [www.smile.amazon.com](http://www.smile.amazon.com)**

CONFIDENTIALITY NOTICE: This electronic mail transmission may contain privileged and/or confidential information only for use by the intended recipients. Any usage, distribution, copying or disclosure by any other person, other than the intended recipient is strictly prohibited and may be subject to civil action and/or criminal penalties. If you received this e-mail transmission in error, please notify the sender by reply e-mail or by telephone and delete the transmission.

**HEALING FROM THE INSIDE OUT**

**OUR VISION 4**

**HEALTHY**

***Black Families Now!***

**HEALTH CONFERENCE**



**Healthy  
Black  
Families, Inc.**



**Francis Albrier Community Center  
2800 Park St, Berkeley, CA 94702**

**JUNE**

**24<sup>th</sup>**

**2023**

**12PM - 4PM PST**

**Free Childcare | Free Admission  
<https://tinyurl.com/PAJUNE23>**

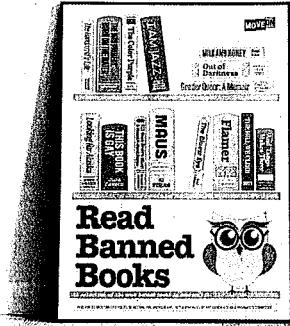
**Benado, Tony**

**From:** Todd Andrew <toddandrew@gmail.com>  
**Sent:** Thursday, June 15, 2023 6:31 PM  
**To:** Reeder, Aimee; Mayer, Tess  
**Cc:** All Council  
**Subject:** Will you post "Read Banned Books" posters if the community donates them?

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

As you probably know, MoveOn began in Berkeley in response to the craven Republican impeachment of Bill Clinton. Since then, MoveOn has organized many impactful campaigns for democracy, equity, justice and sound public policy.

One of their current campaigns seeks to raise awareness of banned books in the United States. Their "Read Banned Books" poster campaign is part of this effort.



I have ordered a poster for myself, but it occurred to me to donate it to the Berkeley Public Library. Would the Library be willing and able to hang the posters in the main library and various branches if they were donated by community members?

Per the order form: *This is a preorder item and will be available only through Sunday, June 25, 2023.*

Thank you very much.

Best,  
Todd Andrew  
Hopkins & Monterey  
Berkeley

**Benado, Tony**

**From:** Reeder, Aimee  
**Sent:** Wednesday, June 21, 2023 11:57 AM  
**To:** Todd Andrew; Mayer, Tess  
**Cc:** All Council  
**Subject:** RE: Will you post "Read Banned Books" posters if the community donates them?

Hi Todd,

Thank you so much for reaching out. So sorry for the delay – I was on vacation at the end of last week and we were closed for Juneteenth on Monday. I am just now catching up!

Thanks for letting us know about the posters and your generous offer as well as the error with the contact us form.

I will forward your emails on to Collections (for the poster) and to IT (for the webform error you sent a message about in a subsequent email).

Thanks for your patience,  
Aimee



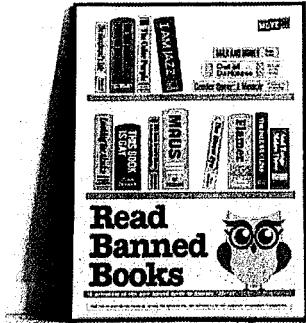
**Aimee Reeder, Communications**  
Pronouns: he/ir/hers  
**Berkeley Public Library on the territory of xučyun**  
*(Huichin) of the Chochenyo speaking Ohlone people*  
**Call or Text: (510) 495-4175**  
[aareeder@berkeleyca.gov](mailto:aareeder@berkeleyca.gov)  
[www.berkeleypubliclibrary.org](http://www.berkeleypubliclibrary.org)

**From:** Todd Andrew <[toddandrew@gmail.com](mailto:toddandrew@gmail.com)>  
**Sent:** Thursday, June 15, 2023 6:31 PM  
**To:** Reeder, Aimee <[aareeder@berkeleyca.gov](mailto:aareeder@berkeleyca.gov)>; Mayer, Tess <[tmayer@berkeleyca.gov](mailto:tmayer@berkeleyca.gov)>  
**Cc:** All Council <[council@berkeleyca.gov](mailto:council@berkeleyca.gov)>  
**Subject:** Will you post "Read Banned Books" posters if the community donates them?

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

As you probably know, MoveOn began in Berkeley in response to the craven Republican impeachment of Bill Clinton. Since then, MoveOn has organized many impactful campaigns for democracy, equity, justice and sound public policy.

One of their current campaigns seeks to raise awareness of banned books in the United States. Their "[Read Banned Books](#)" poster campaign is part of this effort.



I have ordered a poster for myself, but it occurred to me to donate it to the Berkeley Public Library. Would the Library be willing and able to hang the posters in the main library and various branches if they were donated by community members?

Per the order form: ***This is a preorder item and will be available only through Sunday, June 25, 2023.***

Thank you very much.

Best,  
Todd Andrew  
Hopkins & Monterey  
Berkeley

**Benado, Tony**

---

**From:** Rachel Durney <rdurney@bridgehousing.com>  
**Sent:** Tuesday, June 20, 2023 5:27 PM  
**To:** City Clerk; All Council; Domingo, Donna  
**Cc:** Wyant, Jenny  
**Subject:** 1740 San Pablo Ave New Construction - Funding Application  
**Attachments:** 1740 MHP application Notification 2023.pdf

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

Dear City Council staff,

Please find attached a letter notifying you that BRIDGE Housing is submitting an application for funding through the California Department of Housing and Community Development's Multifamily Housing Program. Per Health & Safety Code §50675.7(e) BRIDGE must notify the local legislative body (Berkeley City Council in this case) of this loan application prior to application submission.

Please confirm receipt.

Thank you,

Rachel Durney (she/her)  
Project Administrator – NorCal Development, BRIDGE  
Direct: 415.321.4064 / rdurney@bridgehousing.com  
600 California St, Suite 900, San Francisco, CA 94108



BUILDING SUSTAINING LEADING

BRIDGE HOUSING  
CORPORATION

BRIDGE PROPERTY  
MANAGEMENT COMPANY

BAY AREA SENIOR SERVICES, INC.

