



Memorandum

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: March 11, 2022

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Executive Director
Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Vanessa Lee, Clerk of the Commission

SUBJECT: Public Comment Submissions regarding the San Pablo Avenue Multimodal Corridor Project Concept for Further Project Development

Please find all written public comments received for the March 14, 2022 Planning, Policy and Legislation Committee meeting Item 5.2: Approve the San Pablo Avenue Multimodal Corridor Project Concept for Further Project Development:

- Addie Jenkins
- Anne Brandon
- Dan Ross
- David Anderson
- David Freeling
- Gunnar Madsen
- Ladan Sobhani
- Laurel Gardner
- Lisa London
- Mary Lynn Morales
- Sam Cohen
- Sheryl Bregman
- Yael Falicov
- Greg Finley
- Kester Allen
- Minda Berbeco
- Will Leben

This page intentionally left blank

From: [Addie Jenkins](#)
To: [Vanessa Lee](#)
Subject: RE: Modifications on San Pablo Avenue
Date: Friday, March 11, 2022 9:45:58 AM

I **highly disagree** with the project to eliminate one lane of traffic in both directions on San Pablo Avenue and, most importantly, to eliminate parking.

I believe bicycles can take side streets without any harm to the riders. But, more importantly, the businesses along San Pablo need our support and help, especially after the damage caused by the pandemic.

This change could easily wipe out the retail and restaurants along this important corridor.

Yes, taking the bus and bicycling are better options for the environment but so is having a healthy community.

Bicycling is not an option for me and the bus is not an option at night due to feeling unsafe waiting on the street and being on the bus with homeless people.

PLEASE be reasonable!

Addie Jenkins
961 Jones St
Berkeley, CA 94710

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: Proposed Changes to San Pablo Avenue
Date: Friday, March 11, 2022 3:30:11 PM

Sent from my iPhone

Begin forwarded message:

From: Anne Brandon <anne.d.brandon@gmail.com>
Date: March 11, 2022 at 3:23:36 PM PST
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Proposed Changes to San Pablo Avenue

Hello,

I wanted to register my very strong disagreement to the proposals for San Pablo Avenue. That is one of the busiest corridors in Oakland/Berkeley as it is. Reducing the traffic flow to one lane is a terrible idea. Also, eliminating all parking is also a terrible idea, given the huge increase in residential units that have gone up (visitors to those residences) and the businesses that are along the corridor.

Please do not allow this to happen.

Thank you.

Anne Brandon

--

Anne D. Brandon
CORCORAN GLOBAL LIVING
DRE #01877719
510-682-6644

"I have not and will not verify or investigate information supplied by third parties".

From: [Dan Ross](#)
To: [Vanessa Lee](#)
Subject: San Pablo Avenue
Date: Thursday, March 10, 2022 7:46:59 PM

Hi,

I'm a home owner at 8th and Bancroft and I'm very concerned about the proposal to eliminate one lane of traffic each way on San Pablo Ave and eliminate all the parking. Honestly it's the stupidest idea I could imagine. This is a main artery in Berkeley. I can only imagine the worse traffic it will cause. What route will replace this thoroughfare. Can you tell me how this is going to benefit the community.

Thank you,
Dan Ross

--

dangodan.com (510) 967-9887

From: [David P. Anderson](#)
To: [Vanessa Lee](#)
Subject: Proposed San Pablo project
Date: Friday, March 11, 2022 11:00:03 AM

I strongly oppose the "San Pablo Multimodal Corridor Project".
I live near San Pablo and drive on it every day.
I also bicycle near it every day.

There are many bike-friendly streets (e.g. 10th) that parallel San Pablo.
There is no need to create a bike lane on San Pablo.

Reducing car lanes from 2 to 1 will cause congestion,
increase trip time, and increase emissions.

