

AN INNOVATIVE PLAN FOR HOPKINS CORRIDOR

The Friends of Hopkins Street believes strongly that good governance is not a zero-sum game. While many may want to leave Hopkins Street exactly as it is, we understand that that is not a tenable idea to a segment of the bicycling population. As such, we would like to present what we think is a positive approach to a new design of the street:

1. Retain the design for the upper part of Hopkins, from Sutter to McGee, which includes the dual track bike lane on the south side of the street. Include the placemaking elements as introduced and approved in the May 10, 2022 Council meeting.
2. Remove the bike track below McGee, all the way to Kains, with the possible exception of the block between Ordway and the Ohlone Greenway.
3. Add traffic calming measures, such as speed limit reductions, and Class III bikeway facilities on Hopkins to provide additional protection for cyclists down to Kains.
4. Institute a bypass at McGee (the Ada Bypass), whereby cyclists turn south on McGee, then west on Ada, where they can continue all the way to its terminus at Ordway. At Ordway, cyclists turn northward and resume their journey on Hopkins.
5. To avoid conflict with delivery trucks on McGee and Ada (between McGee and California) while children could be heading to school, institute limited time loading zones on the west side of McGee and the north side of Ada, in the areas determined to be necessary for deliveries to Berkeley Horticultural Nursery, from 8 a.m. to 10 a.m. Monday through Friday (or whatever days are appropriate for the nursery's needs).
6. Add a crossing treatment at the intersection of Ada and Sacramento. As the only location in the entire corridor to be the site of a fatal accident between a car and a cyclist, this intersection is already in need of some treatment. Therefore, it should not be considered a detrimental burden to consideration of the Ada Bypass.
7. Include the placemaking elements of Hopkins between McGee and California, which provide significant safety elements for pedestrians.

With this plan, the neighbors would still have to give up some parking on upper Hopkins and possibly some between Ordway and the Ohlone Greenway on lower Hopkins, and would have the potential of inconvenience on McGee and upper Ada, to the extent that they currently use what would become restricted parking during the morning. But there would be no conflict that would prevent inclusion of the bioswales needed to provide adequate stormwater runoff.

The portion of the cycling community that objects to sharrows would still have a route of safe passage for their children to travel with the flow of traffic for a few blocks on lower Hopkins, where the street is a bit wider and any traffic travels slower, until they reach the dual track bike lanes at the Ohlone Greenway, where they would turn to access Ada for a stress free ride the rest of the way to their schools.

All in all, no one gives up much, everyone gets most of what they want, children are delivered safely to school, and the complete disruption of the neighborhood all the way up through the commercial area of upper Hopkins is averted. For the city, it may even be a less expensive approach, so it benefits all stakeholders. We happily stand behind this plan.

Please see the attached information packet for more details regarding our concerns about the current plan.



Friends of Hopkins Street

Hopkins Corridor Placemaking
Information Packet

SaveHopkins.org

Berkeley City Council
Delivered January 23, 2023

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Who We Are

Friends of Hopkins Street is a group of over three hundred and fifty residents, neighbors and friends who have come together with increasing concerns about the process and the conceptual design of the Hopkins Corridor Place-making Study that began in the fall of 2020.

Over the last twenty-seven months, we have been shown infrastructure changes that seem to worsen the safety of the street. We welcome creative and constructive proposals from the city to enhance the infrastructure that would make the area and street more accessible to all, but this plan does the opposite.

Just as one size bicycle does not fit every rider, one size bicycle plan does not fit every street and neighborhood!

A summary of our concerns includes:

1. The negative economic impact on the businesses between McGee and Sacramento
2. The dangers created by Class IV Cycle Tracks
3. The detrimental and inequitable restriction of access to Berkeley residents
4. Critical data analysis was not done and reasonable alternatives were not considered

Again, just as one size bicycle does not fit all riders, one type of bicycle facility does not fit every street and neighborhood!