BRIDGE ECONOMIC  
DEVELOPMENT CORPORATION

June 20, 2023

Berkeley City Council  
City of Berkeley  
2180 Milvia Street  
Berkeley, CA 94704

Re: 1740 San Pablo Avenue, Berkeley, CA  
Application for Multifamily Housing Program

Dear Council members:

BRIDGE Housing Corporation will be submitting an application for one state funding program for the 1740 San Pablo project: the Multifamily Housing Program. Our 2022 application resulted in a successful Infill Infrastructure Grant award. These funds will leverage the local funding already provided by the City of Berkeley and help BRIDGE build 54 units of affordable housing for families and artists as well as community and retail space in a high opportunity area with excellent transit access.

The California Department of Housing and Community Development released a Notice of Funding Availability on May 18th. Based on an initial self score, BRIDGE staff believe the project has an above average chance of winning an award under this round of funding. We are eager to obtain MHP funds to cover a substantial portion of the required financing for 1740 San Pablo.

Please contact me if you have any questions regarding the project or this application. It is our pleasure to serve the residents of Berkeley.

Sincerely,

A handwritten signature in black ink, appearing to read "KT".

Kate Traynor  
Project Manager  
BRIDGE Housing Corporation

500 CALIFORNIA STREET, SUITE 800, SAN FRANCISCO, CA 94104-1706 - TEL: (415) 923-1111 - FAX: (415) 923-1892 - BRIDGEHOUSING.COM  
3200 30TH STREET, VAN NUYS, CA 91404-3427 - TEL: (818) 312-3000 - FAX: (818) 312-4921  
29321 BRYANT AVENUE, SUITE #1, NEWPORT BEACH, CA 92660 - TEL: (949) 229-7070 - FAX: (949) 224-7549  
923 11th 19th AVENUE, STUDIO B, PORTLAND, OR 97207 - TEL: 503-360-7823 - FAX: 503-361-8397  
BRIDGE Housing is a non-profit, public benefit corporation.

**Benado, Tony**

---

**From:** Maria Riddle <riddle.maria@gmail.com>  
**Sent:** Tuesday, June 20, 2023 5:16 PM  
**To:** All Council  
**Subject:** Overhead Utility Wires

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

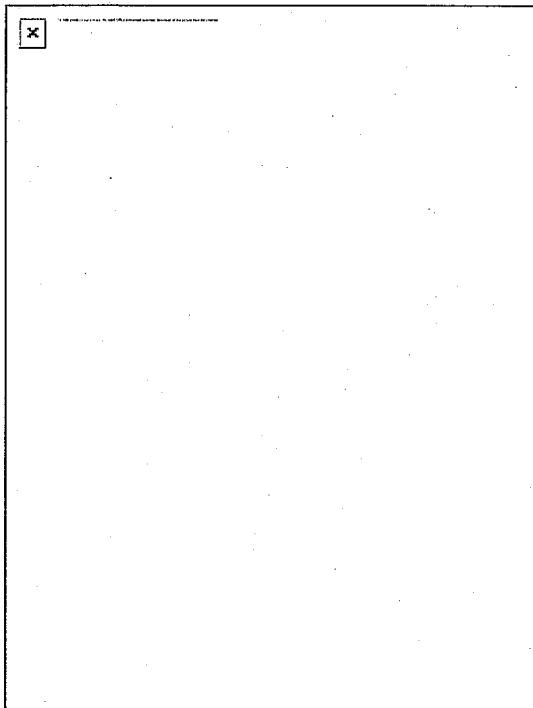
Dear Honorable Mayor and City Council:

I am writing to express my concern regarding the proliferation of overhead utility wires and to request that you consider actions aimed at reversing this trend. I understand that the budget doesn't support a broad-based undergrounding effort at this time and that new 20B projects are no longer viable. While it is my sincere hope that all of the overhead wires will one day be buried underground, I believe other interventions are worthy of immediate attention.

The number of wires criss-crossing the street near our house has tripled since we purchased our home 20 years ago. The situation was disheartening in 2003 but it is truly heart-breaking in 2023.

During the past five years, we, along with the vast majority of our neighbors, migrated to Sonic. Unfortunately, unused legacy AT&T and Comcast wires continue to litter the skies. These providers have no incentive to remove unused drop wires. Quite the opposite; it is in their best interest to leave behind all cabling in the event service is reinstated in the future. It is virtually impossible to get an AT&T or Comcast employee to make a housecall to remove unwanted wires.

Unfortunately, this is the result (and what we see from our living room windows).



Currently, it appears that telecom providers can (and do!) set up significant amounts of infrastructure, charge residents for services provided over this infrastructure, and then, when services are turned off and/or no longer needed, simply leave the unused infrastructure behind with no accountability whatsoever. I don't know if providers bear any legal responsibility for removing wires, if asked, but I do know that, in practice, it's not done and customers have no leverage in this regard.

As gatekeepers to the city in which these service providers do business, is it not possible to require them, at a minimum, to be responsive to a call to action when it comes to cleanup? Perhaps via the designation of a dedicated contact or hotline? I fear that if providers are called upon individually, there will be much finger pointing and inefficiency. A more comprehensive and coordinated effort will likely be required. Perhaps a "removal tax" could be levied upon all telecom providers and the tax money generated could be used to hire a team that has the needed access/blessing from the service providers to not only tag and remove unused infrastructure but also clean up unsightly excess coiled/dangling cables.

This is a much bigger problem in some areas of the city than others but in places where it's a problem, it has become a very big problem. SOMETHING needs to be done. What happens when Sonic is undercut by the next provider? Is there no end to the overhead litter we can expect? We think of choice as a good thing but if having many choices among telecom providers translates into layer upon layer of obtrusive infrastructure that all neighbors must live beside forever more, it must be questioned.

Please let me know if there are ways motivated citizens, such as myself, can instigate change. I imagine this sort of initiative will be driven by some combination of local regulations, urban planning strategies, and commitment on behalf of the local government and utility providers to work together for the benefit of the community. Community involvement might also play a role. For example, if an entire block of residents signs on with Sonic and agrees to sever ties with Comcast and AT&T, can this group of residents not only mandate the removal of all non-Sonic telecom drop wires in their block but also disallow Comcast and AT&T from running wires pole to pole on their block as well? It would be helpful to better understand our rights as residents/property owners. It saddens me to lobby for any action short of undergrounding but witnessing how the situation has become worse over the past decade, instead of better, and recognizing that PG&E's "10,000 mile Undergrounding Program" leaves all telecom wires *above* ground, I am truly frightened for our future.

Sincerely yours,

Maria Riddle  
1111 Shattuck Ave  
Berkeley, CA 94707

**Benado, Tony**

---

**From:** Elana Auerbach <elananarobyn@gmail.com>  
**Sent:** Monday, June 19, 2023 9:52 PM  
**To:** All Council; Wengraf, Susan; Taplin, Terry; Kesarwani, Rashi  
**Subject:** ALPR's, A Study in Failure

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

Greetings~

Here is a must read study as you consider placing more cameras throughout our city: Automated License Plate Readers: A Study in Failure.