-- David Anderson
1243 Ashby, Berkeley

From: [David Freeling](#)
To: [Vanessa Lee](#)
Cc: [Taplin, Terry](#); jarreguin@cityofberkeley.info
Subject: San Pablo Ave
Date: Thursday, March 10, 2022 7:21:37 PM

San Pablo is an important driving corridor. Any attempt to redesign it down to one driving lane will only create serious traffic backlog, harming everyone. I bike frequently but always take streets parallel to San Pablo, such as 9th, Acton, or the Ohlone Greenway. Because of these alternatives, redesigning San Pablo is not necessary and will only have vast unintended consequences. A better plan would be to create more pedestrian and bike crossings on San Pablo, to make it easier for people to cross the street. "Red light flashers" would be the ideal solution -- traffic lights that are usually invisible to drivers but turn into full red lights when a button is pressed.

David Freeling

Teacher, Tutor, Author

Receive dedicated professional tutoring in San Francisco: www.NoeValleyTutor.com.

Boost your vocabulary with creative cartoons and mnemonic devices: [Buy the book](#)

Ace the GRE exam with my two guide books: buy on [Barnes and Nobles](#) or [Amazon](#)

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: FW: San Pablo Corridor Project
Date: Friday, March 11, 2022 11:40:18 AM

[Vanessa Lee](#)
[Alameda County Transportation Commission](#)

From: Gunnar Madsen <madsen@gunnarspot.com>
Sent: Friday, March 11, 2022 10:57 AM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: San Pablo Corridor Project

I live 2 blocks off of San Pablo (on 9th near Jones), I take public transit, I bicycle for most of my trips in town and, yes, I also have a car for sometimes use.

From Ashby to the Albany border, there is already a designated bicycle boulevard on 9th street. 10th street is also bicycle-friendly. From Gilman north into El Cerrito there are safe parallel streets to San Pablo for biking (Kains, Stannage). Making San Pablo a major bicycle thoroughfare is wasteful considering the wealth of safer and nicer alternatives already in existence. Yes, bicyclists need parking and access along San Pablo to visit retail and housing there, but that can be done in more imaginative ways, I'm sure.

When the freeways clog, San Pablo takes up the slack and becomes clogged. When San Pablo clogs, our local neighborhoods become unsafe with speeding cars trying to beat the traffic (making the Bike Boulevard itself unsafe). Slenderizing San Pablo to a single lane of traffic is untenable with the current level of auto traffic. Perhaps in a magical, distant future, when public transit is fully funded and buses run every 5 minutes, a vision of San Pablo as a leafy, single lane road makes sense. Today, it seems like madness.

Very Truly Yours,

Gunnar Madsen



Gunnar Madsen

G-SPOT RECORDS

www.mcmgm.xyz

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: Public Comment Regarding San Pablo Corridor Project
Date: Friday, March 11, 2022 2:33:05 PM

Sent from my iPhone

Begin forwarded message:

From: Ladan Sobhani <ladan.sobhani@gmail.com>
Date: March 11, 2022 at 2:24:37 PM PST
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Public Comment Regarding San Pablo Corridor Project

Dear Commissioners,
Thank you for the opportunity to voice my opinion about this project.

As a Berkeley resident of 21 years who lives and works directly off San Pablo Avenue, I am very familiar with the effects of congestion on this major artery (Highway 123), as well as the effects in our neighborhood as drivers try to bypass the congestion by zipping through side streets.

Below are some of the many reasons I oppose reducing automobile traffic to one lane each way along San Pablo Ave in lieu of a dedicated bus lane:

- 1- The reduced auto access will create major traffic jams along San Pablo, generating a far greater carbon footprint as cars idle in traffic, while a relatively small portion of the carbon footprint will be offset by increased bus ridership.
- 2- Neighboring streets will see a major spike in automotive traffic as drivers try to get around stopped traffic on San Pablo Ave. Anytime there is a traffic jam on San Pablo Ave, drivers speed through the side streets, often having to turn around where they didn't realize the streets are blocked.
3. Today I drove down International Blvd to get a sense of what the dedicated bus lane has done there. As had been described by my friends who use that Blvd frequently, I witnessed cars from the backed-up single lane of traffic zooming into the bus lane to get around traffic. At 50th Ave, cars not only zoomed along the bus lane, but they also went through the red light. I only saw one bus in either direction (two total) during my drive along International Blvd.
- 4- I have the luxury of biking to work, which I do most days by using the side streets which are safer than San Pablo. The vast majority of my friends also avoid San Pablo Ave and other major automotive thoroughfares when biking. **I fully support improving the streets running parallel to San Pablo for bicycle safety** (even basic re-paving would go a long way!). I recognize this is not possible in

Oakland and most of Emeryville until about 62nd St. and would support a dedicated bike lane along San Pablo from Oakland up to Russell St .