SECTION I: ECONOMIC IMPACT

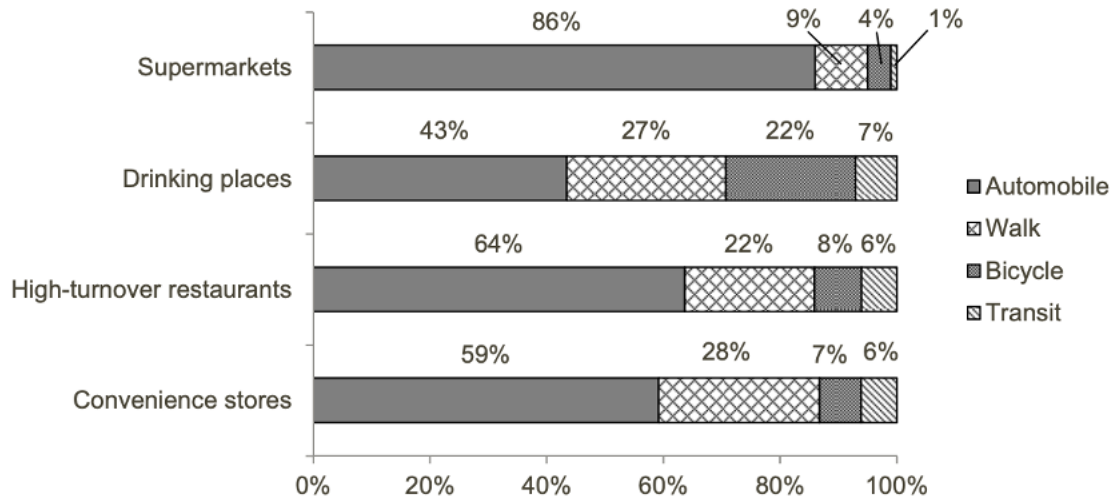
The commercial district of Hopkins includes businesses owned and operated by diverse small businesspeople. Here are the faces of Hopkins Street shops:



Claims that the commercial district of Hopkins Street will benefit from the elimination of parking and addition of bicycle lanes is based on a misinterpretation of information. Studies demonstrate that CERTAIN businesses (bars, high-turnover restaurants, and convenience stores) see a higher percentage of bicyclists relative to grocery and other large package shopping destinations.

Shops in the Hopkins Corridor studies are primarily food/grocery related and, taken together, constitute the equivalent of a Supermarket.

TRAVEL MODE BY STORE TYPE:



For grocery stores, where food and other goods tend to be purchased in larger quantities than at convenience stores, (this study) reveals distinct associations between spending and mode. Customers who walk, bike and take transit spend significantly less each trip than those who drive, even when controlled for their characteristics.¹

A LOCAL EXAMPLE

We have evidence of significant business losses by the Koreatown KONO Business District after protected bike lanes and bulb outs were constructed in 2017. By removing large amounts of parking, a vibrant, growing area with an expanding tax base was damaged. The chart below shows up to a 22% decline in business tax after bike lanes were installed and before the Covid pandemic in 2017. This amount is 13 times the decline for Oakland in general.

Oakland Sales Tax Revenue, 2013-2019

Sales Tax Revenues	2013	2014	2015	2016	2017	2018	2019		2016 vs 2019	
KONO Revenue	290,349.00	351,465.00	478,538.00	536,408.00	567,002.00	547,264.00	426,332.00		(110,076.00)	decrease
Percentage of change		23.10%	36.16%	12.09%	5.70%	-3.48%	-22.10%		-20.52%	
City of Oakland	42,343,727.00	44,034,216.00	44,536,154.00	44,887,435.00	47,515,266.00	50,380,481.00	49,530,847.00		4,643,412.00	increase
Percentage of change		3.99%	1.1%	0.8%	5.9%	6.0%	-1.7%		10.3%	

1 https://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1142&context=cengin_fac

SECTION II: EMERGENCY ACCESS AND EVACUATION PLANNING

In a December 2020 Memorandum from the California Department of Transportation, new guidance was issued for Evacuation routes that includes the following: “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.**”²

The City of Berkeley identified Hopkins Street as an emergency and wildfire evacuation route in 2011. Public safety vehicles (fire, ambulance, police, disaster) use Hopkins to reach North Berkeley destinations in emergencies. In a major earthquake or wildfire event, thousands of cars will come down from the hills and other streets. Structurally and permanently narrowing the street by removing flexible parking lanes, with no place for cars to pull over during emergencies, will slow emergency vehicle access and escaping cars. A city in Southern California has already seen some extreme problems coming from such restricted access.³

Additionally, daily access for emergency responders will be impacted by the narrowing of this vital access street for a section of the city that is heavily skewed to an older population in a city where seniors are the fastest growing segment.