Also, researchers consistently report that efforts to reduce or deter crime are complex (as are the causes of crime) and that pointing to one method of reducing crime is an erroneous path.

Instead of more cameras, please focus your efforts and the efforts of city staff on getting Berkeley's gun violence reduction and prevention program up and running. Unlike ALPR's, there is data from Richmond, Stockton and many other cities that Ceasefire type programs reduce crime and save cities a great deal of money.

We need a Berkeley Ceasefire program NOW, not more cameras.

Thank you~

Elana Auerbach

**Benado, Tony**

---

**From:** Diana <nicca@igc.org>  
**Sent:** Friday, June 23, 2023 6:27 AM  
**To:** All Council  
**Subject:** ALPR Proposal Must be Rejected: Studies Show Errors, No Evidence of Reduced Crime

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

## **Please do not get License Plate readers for Berkeley!!**

**Siuncerely,**

**Diana Bohn**

**94707**

## **ALPRs are not reliable nor accurate.**

<https://www.independent.org/publications/article.asp?id=14254#:~:text=According%20to%20an%20estimate%20by,mistakes%20and%20misidentifications%20are%20frequent>

Contrary to the BPD presenter's argument, there is no significant evidence that these cameras are the solution to reduce, prevent or resolve crime. The proposal as written is inadequate to justify a purchase of these expensive cameras.

Please read the article in the attached Independent... According to estimates by an ALPR data aggregator, cameras misread one out of ten license plates. Cameras scan 2,000 plates per minute. Given a high error rate, mistakes and misidentifications are frequent.

Do we want to take this high risk of erroneous stops and arrests? High risk of violating constitutional rights? High risk of increased liability for wrongful detention and wrongful arrests? BPD already has a high disparity in traffic stops based on race.

If you run these numbers by the independent Auditor, she may have thoughts on the efficacy of this purchase. There are outstanding Auditor recommended improvements to make that can provide more time for detectives to solve car theft and other crimes instead of the 70% of officer time in responding to unhoused and mental health calls (the SCU should free up officer time to fight crime instead of being the entity called for homeless or mental health issues).

As decision makers re policy and programs to make our community safe, it is incumbent upon you to listen also to those who are subject matter experts -- the citizen approved Police Accountability Board. They conducted a thorough review of this proposal, and are a valuable resource to analyze and review their concerns. We need to have adequate information on whether this tool is effective, safe and appropriate before expending more money without evidence to support the effectiveness of this potential tool.

I agree with the BPD speaker to 'not put the cart before the horse.' In this situation, neither the cart nor the horse are ready for the road to improving public safety.

From the August 16, 2002 article "The Pitfalls of Law Enforcement License Plate Readers in California and Safeguards to Protect the Public" --

*In 2009, a 47-year-old Black woman named Denise Green was forced to the ground at gunpoint by several San Francisco police officers during her car ride home from work. During the lengthy hold up, the officers searched Green's vehicle, while other officers had their guns pointed at her while she was handcuffed. Green never had a criminal record.*

*Her crime? The police alleged she was a car thief, but after an extensive detention, police acknowledged that Green's burgundy Lexus was, in fact, not the gray GMC truck they were looking for. An automated license plate reader, or ALPR, notified police that Green's car was stolen after misreading her license plate. The lesson of her story is that this could happen to anyone on the road.*

*California law enforcement agencies have come to embrace ALPRs enthusiastically. ALPR systems gather information from passing cars faster than police officers can visually confirm license plates; and the systems compare the plate numbers against a registry or they relay the plate numbers to dispatchers. ALPRs are high-speed cameras that can rapidly scan numerous computer-readable images, eliminating the need for law enforcement personnel to do manual checks.*

*Despite their increasing prevalence, local governments have paid little attention to their departments' sensitive technologies. Some municipalities have failed to adopt measures to prevent abuse before purchasing the equipment, and the few ALPR laws on the books are often ignored or are not comprehensive enough to prevent misuse. A lack of an overarching governance framework is to blame. Now out in the wild, ALPRs represent a significant risk to civil liberties.*

*Californians would benefit greatly from ALPR data-collection limits, regular data cleaning, and transparency. Until a structure is in place that protects individuals' privacy and provides law enforcement with a template to ensure accountability, no ALPR network is satisfactory.*

Sincerely,

Moni T. Law, Chair  
Berkeley Community Safety Coalition  
(Rest in Peace Mayor Gus Newport and Elliot Halpern, BCSC Steering Committee Members)

--  
You received this message because you are subscribed to the Google Groups "Berkeley Community Safety Coalition" group.

To unsubscribe from this group and stop receiving emails from it, send an email to [berkeley-community-safety-coalition+unsubscribe@googlegroups.com](mailto:berkeley-community-safety-coalition+unsubscribe@googlegroups.com).

To view this discussion on the web visit [https://groups.google.com/d/msgid/berkeley-community-safety-coalition/CAHnFbwZ9pEuTFrNe4TMBhd3qoHVy0iEN\\_D0sDc%2BwtgLkhfw71g%40mail.gmail.com](https://groups.google.com/d/msgid/berkeley-community-safety-coalition/CAHnFbwZ9pEuTFrNe4TMBhd3qoHVy0iEN_D0sDc%2BwtgLkhfw71g%40mail.gmail.com)

--  
You received this message because you are subscribed to the Google Groups "Berkeley Community Safety Coalition" group.

To unsubscribe from this group and stop receiving emails from it, send an email to [berkeley-community-safety-coalition+unsubscribe@googlegroups.com](mailto:berkeley-community-safety-coalition+unsubscribe@googlegroups.com).

To view this discussion on the web visit [https://groups.google.com/d/msgid/berkeley-community-safety-coalition/CACtYRQQCtQAAeCG-K07fzZNnszSivmAr5\\_GjbG6tcUxr9Hukbw%40mail.gmail.com](https://groups.google.com/d/msgid/berkeley-community-safety-coalition/CACtYRQQCtQAAeCG-K07fzZNnszSivmAr5_GjbG6tcUxr9Hukbw%40mail.gmail.com).

--  
You received this message because you are subscribed to the Google Groups "Berkeley Community Safety Coalition" group.

To unsubscribe from this group and stop receiving emails from it, send an email to [berkeley-community-safety-coalition+unsubscribe@googlegroups.com](mailto:berkeley-community-safety-coalition+unsubscribe@googlegroups.com).