5- Pablo Avenue is used by all the workers (including my husband) who need their vehicles with all their tools & equipment to get to their job sites. My husband can't load the windshields and auto glass tools he needs onto the bus or tie them to his bike. The Bay Area is a community with rapid development. All the contractors, carpenters, electricians, plumbers, housekeepers and other trades people who service these communities need their vehicles for their work.

My colleagues & employees do not have the luxury of taking public transportation or biking to work. As housing prices have gone up, workers have been pushed farther from Berkeley, making public transportation prohibitively time consuming. All the construction happening along San Pablo Avenue is by workers commuting from more affordable communities like Vallejo, Livermore, etc (we witness it with the construction site across the street from our shop).

Rather than creating a dedicated bus lane, **I believe our communities would be far better served if we spent these transit dollars on smaller buses (like the ones used for transporting seniors) that came every 5 minutes**

Thank you for your time,
Ladan Sobhani

--

Auto Glass Express
www.bayareaautoglassexpress.com
2147 San Pablo Ave
Berkeley CA 94702
Tel: 510-847-2674

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd:
Date: Friday, March 11, 2022 2:51:47 PM

Sent from my iPhone

Begin forwarded message:

From: Laurel Gardner <gardnerlaurel@gmail.com>
Date: March 11, 2022 at 2:45:14 PM PST
To: Vanessa Lee <VLee@alamedactc.org>

Eliminating a lane of traffic and/or parking on San Pablo Ave is a move against people who can't bike and still deserve equal opportunity to independent living, in particular the ageing.

There are far safer streets to bike down other than San Pablo. Biking one street above or below the main thoroughfare is always safer. Berkeley should dedicate those streets to bikes.

From: [Lisa London](#)
To: [Vanessa Lee](#)
Subject: Proposal for San Pablo Avenue
Date: Friday, March 11, 2022 11:15:38 AM

Good morning:

I want to go on record stating my disapproval for the proposed bicycle accommodations on San Pablo Avenue. Your proposal would create hardships for the businesses along the corridor due to lack of parking and also problems for those of us who tote multiple children and/or the elderly to appointments. It would also severely impact anyone incapable of riding a bicycle or public transportation. Please consider the many for whom this would be unworkable before moving forward with what appears to be a poorly thought out plan.

Thank you.

Lisa London

Sent from my iPhone

From: [Marylynmorales](#)
To: [Vanessa Lee](#)
Subject: I'm a D2 resident and cyclist
Date: Friday, March 11, 2022 6:57:36 AM

I ride my bike for transportation and I also drive a car. There are alternate routes for cyclists, please don't make San Pablo avenue worse, traffic-wise. Make a good and final plan for access and safety, but short run it doesn't make sense to further piss off drivers. Think it all the way through before rushing changes. My two cents, for what it's worth.
Sincerely, Mary Lynn Morales

Mary Lynn Morales, MS, LAc
(510) 326-7928
www.mlmorales.com

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: San Pablo Bus Lane Proposal
Date: Friday, March 11, 2022 5:03:53 PM

Sent from my iPhone

Begin forwarded message:

From: Samuel Cohen <sjcohen0@gmail.com>
Date: March 11, 2022 at 4:53:39 PM PST
To: Vanessa Lee <VLee@alamedactc.org>
Subject: San Pablo Bus Lane Proposal

Hello,

I saw that there is a proposal to remove one of the lanes on San Pablo to restrict cars and allow more bus traffic. I live on 10th and Channing just a block off San Pab.

Wanted to let you know i think this is a terrible proposal and is not a realistic solution. It will cause more problems than it fixes.