We further question if the Hopkins Project is subject to two laws that took effect last year. California now requires planning for evacuations, and passed AB 1409 and AB747 that stipulate, as of January of 2022, a requirement for cities to do studies of evacuation routes under different scenarios. The proposed Hopkins Street project, approved after January of 2022, is subject to this evaluation. Before the Hopkins Corridor Project is approved, a study of how the design will affect traffic evacuation during extreme events and under different scenarios should be done.⁴

Neighbors have also expressed concern about the impact the plan will have on emergency vehicle access. A concrete berm, even with sloped sides, will deter drivers from pulling over to make room when emergency vehicles approach, thus narrowing the street and likely having significant impacts on community safety.

- Right now when an emergency vehicle lights up, cars scatter into various gaps between parked cars and side streets.

2 <https://dot.ca.gov/-/media/dot-media/programs/design/documents/signed-dib-93-evacuation-route-a11y.pdf>

3 <https://www.youtube.com/watch?v=2PamppHOHTs>

4 https://abag.ca.gov/sites/default/files/documents/2021-11/Resource_Guide_05_Evacuation_Considerations.pdf

- With the two-way cycle track, there will be no parking gaps on the north side of Hopkins. On the south side motorists will be expected to jump the curb to move out of the way of an EMS vehicle—the same curb that’s used for refuse pickup and trash receptacles. While this might work, it’s unproven, and may require substantial education to get the desired behavior by motorists.

SECTION III: SAFETY

Much of the rationale for installing a Class IV Cycle Track comes from an analysis city staff did of accident statistics that designated Hopkins Street as a “high injury street”. However, close study of the facts does not support this conclusion.

FACTS: The study cites SWITRS (Statewide Integrated Traffic Records System) as its source. Using TIMS (Transportation Injury Mapping System, which gives access to SWITRS data), we reviewed the data from 2010 to 2020, where there are four serious and fatal accidents listed in the corridor:

- At Hopkins and Carlotta (2016), a severe injury accident attributed to the cyclist (improper turning)
- At Hopkins and Monterey (2017), a crash that killed a pedestrian, attributed to the driver (failure to give right of way)
- At Hopkins and Monterey (2017), a severe injury accident between a car and a bicycle, attributed to the cyclist (unsafe speed)
- At The Alameda and Hopkins (2018), a severe injury accident involving only a cyclist, with the cyclist at fault (unsafe speed)

Note that, contrary to the assertion in the budget referral,⁵ there were no other deadly incidents in the area, nor any other severe ones, going all the way back to 2010. In fact, there were no other fatal accidents in at least the last 38 years.⁶ Likewise, there have been none since 2018. It appears that the period covered by the project study (2016-2019) is therefore an anomaly. Also note that the three serious injury accidents listed were all attributed to the cyclist.

We therefore wanted to know why Hopkins, with only 4 severe and fatal accidents in a 10-year time span and the fatality not involving a bicycle, was considered a “high-injury street” and if it really had a disproportionate number of crash-related severe injuries and fatalities. Three charts provided in the Vision Zero Action Plan provide clues.⁷ Figure 4-7 shows bicycle collision

5 https://berkeleyca.gov/sites/default/files/documents/Hopkins%20Corridor%20Study%20Referral%2001-23-18_0.pdf

6 https://www.cityofberkeley.info/uploadedFiles/Police/Level_3_-_ This was active before the changes to the city’s website