To view this discussion on the web visit [https://groups.google.com/d/msgid/berkeley-community-safety-coalition/CALo2iGzG\\_f955uZiPVT%3DrG%3DP5TizuZJoKnmCACHv7%2BfMQPyB\\_w%40mail.gmail.com](https://groups.google.com/d/msgid/berkeley-community-safety-coalition/CALo2iGzG_f955uZiPVT%3DrG%3DP5TizuZJoKnmCACHv7%2BfMQPyB_w%40mail.gmail.com).

**Benado, Tony**

---

**From:** Toni Mester <tonispenn@comcast.net>  
**Sent:** Thursday, June 15, 2023 10:03 AM  
**To:** All Council  
**Cc:** Taplin, Terry  
**Subject:** surveillance cameras

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

To: Terry Taplin and Members of the Berkeley City Council

From: Toni Mester D2

June 15, 2023

I couldn't stay up Tuesday night for the decision on surveillance cameras, but I watched the video yesterday and want to congratulate Terry Taplin for his persistence in advancing this proposal, and all of you for participation and making the vote unanimous.

I want to add to the story of the July 7, 2005 bombings because I didn't have time to make my point that CCTV aided the London Metropolitan Police in determining the MO of the terrorists and evaluating further threats from this conspiracy. This is a day in my life that I remember in detail, as our group of 23 was staying in Canterbury Hall, just a short walk from Tavistock Square, where the 30 bus was blown up. Our underground station, Russell Square, was also bombed. Luckily we had left for a day in Stratford-upon-Avon, to see plays by the Royal Shakespeare Company, which is a story in itself. My main purpose was to comfort and organize my clients, get them to the shows, and find rooms if we were not allowed back into London since all the main points of entry were closed. We did return late that night, and in the morning, all the group leaders staying at Canterbury Hall were interviewed by the Metropolitan Police. I was never so happy to see a cop, as I needed to explain to my group just how we were to get around and what to expect in the neighborhood. He was caring, not just interested in our experience the day before, but in our welfare. I was questioned about what we had observed the morning before, but public observation was not how the authorities were able to piece together what had happened. It was the CCTV network that provided the story.

[https://en.wikipedia.org/wiki/7\\_July\\_2005\\_London\\_bombings](https://en.wikipedia.org/wiki/7_July_2005_London_bombings)

**Benado, Tony**

---

**From:** bob flasher <rangerdude333@hotmail.com>  
**Sent:** Friday, June 16, 2023 6:23 AM  
**To:** All Council  
**Subject:** City dysfunction

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

See message below this link first

<mailto:?subject=%5BShared%20Post%5D%20Opinion%3A%20Berkeley's%20budget%20must%20prioritize%20traffic%20safety%20in%20West%20Berkeley&body=https%3A%2F%2Fwww.berkeleyside.org%2F2023%2F06%2F15%2Fopinion-berkeleys-budget-must-prioritize-traffic-safety-in-west-berkeley&share=email&nb=1>

Council,

I want to make sure you didn't miss this opinion piece in Berkeleyside. It is about how the West Berkeley community is being ignored while we have been debating bike lanes on Hopkins Street for years. We need to refocus on the greater good.

Bob Flasher

**Benado, Tony**

**From:** Norma Thompson <nthompson@communityhdc.org>  
**Sent:** Friday, June 23, 2023 8:26 AM  
**To:** City Clerk; All Council  
**Cc:** Donald Gilmore; Joanna Griffith; kjones landisdevelopment.com; rtdevelops@comcast.net; Rebecca Kilmartin; Nanyamka Culbertson  
**Subject:** Local Jurisdiction Notification of Intent to Apply for Dept. of HCD MHP/IIG Funding-St. Paul and Ephesian  
**Attachments:** St\_Paul\_App\_Sub notification\_signed (1)(1).pdf; Ephesian\_Legacy\_Court sub notification\_signed061723 (4)(1).pdf

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

Good Morning: Per the California Department of Housing and Community Development MHP/IIG regulations, please see the attached notifications of Community Housing Development Corporation, St. Paul, and Ephesian's intent to apply for funding. City of Berkeley response to this notification is not required; feel free to contact me if you have any questions however. Thank You.

Norma Thompson  
Asst. Director of Real Estate Development  
Community Housing Development Corporation  
(510) 604-8008



1535-A FRED JACKSON WAY  
RICHMOND, CA 94801  
TELEPHONE: 510-412-9290  
FAX: 510-215-9276  
EMAIL: INFO@COMMUNITYHDC.ORG

June 12, 2023

Berkeley City Council  
2180 Milvia Street  
Berkeley, CA 94704

RE: St. Paul Terrace Apartments

Dear Mayor Arreguin and City Council Members:

This letter serves to inform you that Community Housing Development Corporation of North Richmond (CHDC) and St Paul AME Church (STPAME) will be submitting an application for the referenced project to the State of California's Department of Housing and Community Development for its Multifamily Housing Program (MHP) and Infill Infrastructure Grant (IIG). Per Health & Safety Code Section 50675.7(e), the development sponsor of a project applying for MHP and IIG funding must notify the local legislative body of the sponsor's loan application prior to application submission.

CHDC and STPAME will apply for MHP and IIG funding up to the loan limit. Actual loan amount will depend on a variety of factors, including Article XXXIV compliance and the mix of units proposed to be restricted by MHP and IIG regulations.

Should you have any questions regarding this development, please contact Norma Thompson at [nthompson@communitiyhdc.org](mailto:nthompson@communitiyhdc.org).

Sincerely,

X \_\_\_\_\_  
DocuSigned by:  
A handwritten signature of Donald Gilmore, enclosed in a rectangular box.  
CFA08E4B9DE7442...

Donald Gilmore  
Executive Director  
Community Housing Development Corporation

X \_\_\_\_\_  
DocuSigned by:  
A handwritten signature of Anthony Hughes, enclosed in a rectangular box.  
CD8D5E47ECD04B3...

Anthony Hughes  
Senior Pastor  
St. Paul African Methodist Episcopal (AME) Church



1535-A FRED JACKSON WAY  
RICHMOND, CA 94801  
TELEPHONE: 510-412-9290  
FAX: 510-215-9276  
EMAIL: INFO@COMMUNITYHDC.ORG

June 12, 2023

Berkeley City Council  
2180 Milvia Street  
Berkeley, CA 94704

## RE: Ephesian Legacy Court Apartments

Dear Mayor Arreguin and City Council Members:

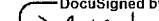
This letter serves to inform you that Community Housing Development Corporation of North Richmond (CHDC) and Ephesian Church of God in Christ will be submitting an application for the referenced project to the State of California's Department of Housing and Community Development for its Multifamily Housing Program (MHP) and Infill Infrastructure Grant (IIG). Per Health & Safety Code Section 50675.7(e), the development sponsor of a project applying for MHP and IIG funding must notify the local legislative body of the sponsor's loan application prior to application submission.