Hope this does not get approved. Thank you.
-Sam

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: San Pablo Avenue
Date: Friday, March 11, 2022 1:46:13 PM

Sent from my iPhone

Begin forwarded message:

From: Sheryl Bregman <sheryl_bregman@hotmail.com>
Date: March 11, 2022 at 1:33:53 PM PST
To: Vanessa Lee <VLee@alamedactc.org>
Subject: San Pablo Avenue

Please do NOT eliminate any traffic lane on San Pablo. Eliminating a lane and parking will be devastating to the many small local businesses on San Pablo and will cause nothing but congestion and delay for those of us who frequent those businesses. The proposal is a sure way to send residents to shop on line.

- Sheryl Bregman
Oakland, CA

From: [Yael Falicov](#)
To: [Vanessa Lee](#)
Subject: San Pablo Ave corridor
Date: Friday, March 11, 2022 12:18:21 AM

Hello,

I have learned from a social media post that a redesign of San Pablo Ave is being considered, including narrowing traffic to one lane. I am a local resident who lives one block off of San Pablo Ave. I am also a public health professional, long time environmentalist, and public transit proponent. I am concerned that this plan creates a public safety and environmental health issue.

At rush hour, and increasingly at many more hours, when traffic on I-80 grinds to a halt, many people use San Pablo Ave to travel from Oakland/Berkeley to Richmond. It is indeed the only non-freeway thoroughfare. Ambulances and fire trucks use it with frequency. If the avenue becomes a one lane street, traffic will back up substantially. In an emergency, such as a fire, public safety vehicles will not be able to drive through.

Additionally, vehicles idling in traffic will add to the already terrible air quality in our neighborhood. Maps published in yesterday's New York Times show that the entire corridor along San Pablo Ave has some of the worst air quality in the area, ranked highly hazardous. We residents do not deserve even more unhealthy air, presumably in the name of environmental design. Our children have some of the highest rates of asthma in the country.

The reality is that local public transit does not run frequently enough in non-commute hours, or more generally to enough locations OFF of San Pablo, to replace cars in our area for residents. Bike lanes are great for people who are able-bodied and who work close to home. But prioritizing bikes above all else is not good planning in an area with poor bus lines and where so many older people and people with disabilities, not to mention people with long or circuitous commutes, and people with small children, are still car dependent. Just adding bike lanes does not help the majority of residents, not does it help air quality without a viable plan to get more people out of their cars.

Thank you for considering this input.

Yael Falicov, MPH

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: San Pablo Corridor feedback (strongly support!)
Date: Friday, March 11, 2022 2:51:52 PM

Sent from my iPhone

Begin forwarded message:

From: Greg Finley <gregpfinley@gmail.com>
Date: March 11, 2022 at 2:49:17 PM PST
To: Vanessa Lee <VLee@alamedactc.org>
Subject: San Pablo Corridor feedback (strongly support!)

Hello,

I'm a resident of the San Pablo Park area in Berkeley and was told to send feedback on the San Pablo Corridor project to this address.

I just wanted to share that I enthusiastically support the proposal and can't wait to see it happen. I hope it is approved swiftly.

My only disappointment is that I wish the protected bike lanes would extend all the way through Berkeley and Albany. But the pedestrian safety and parallel bike route improvements are still very welcome.

Thanks,
Greg Finley

From: [Kester Allen](#)
To: [Vanessa Lee](#)
Subject: Re: Approve the San Pablo Avenue Multimodal Corridor Project Concept for Further Project Development.
Date: Friday, March 11, 2022 7:51:58 AM

Hi,

CM Taplin said that this was the right place to comment on the [Approve the San Pablo Avenue Multimodal Corridor Project Concept for Further Project Development](#) proposal. I wholeheartedly support it, and any additional bike safety features that can be added. I was recently doored on College Ave, breaking my hip and four ribs, a serious injury which would have been prevented by exactly the proposed type of bike safety improvements in the proposal. Thank you for your hard work!

Cheers,
Kester Allen

From: minda.berbeco
To: [Vanessa Lee](mailto:Vanessa.Lee)
Cc: [Taplin, Terry](mailto:Taplin.Terry)
Subject: Comments on San Pablo Corridor Project
Date: Thursday, March 10, 2022 7:54:30 PM

Hello,

I'm writing to share my support of the plans for the San Pablo Corridor including reducing the car lanes down to one lane in each direction. When I worked in an office on San Pablo Ave, I actually witnessed multiple people get struck by cars while crossing in the crosswalks. I've also had several near-misses when crossing the street with my children. I'm grateful that you are addressing this issue and prioritizing pedestrian and bike safety over cars.