7 https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017-Ch4_NeedsAnalysis.pdf

density, though not broken out by severity. Clearly that chart shows that the highest risk for bike-involved accidents is south of Virginia Street. Locations of Severe and Fatal Collisions (collision data from SWITRS ten-year injury collision data 2010-2019), shows that the highest concentration of severe and fatal accidents is the area bounded by University, Sacramento, Ashby, MLK, Telegraph, and Shattuck.⁸ It is quite clear from these maps that the Hopkins Corridor has a much lower number of accidents than other areas of the city. When juxtaposed with the SWITRS High-Injury Streets map, there does not appear to be a consistent rationale for the designation of upper Hopkins as a high-injury street.⁹

The contention of The Hopkins Street Corridor Traffic and Placemaking Study and the Hopkins Corridor Traffic and Placemaking Study Project History that the Hopkins Corridor has a history of excessive severe and fatal accidents is not supported by the facts, especially when compared to similar high traffic commute routes. It should not have been labeled a “high-injury street” as it does not have a disproportionate number of crash-related severe injuries and fatalities, having had only 4 in a 10-year period. In addition, the fatality on Hopkins at Monterey would not have been prevented by bike lanes on Hopkins, and the severe injuries were all cyclist-caused by riders who, in all likelihood, would not have been using the bike lanes.

The upper part of Hopkins is comparatively steep, and therefore lends itself to speeding by cyclists. Without restricting cyclists to use of the bike lanes, there is no way to make an impact on the bike-caused accidents which occur there, which are primarily speed related.

The contention that two-way bike lanes will increase the safety record in the corridor is likewise unsupported. The FHWA cautions that they create dangerous conditions for cyclists, which makes them particularly inappropriate for novice riders and children. With almost three times the accidents as the Hopkins Corridor, Gilman poses additional risks if it must receive an increased amount of bicycle traffic before that area is equipped to handle it safely.

The question before the planners and the city council is not “what kind of bike lanes should be installed, and where?” Rather, it is whether protected bike lanes should be installed at all in the Hopkins Corridor. That question has not yet been adequately addressed and answered. In the spirit of first do no harm, the implementation of a two-track bicycle lane should be put on hold.

PROBLEMS WITH CLASS IV TWO-WAY CYCLE TRACKS

Beyond the question of the need for extensive bicycle facilities on Hopkins on the basis of safety, there are serious and legitimate concerns about the selection of a Class IV Two-Way Cycle Track in this application.

8 <https://berkeleyca.gov/sites/default/files/2022-02/Berkeley-Vision-Zero-Action-Plan.pdf>

9 <https://berkeleyca.gov/sites/default/files/2022-02/Berkeley-Vision-Zero-Action-Plan.pdf>

Looking around the country, Class IV Two-Way Cycle Tracks are almost exclusively implemented on wide, commercial boulevards. And there are good reasons for this.

According to this 2020 published in Science Direct, “Protected bike lanes vary in how well they shield riders from crashes and falls. Heavier separation, **less frequent intersections with roads and driveways**, and less complexity appear to contribute to reduced risk in protected bike lanes.”¹⁰ In an open letter calling for re-evaluation of protected bike lanes on Telegraph Avenue, Former Oakland DOT Director Ryan Russo, had this to say: “In the case of protected bike lanes—we still recognize their tremendous value, AND we recognize that value doesn’t fit to every circumstance” in an open letter calling for re-evaluation of protected bike lanes on Telegraph Avenue.¹¹

Advocacy Advance, an organization dedicated to helping states fully fund, staff, and implement safe bicycle and pedestrian infrastructure projects, in an article titled, “The Hidden Dangers of Protected Bike Lanes in the U.S.,” cites a study conducted by the Insurance Institute for Highway Safety that found that “while protected bike lanes on street-level may make bikers feel safe, the number of injuries increased while using them. This is because riders were still likely to meet cars at intersections, driveways, and alleys.”¹²

And finally, from the California Department of Transportation’s Class IV Bikeway Guidance, comes this: “(i)t may not be appropriate or feasible to have a continuous separated bikeway through certain street environments, as on the same side of a street with many driveways. A bike lane may perform better in this context.”¹³

With 61 limited sightline driveways and nine roadway intersections, Hopkins Street between McGee and Kains does not fit the characteristics of a roadway suitable for Class IV cycle track infrastructure.