CHDC and Ephesian Church of God in Christ will apply for MHP and IIG funding up to the loan limit. Actual loan amount will depend on a variety of factors, including Article XXXIV compliance and the mix of units proposed to be restricted by MHP and IIG regulations.

Should you have any questions regarding this development, please contact Norma Thompson at nthompson@communitiyhdc.org .

Sincerely,

**DocuSigned by:**  
  
X \_\_\_\_\_  
C455CTA7FEDB4A5...  
  
Donald Gilmore  
Executive Director  
Community Housing Development Corporation

X \_\_\_\_\_ DocuSigned by:  
  
Jonathan Logan Sr  
07C0FAB2FAB842A...

**Benado, Tony**

**From:** Geoff Lomax <glomax@lmi.net>  
**Sent:** Thursday, June 22, 2023 9:23 PM  
**To:** All Council  
**Cc:** OED (Office of Economic Development)  
**Subject:** Help Business Get off the Ground

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

At this week's council meeting during the Office of Economic Development presentation, many of you spoke to the desire to support local businesses and fill the "empty storefronts." Tonight I spoke with some entrepreneurs who are trying to do exactly that: reopen Ninos old restaurant space at Walnut and Vine. They have planned to open "months ago" but indicated a familiar refrain "permitting" and "city bureaucracy". Months of lost tax revenue for what?

This use case is one where a new business it replacing the exact same business. Why can't we expedite permits in cases where a new business owner is replacing an identical enterprise?

This example is not a one off; so many individuals attempting to build businesses in our city echo this refrain of delay, delay, delay as a result of permitting.

Take the time to ask, and if you really want to walk the walk and fill those store fronts lower the bar to entry.

Geoff Lomax

**Benado, Tony**

---

**From:** Pamela Michaud <pamelamichaud@sbcglobal.net>  
**Sent:** Friday, June 23, 2023 8:43 PM  
**To:** Berkeley Mayor's Office; Bartlett, Ben; BPD Webmail; Berkeley Fire Department; Perry, Jessica; All Council  
**Cc:** Sarah Garrett; Jesse Mcfarland; Mike Kim; Brian Biancardi; Michelle Lee; Nicole Sullivan; Labi Rabiu; Margarette & Hosea; Nina (and Labi); Sky & Patty's Gmail; Colleen McCann; Colleen & Eric  
**Subject:** Fireworks in South Berkeley need to be stopped; are illegal, have caused fires, and terrify children and wildlife

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

City of Berkeley Police Chief, City of Berkeley FireChief, Mayor, Office of the Mayor, City Council, Ben Bartlett, etc.

People are already setting off large fireworks, cherry bombs etc. in South Berkeley,

For several years I have requested that the City of Berkeley on the weeks and days leading up to July 4 put up signs on roadside traffic flashers stating that **Fireworks are illegal in Berkeley and Infractions are subject to fines and penalties.** Yet, every year we arrive at the 4th of July with NO proactive measures to stop fireworks.

Surely, there is money in the property taxes we homeowners pay for **Fire/Wildfire Prevention** that could be used for roadside signs stating that fireworks are illegal. Every year we have to watch for fires started by fireworks and either put them out or call the Fire Department. **Why can't the City of Berkeley proactively work to stop these illegal fireworks?**

Again, this year I am requesting that there be a police presence in South Berkeley, especially near the intersections of **Alcatraz and Adeline and Adeline and Stanford** to stop this criminal behavior and along the streets below Dover, i.e. 63rd Street, 62nd Street, and 61st Street.

Every year I have to re-request that Berkeley enforce the laws against fireworks. This lawbreaking is well-known to the city. It needs to stop.

In past years, we have had to put out fires, call the Fire Department to put out fires, chase away groups of people coming into our neighborhood to set off fireworks (they have actually told us their parents would not allow!), etc.

Berkeley has begun requiring that all new buildings protect birds by putting in special windows that keep birds from hitting the windows and dying. This is needed and admirable, but we have a huge problem around the 4th of July with massive amounts of Cherry Bombs, etc being shot into the sky for several hours extending late into the night in the days leading up to the 4th of July and beyond. These massive fireworks cause birds to abandon their nests, sometimes die, and leave the area. The noise from fireworks are massively injurious to wildlife and people.

Please, put up roadside flasher messages stating that fireworks are illegal, establish police presence in South Berkeley to discourage these illegal acts, start issuing citations against the people and properties that are doing this, and take care of South Berkeley as if it was North Berkeley..

Pamela Michaud  
1819 63rd Street  
Berkeley, CA  
510-847-8257

**Benado, Tony**

---

**From:** Pamela Michaud <pamelamichaud@sbcglobal.net>  
**Sent:** Saturday, June 24, 2023 2:46 PM  
**To:** Mike Kim  
**Cc:** Bartlett, Ben; Brian Biancardi; Colleen & Eric; Colleen McCann; Jesse Mcfarland; Perry, Jessica; Labi Rabiu; Margarette & Hosea; Michelle Lee; Nicole Sullivan; Nina (and Labi); Sarah Garrett; Sky & Patty's Gmail; All Council; Berkeley Fire Department; Berkeley Mayor's Office; BPD Webmail  
**Subject:** Re: Fireworks in South Berkeley need to be stopped; are illegal, have caused fires, and terrify children and wildlife

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

I plan on calling the Mayor's office, the Fire Chief, the Police Chief, and whomever else I need to call starting on Monday.

Mike, if you have time, please call as well.

Pamela

On Friday, June 23, 2023, 10:03:20 PM PDT, Mike Kim <mkm1616@gmail.com> wrote:

Thanks for this email Pamela.

I could not agree more. I would love to hear how the city plans to address this issue.

On Fri, Jun 23, 2023 at 8:43 PM Pamela Michaud <pamelamichaud@sbcglobal.net> wrote:  
City of Berkeley Police Chief, City of Berkeley FireChief, Mayor, Office of the Mayor, City Council, Ben Bartlett, etc.