Thank you,

Minda Berbeco
District 2 resident - Berkeley

----- Forwarded message -----

From: **Aguilar-Canabal, Diego** <DAguilarCanabal@cityofberkeley.info>
Date: Thu, Mar 10, 2022 at 7:42 PM
Subject: CM Taplin update on San Pablo Corridor Project
To: Taplin, Terry <tmaplin@cityofberkeley.info>

Dear D2 neighbors,

On Monday, March 14 at 11:30am, a committee of the Alameda County Transportation Commission will be meeting to discuss several informational reports and an action item to [Approve the San Pablo Avenue Multimodal Corridor Project Concept for Further Project Development](#). This is a near-term phase of the [San Pablo Avenue Corridor Project](#). Phase 1 results are documented on the Project History tab of the project webpage: www.alamedactc.org/sanpablo.

The recommended action is as follows:

- *In Oakland, Emeryville and South Berkeley (to Heinz/Russell/San Pablo intersection), staff recommends a project concept which includes a dedicated side-running bus lane, a protected bike lane and pedestrian safety enhancements. Given the limited width of San Pablo Avenue, the recommended near-term project concept requires that the current outside travel lane is converted to a bus lane, the current parking/loading spaces along the curb are converted to a protected bike lane, and some locations (e.g. driveways, limited location loading zones, and right turn locations) have breaks in the bike protection and/or mixing zones between modes. During the design process, the team will seek to maximize safety for bicyclists and maximize*

safety and performance for buses within the near-term project design constraints of this corridor.

- *In Berkeley (north of Heinz/Russell/San Pablo intersection) and Albany, staff recommends bus bulbs at Rapid bus stops and targeted pedestrian safety enhancements on San Pablo Avenue, as well as targeted improvements to parallel bike routes and crossings of San Pablo Avenue.*

If you'd like to share your input on this, you can email your comments to vlee@alamedactc.org by the end of day Friday (3/11) and/or to join the Transportation Committee [Zoom hearing on Monday at 11:30am](#).

Warm regards,

-

Diego Aguilar-Canabal | (he/him/él)

Legislative Aide – District 2

Office of Councilmember Terry Taplin

2180 Milvia St

Berkeley, CA 94704

(510) 981-7120

[Sign up for the District 2 Newsletter!](#)

From: [Vanessa Lee](#)
To: [Elizabeth Lake](#)
Subject: Fwd: Public comment: San Pablo Avenue Multimodal Corridor Project Concept
Date: Friday, March 11, 2022 2:43:19 PM

Sent from my iPhone

Begin forwarded message:

From: Will Leben <leben@stanford.edu>
Date: March 11, 2022 at 2:40:23 PM PST
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Public comment: San Pablo Avenue Multimodal Corridor Project Concept

As an Emeryville resident located a block from San Pablo Ave., I'm a frequent user of that corridor and frequent witness to its problems. As someone who does not own a car, I travel San Pablo Ave. by bike, by walking, or by AC Transit.

Please approve the San Pablo Avenue Multimodal Corridor Project Concept for Further Project Development. The dangers from cars on San Pablo Ave. have been serious at least since 2008, when I moved here, and are getting worse, due to less enforcement of traffic laws and more aggressive driving, with drivers speeding and sometimes deliberately passing dangerously close to me on my bike.

There's a belief among some drivers that streets are for cars, and this belief is too often reinforced by county road use policies. Speeding is bad for everyone, even if cyclists and pedestrians are not present. The plan for San Pablo Ave. promises to make the road safer for everyone through designs that reduce conditions that encourage speeding while offering cyclists and pedestrians safer passage on this corridor,

Many drivers will oppose plans that in the end make driving a less convenient choice, just as many cyclists and pedestrians would oppose measures to make cycling and walking less convenient. But the difference is that cycling and walking are good for us and good for the environment. Of course we need to make it possible for cars to move efficiently, but not at the expense of the safety and access of others.

Many thanks,
Will Leben
1007 41st St. Apt. 133
Emeryville 94608