HOW DO CHILDREN FARE IN A CLASS IV TWO-WAY CYCLE TRACK

Because Class IV Two-Way Cycle Tracks crossing lots of driveways and intersections are inherently more difficult and dangerous to use than bike lanes, by being called protected they can provide a false sense of security for novice cyclists. As such, they are not generally recommended for young riders. In the case of Hopkins Street, the type of riders expected to use this bike lane is children, who may just be learning to ride. (Experienced, confident riders,

10 <https://www.sciencedirect.com/science/article/abs/pii/S000145751931098X>

11 <https://medium.com/oakdot/one-size-does-not-fit-all-bike-lanes-communities-and-how-city-government-needs-the-humility-to-e0be34112792>

12 <https://www.advocacyadvance.org/2019/11/hidden-dangers-of-protected-bike-lanes-in-the-u-s/>

13 https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-01_kf-a11y.pdf

including those on the Transportation staff, have repeatedly said that the lanes are too slow, and they would not use them.)

Children are prone to distraction, sudden movements, and failure to anticipate the consequences of their actions. They are also less capable of anticipating danger and reacting to it appropriately. So, the question arises as to how these types of lanes became so touted for use in urban settings in the U.S., despite the strong opposition from legions of serious cyclers and the evidence that they account for more accidents, not less, in many applications. The answer is explored in the article *Separated Cycle Paths: Who Asks The Cyclists* in a Rene Herse journal on Cycling Safety.¹⁴ In trying to emulate the cycling safety success in many European cities, U.S. planners and architects have created infrastructures that make sense to non-cyclists: separating cars and bikes in order to provide protection. But according to Jan Heine, author of the article, "Many non-cyclists don't understand the real risks of riding bikes...which occur at intersections."

And the Hopkins two-way cycle track puts vulnerable children at risk 70 times in intersections with driveways and streets as they travel between McGee and Kains!

CONCLUSION

Initial, limited public notice in the summer of 2020 of a project titled, "Hopkins Corridor Placemaking" suggested that the city planned to conduct a study of the Hopkins Corridor with the vague objectives of making Hopkins Street safer, more accessible, and inclusive of elements that would be more attractive to neighbors and visitors.

Unfortunately, the need for augmented safety was taken as a given, and all the planning went forward based on that false notion. This has been a one-track effort from the beginning with many clear and egregious examples of stifling public input through inadequate notification of meetings, sloppily designed surveys, the curtailment of Zoom comments by citizens, and even limited Zoom access that locked many residents out of a meeting.

While the Hopkins Corridor plan may have been conceived with good intentions, the data and evidence used to support the implementation of Class IV two-way cycle tracks on a narrow, almost entirely residential section of roadway does not hold up to scrutiny. The most reasonable approach is to eliminate the cycle track, repave the street, and employ enhanced pedestrian safety elements. Absent the willingness to do that, a significantly safer alternative cycle route exists that bypasses Hopkins (below McGee) in favor of a less congested street.

14 <https://www.renehersecycles.com/separated-cycle-paths-who-asks-the-cyclists/>

Ryan Russo, former (and founding) director of Oakland DOT, in a June 2021 essay detailing lessons learned (and prior to asking the City Council to “change course” and dismantle bicycle lanes installed on Telegraph Avenue), said this:¹⁵

Context matters—design should be informed by a wide range of factors including:

- 1. Existing vehicle speeds, volumes and parking behaviors*
- 2. Collisions rates, patterns and locations by mode*
- 3. Street grid layout, including intersection and driveway frequency*
- 4. Past harms associated with previous public and transportation investments*
- 5. Design flexibility to address specific safety, access, and special events needs*
- 6. Listen, collaborate, refine*

It is time for the City of Berkeley to listen, collaborate and refine, and to take into account the context of this street and the needs of the neighborhood. We urge the Council to proceed with the long-needed repaving of Hopkins, to delay the implementation of these dangerous, disruptive bicycle facilities, and to send city staff back to do a better job of developing a long-term solution for enhancing our neighborhood.