People are already setting off large fireworks, cherry bombs etc. in South Berkeley,

For several years I have requested that the City of Berkeley on the weeks and days leading up to July 4 put up signs on roadside traffic flashers stating that **Fireworks are illegal in Berkeley and Infractions are subject to fines and penalties.** Yet, every year we arrive at the 4th of July with NO proactive measures to stop fireworks.

Surely, there is money in the property taxes we homeowners pay for **Fire/Wildfire Prevention** that could be used for roadside signs stating that fireworks are illegal. Every year we have to watch for fires started by fireworks and either put them out or call the Fire Department. **Why can't the City of Berkeley proactively work to stop these illegal fireworks?**

Again, this year I am requesting that there be a police presence in South Berkeley, especially near the intersections of **Alcatraz and Adeline** and **Adeline and Stanford** to stop this criminal behavior and along the streets below Dover, i.e. 63rd Street, 62nd Street, and 61st Street.

Every year I have to re-request that Berkeley enforce the laws against fireworks. This lawbreaking is well-known to the city. It needs to stop.

In past years, we have had to put out fires, call the Fire Department to put out fires, chase away groups of people coming into our neighborhood to set off fireworks (they have actually told us their parents would not allow!), etc.

Berkeley has begun requiring that all new buildings protect birds by putting in special windows that keep birds from hitting the windows and dying. This is needed and admirable, but we have a huge problem around the 4th of July with massive amounts of Cherry Bombs, etc being shot into the sky for several hours extending late into the night in the days leading up to the 4th of July and beyond. These massive fireworks cause birds to abandon their nests, sometimes die, and leave the area. The noise from fireworks are massively injurious to wildlife and people.

Please, put up roadside flasher messages stating that fireworks are illegal, establish police presence in South Berkeley to discourage these illegal acts, start issuing citations against the people and properties that are doing this, and take care of South Berkeley as if it was North Berkeley..

Pamela Michaud  
1819 63rd Street  
Berkeley, CA  
510-847-8257

## **Benado, Tony**

---

**From:** Pamela Michaud <pamelamichaud@sbcglobal.net>  
**Sent:** Monday, June 26, 2023 2:13 PM  
**To:** Mike Kim; pamelamichaud@sbcglobal.net  
**Cc:** Bartlett, Ben; Brian Biancardi; Colleen & Eric; Colleen McCann; Jesse Mcfarland; Perry, Jessica; Labi Rabiu; Margarette & Hosea; Michelle Lee; Nicole Sullivan; Nina (and Labi); Sarah Garrett; Sky & Patty's Gmail; All Council; Berkeley Fire Department; Berkeley Mayor's Office; BPD Webmail  
**Subject:** Re: Fireworks in South Berkeley need to be stopped; are illegal, have caused fires, and terrify children and wildlife

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

Neighbors,

Update:

**1. Today, on June 26th**, in response to my original email, I received a telephone call from **Officer Futch from Berkeley PD** (Community Services) and she says BPD has no funding for signs that would be put up telling people that "Fireworks are illegal." Her email is **KFutch@berkeleyca.gov**, phone **510-981-5778**.

However, she is reaching out to the Environmental Health Department that deals with excessive noise, etc. to see if they have funds or can contribute in any way to keeping fireworks out of our neighborhood. Officer Futch has promised to contact me back per any responses she gets. I will follow up with her as well.

**2. Today, on June 26th, I called the City of Berkeley Mayor's office at 510-981-7100** to follow up on my email and Genevieve Wilson who works in "Constituent Services" told me that my email came up in their staff meeting today and the issue has been "noted" and "is definitely being discussed." Ms Wilson stressed that she has no idea of the outcome or if there will be a response. Starting tomorrow, I will be calling the Mayor's office every day until I get a response.

**3. Today, on June 26th, I called Ben Bartlett's office** to get Ben's support to keep fireworks out of South Berkeley and to get support from the Council and the Mayor's office to implement signs on streets coming into South Berkeley stating that fireworks are illegal etc. **Nina** in Ben Bartlett's office said she looking for my email and will show it to Ben and James. I requested an email or phone call back and gave her my cell phone. Ben's office phone is 510-981-7130, **email is bbartlet@berkeleyca.gov**. **IT WOULD BE HELPFUL IF YOU ALL WOULD CALL BEN AND REQUEST HIS SUPPORT.**

**4. Today, on June 26th, I called the Fire Department's office at 510-981-FIRE (3473)** and spoke to Diana who works for the Administrative division. All emails to the Fire Chief, Marshalls etc go through the email **firefrontcounter@berkeleyca.gov**. **Diana** is locating my email and forwarding it to the Fire Chief and the appropriate Fire Marshall(s). I have requested that someone call me back or send me an email. If I do not receive a communication today, I will call back tomorrow.

As I receive communications or call people back, I will update this email and send back to you. Please support me in this effort.

Pamela

On Friday, June 23, 2023, 10:03:20 PM PDT, Mike Kim <mkm1616@gmail.com> wrote:

Thanks for this email Pamela.

I could not agree more. I would love to hear how the city plans to address this issue.

On Fri, Jun 23, 2023 at 8:43 PM Pamela Michaud <pamelamichaud@sbcglobal.net> wrote:

City of Berkeley Police Chief, City of Berkeley FireChief, Mayor, Office of the Mayor, City Council, Ben Bartlett, etc.

People are already setting off large fireworks, cherry bombs etc. in South Berkeley,

For several years I have requested that the City of Berkeley on the weeks and days leading up to July 4 put up signs on roadside traffic flashers stating that **Fireworks are illegal in Berkeley** and **Infractions are subject to fines and penalties**. Yet, every year we arrive at the 4th of July with NO proactive measures to stop fireworks.

Surely, there is money in the property taxes we homeowners pay for **Fire/Wildfire Prevention** that could be used for roadside signs stating that fireworks are illegal. Every year we have to watch for fires started by fireworks and either put them out or call the Fire Department. **Why can't the City of Berkeley proactively work to stop these illegal fireworks?**

Again, this year I am requesting that there be a police presence in South Berkeley, especially near the intersections of **Alcatraz and Adeline** and **Adeline and Stanford** to stop this criminal behavior and along the streets below Dover, i.e. 63rd Street, 62nd Street, and 61st Street.

Every year I have to re-request that Berkeley enforce the laws against fireworks. This lawbreaking is well-known to the city. It needs to stop.

In past years, we have had to put out fires, call the Fire Department to put out fires, chase away groups of people coming into our neighborhood to set off fireworks (they have actually told us their parents would not allow!), etc.

Berkeley has begun requiring that all new buildings protect birds by putting in special windows that keep birds from hitting the windows and dying. This is needed and admirable, but we have a huge problem around the 4th of July with massive amounts of Cherry Bombs, etc being shot into the sky for several hours extending late into the night in the days leading up to the 4th of July and beyond. These massive fireworks cause birds to abandon their nests, sometimes die, and leave the area. The noise from fireworks are massively injurious to wildlife and people.

Please, put up roadside flasher messages stating that fireworks are illegal, establish police presence in South Berkeley to discourage these illegal acts, start issuing citations against the people and properties that are doing this, and take care of South Berkeley as if it was North Berkeley..

Pamela Michaud  
1819 63rd Street  
Berkeley, CA  
510-847-8257

**Benado, Tony**

---

**From:** Mike Kim <mkm1616@gmail.com>  
**Sent:** Friday, June 23, 2023 10:03 PM  
**To:** Pamela Michaud  
**Cc:** Bartlett, Ben; Brian Biancardi; Colleen & Eric; Colleen McCann; Jesse Mcfarland; Perry, Jessica; Labi Rabiu; Margarette & Hosea; Michelle Lee; Nicole Sullivan; Nina (and Labi); Sarah Garrett; Sky & Patty's Gmail; All Council; Berkeley Fire Department; Berkeley Mayor's Office; BPD Webmail  
**Subject:** Re: Fireworks in South Berkeley need to be stopped; are illegal, have caused fires, and terrify children and wildlife

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

Thanks for this email Pamela.

I could not agree more. I would love to hear how the city plans to address this issue.

On Fri, Jun 23, 2023 at 8:43 PM Pamela Michaud <pamelamichaud@sbcglobal.net> wrote:

City of Berkeley Police Chief, City of Berkeley FireChief, Mayor, Office of the Mayor, City Council, Ben Bartlett, etc.

People are already setting off large fireworks, cherry bombs etc. in South Berkeley,

For several years I have requested that the City of Berkeley on the weeks and days leading up to July 4 put up signs on roadside traffic flashers stating that **Fireworks are illegal in Berkeley** and **Infractions are subject to fines and penalties**. Yet, every year we arrive at the 4th of July with NO proactive measures to stop fireworks.

Surely, there is money in the property taxes we homeowners pay for **Fire/Wildfire Prevention** that could be used for roadside signs stating that fireworks are illegal. Every year we have to watch for fires started by fireworks and either put them out or call the Fire Department. **Why can't the City of Berkeley proactively work to stop these illegal fireworks?**

Again, this year I am requesting that there be a police presence in South Berkeley, especially near the intersections of **Alcatraz and Adeline** and **Adeline and Stanford** to stop this criminal behavior and along the streets below Dover, i.e. 63rd Street, 62nd Street, and 61st Street.

Every year I have to re-request that Berkeley enforce the laws against fireworks. This lawbreaking is well-known to the city. It needs to stop.

In past years, we have had to put out fires, call the Fire Department to put out fires, chase away groups of people coming into our neighborhood to set off fireworks (they have actually told us their parents would not allow!), etc.

Berkeley has begun requiring that all new buildings protect birds by putting in special windows that keep birds from hitting the windows and dying. This is needed and admirable, but we have a huge

problem around the 4th of July with massive amounts of Cherry Bombs, etc being shot into the sky for several hours extending late into the night in the days leading up to the 4th of July and beyond. These massive fireworks cause birds to abandon their nests, sometimes die, and leave the area. The noise from fireworks are massively injurious to wildlife and people.

Please, put up roadside flasher messages stating that fireworks are illegal, establish police presence in South Berkeley to discourage these illegal acts, start issuing citations against the people and properties that are doing this, and take care of South Berkeley as if it was North Berkeley..

Pamela Michaud  
1819 63rd Street  
Berkeley, CA  
510-847-8257

**Benado, Tony**

**From:** Deborah Black <debiblack.db@gmail.com>  
**Sent:** Friday, June 23, 2023 6:05 PM  
**To:** All Council  
**Subject:** My Tenant's Rights Stolen by City of Berkeley, Property Owner of the Building, Residents in my building. BPD hands are tied. Started 2018 to the Present 2023 ....

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

Mr. Mayor

Threats to my life and daily verbal harassers . A tenant in the apartment below me building that doesn't listen to property owners.

Jan Adullah vs Deborah Black

Location 2201 Bonar St, Berkeley, CA 94702

My privacy is invaded in away you would be shocked to hear. Mobile phone my conversations are are listen to. My text messages.The use of a listening device to my apartment. No bathroom privacy what do ever. City Parks and Recreation Counselors read every text to directors, and police and my property owners. I have been shocked by the fact the same people are working in Strawberry Creek Park.Recreation as Counselors. One female who was able to intercept every phone call I made every letter I wrote every voicemail I left. It was so entertaining to her too stand out in the middle of the court and laugh about what she was doing to me.

The above is a highlight of this horrendous situation that no one seems to know how to handle.

My name is Deborah Black  
2201 Bonar St unit G, Berkeley, CA 94702  
Phone number 1510-688-6010  
Email: debiblack2@yahoo.com

I look forward to hearing from you.

As I write this they are yelling my at me. Because they see everything I right.

Thank you

**Benado, Tony**

---

**From:** kirstyn <kirstyn@gmail.com>  
**Sent:** Sunday, June 25, 2023 2:58 PM  
**To:** citycouncil@albanyca.org; All Council  
**Cc:** editors@berkeleyside.org; Dr. Melissa Neal  
**Subject:** Transphobia in Berkeley and Albany (Target)  
**Attachments:** image0(16).jpeg

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

I would like to inform you that last night I attempted to purchase this shirt at Target at 1057 Eastshore Hwy. Since this store is used by a lot of Berkeley residents I wanted to share their policy with both the Albany and Berkeley City Council. The manager was called over and we were informed that we could not purchase the product because it was actually not available for purchase (see photo). It was the only Trans identified item out. The shirt says "Support Trans Futures"

I wonder if the city of Albany and Berkeley support this type of business practice? Does this represent the values of our communities? Would you be willing to take a stand against transphobia? This had nothing to do with the employees we dealt with; it was the policy of the store (nationally) . This happened in front of my girlfriend's non-binary 8 year old during Pride Weekend!

Please let me know how we can support next steps in being visible about our support for the transgender community in Berkeley and Albany!

Kind Regards,

Kirstyn Russell and Melissa Neal

PRIDE  
MADE IN CAMBODIA  
HECHO EN CAMBOYA  
XXL 100% COTTON  
100% COTTON  
100% RECYCLED COTTON  
100% ALGODÓN RECICLADO

Support  
This  
Future

06/24/2023 09:35 PM

DO NOT SELL

318-15-2016  
Pride XXL

Get leader assistance,  
give item and slip to leader.

Leader: attach this slip to the item  
Ensure all product is removed  
from the sales floor.

**Benado, Tony**

**From:** Benjamin Stein <bn.stn.623@outlook.com>  
**Sent:** Sunday, June 25, 2023 11:50 AM  
**To:** Berkeley Mayor's Office  
**Cc:** All Council; Hahn, Sophie  
**Subject:** Asking for Help from Mayor of Berkeley, Berkeley City Council

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

Hello Mayor Jesse Arreguin, Berkeley City Council,

My name is Benjamin. I was attacked by a number of students and other community members while living here in Berkeley. This started a few years ago with a clear escalation of life / privacy intrusion and then into injury. I have then been dealing with this for multiple years. I have bad injury from this. I have had no help from the normal offices at the University. I have also submitted police reports to both the campus police, the UCPD, as well as the City of Berkeley police department. I was hoping that you could help with this. I need help with the University, provoking a (helpful) response from the police, and then for injury and other forms of life loss I also need to sue. There was a group of 6-7 students centermost to this, along with a few other community members. They had been repeatedly injuring me, coordinating getaway, and making this derogatory / spectacle. I was invited to the University via a normal admissions process. A group of people had then been involved in injuring me repeatedly, with both physical injury and harassment, to attempt to provoke me to quit or fail my enrollment. I have had to withdraw repeatedly from brain injury and effect. I need people to go to jail for this and I also need to sue. There is a brain tech involved with this which I need to go over with someone as well. This should be able to be identified through a process of subpoena. Another variation was being used for injury. The University then tried to expel me earlier this year when I started to break down from physical injury. The University itself is at least partially responsible for the injury. It is bad physical injury. I need them to arrest, and have not been comfortable with their responses. I need to have help with all of this.

There has been continual harassment with a newer form of tech. It is possible that there should be charges for a couple of police officers. There was an incident last August that could have ended in my death. A number of people need to go to jail, and I need to have help in navigating the rest of this. I am concerned that helpful communication has been being blocked, filtered, or otherwise intercepted. I have good reason to believe that this is the case. I need to have help with this as well. I have been repeatedly prevented from normal medical treatment. Most of this should be treated as a hate event, with known hate themes involved.

I am concerned that a couple of students / their families with privilege had tried to purchase my life or death. I have serious concerns with this as well. There have been attitudes present which make this seem very possible. This must also be taken very seriously. This needs to be very serious. This is a current, still-today concern. This is with multiple years of history. This needs to default to what the law is. Thus far this has been continually avoided in the area.

Please help with this to the furthest extent which is possible. There is a great deal of depth to this concern. I am very concerned about the privilege mentalities, and the lines that this has crossed. There has been intentional injury meant to affect my ability to have love, procreate, and to feel sensations of love. Both physically and emotionally. Dedicated legal assistance and dedicated advocacy would be most helpful for this. If this is available this would be very helpful. More general support or outreach with this would be helpful if dedicated assistance is not available.

Please help as much as possible. There has been lot of lack of trust with this. I have been sitting here typing emails. My life is on pause until this is resolved.

My parents have spent over \$200,000.00 to support me as I have been up here to finish my undergraduate degree. I was repeatedly attacked and had to repeatedly withdraw from semesters as this was happening. They were using a tech that causes brain injury and that works through walls and locked doors. It is bad brain injury. Both intelligence and education are cultural values, and things which I value personally very much as well. There needs to be anger in this, and severity. The amount of money that my parents had spent to support me should only make this more serious as a need to resolve. I need to have help with arrests and in suing the right people. Direct assistance from a dedicated attorney would be very, very helpful. There was a group of local people going around and convincing people not to help, this is 18 U.S. Code §241. Conspiracy against rights. There are important things here to keep firm as part of law.

I did not move up here with injuries. There is no reason to have not had any problem whatsoever. I value my education and have always held this as priority. They tried to destroy my brain. This was science fiction until this happened. This is a research area and actual scientists were involved. I need to have this treated very seriously. **I need to have direct help with this.**

The relevant police reports are #2022-23873 and #22-56695 with the City of Berkeley Police Department. The UCPD has report #22-01130 and #22-01139. The City of Oakland has police report #22-055131, and the City of San Francisco has #220823854. I have had no response on any of these despite a large amount of communication.

**You cannot have allowed this to have happened in your city. You cannot allow this to continue, and you cannot allow this to be left alone. I need to have arrests.**

Sincerely,

-Benjamin Andrew Stein  
bn.stn.623@gmail.com / @outlook.com / @protonmail.com  
At UC: benjamin.stein@berkeley.edu  
(510) 890-6539

Current Living / Mailing:

Benjamin Stein  
1550 Walnut Street  
Apartment 12  
Berkeley, CA 94709

Social Media:

This is Generational, but Helpful:

[www.twitter.com/bnstn/media](https://www.twitter.com/bnstn/media)  
[www.facebook.com/benjamin.stein89](https://www.facebook.com/benjamin.stein89)

**Benado, Tony**

---

**From:** Vivian Warkentin <vivwark@sbcglobal.net>  
**Sent:** Tuesday, June 20, 2023 5:00 PM  
**To:** All Council  
**Subject:** Unlabeled GMO Salad Greens Coming To Grocery Stores - Activist Post

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

<https://www.activistpost.com/2023/06/unlabeled-gmo-salad-greens-coming-to-grocery-stores.html>

**Benado, Tony**

---

**From:** Vivian Warkentin <vivwark@sbcglobal.net>  
**Sent:** Monday, June 19, 2023 11:57 AM  
**To:** All Council  
**Subject:** Is Mr. Bean Right About EVs?

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

[https://www.theepochtimes.com/is-mr-bean-right-about-evs\\_5339614.html?src\\_src=Morningbrief&src\\_cmp=mb-2023-06-18](https://www.theepochtimes.com/is-mr-bean-right-about-evs_5339614.html?src_src=Morningbrief&src_cmp=mb-2023-06-18)

**Benado, Tony**

---

**From:** Vivian Warkentin <vivwark@sbcglobal.net>  
**Sent:** Saturday, June 24, 2023 3:26 PM  
**To:** All Council  
**Subject:** Lab-Grown Meat Gets Green Light On US Menus - Activist Post

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

<https://www.activistpost.com/2023/06/lab-grown-meat-gets-green-light-on-us-menus.html>