A serious consideration of the Ada Bypass, consideration of the use of Rose, Cedar and other less heavily trafficked routes, evaluation of other bicycle facilities and traffic calming measures, including sharrows and increased signage—these and other thoughtful and creative solutions can and should be utilized to truly enhance the experience of accessing the Hopkins Corridor neighborhood safely for ALL users and residents.

Visit [SaveHopkins.org](https://savehopkins.org)

¹⁵ <https://medium.com/oakdot/one-size-does-not-fit-all-bike-lanes-communities-and-how-city-government-needs-the-humility-to-e0be34112792>

Addendum

Friends of Hopkins Street Rebuttal to Arguments in Favor of Hopkins Corridor Class IV Two-way Cycle Track

Proponents claim: Protected bike lanes are better than bike infrastructure without a physical barrier. Protected bike lanes:

- Reduce car speeds, preventing crashes and injuries to cyclists and pedestrians
- Keep bikes and scooters off the sidewalk
- Provide a safe way for kids to get to and from school, reducing the amount of cars on the road and shortening the school pick up line

FACT: Protected bike lanes are better than bike infrastructure without a physical barrier **in some, but not all applications**. Crossing multiple, low visibility driveways creates significant danger for bicyclists especially in two-way cycle tracks when drivers must cross two lanes of bicycle traffic (and two lanes of auto traffic to exit their driveways).

Proponents claim: Protected bike lanes are safer than painted bike lanes or cyclists mixing with cars on the street. Protected bike lanes save lives. [See link](#).

FACT: The link above shows an application for Class IV Protected bike lanes that makes sense. A wide, commercial boulevard with few to no driveways, and wide sidewalks with high visibility. The California Department of Transportation Guidelines for the design of cycle facilities warns about the use of Class IV Protected Cycle tracks in applications with multiple driveways and intersections.

Proponents claim: Studies show protected bike lanes encourage people to cycle more and drive less. [See link](#).

FACT: The study linked above was entirely about bicycle commuting (for work) and states, "New facilities were associated with increased commute-related bicycling only for regular cyclists." The Hopkins Corridor is not a commuter corridor for local workers and the entire rationale for the lane is based on access to amenities and schools, not commuting.

Proponents claim: Protected bike lanes help close by businesses! Making it possible for more people to get to your shop can boost sales. [See link](#).

FACT: The study cited is for seven-block long Skillman Avenue in New York. Berkeley is NOT New York City and Hopkins Street is NOT Skillman Avenue. And this plan is not about getting more people to shops. It is about replacing shoppers who drive with shoppers who bike.

This very narrow and limited study is directly contradicted by the real-life experience of the Koreatown KONO District in Oakland, where business rev-

venues dropped after the removal of significant amounts of parking to accommodate cycling tracks. Further, there are studies that show the businesses that benefit most from bicycle tracks are bars and restaurants, not grocery and food stores (let alone plant nurseries).

Proponents claim: Both verbally and in presentations, city staff have been transparent about the trade-off between parking and bike lanes. Preserving parking spots is NOT more important than preventing traffic violence.

FACT: The city transportation department has obfuscated at every opportunity the reality of the parking loss to the neighborhood. The Transportation manager has stated that only “18 to 48” percent of the parking will be lost between Sutter and Kains”, and conveniently failing to mention that almost 100% of the parking will be retained in the eastern end of the corridor, while almost 100% of the parking will be lost in the western end where most residences have smaller lots, and insufficient off-street parking already.

Additionally, analysis of the accident data from the Hopkins Corridor over the last 35 years does NOT support the contention that this is a high “traffic violence” area. Additionally, using the rhetoric of “violence” does not advance the cause of safety, good street design, and fairness. It is simply inflammatory and designed to evoke emotion, rather than reason.

Proponents claim: This process started in 2020. We will never make progress on street safety or climate action if we delay further. There’s been a robust community input process for the past 3 years on this topic, please respect that process and move forward with the plan.

FACT: The “process” started in October of 2020, twenty-seven months ago with a set of false choices – i.e. two-way cycle tracks or one-way ON HOPKINS; separated by cars or by barriers ON HOPKINS. Never was there any effort to engage in a serious study of the NEIGHBORHOOD and how to bring bicycle facilities that accomplished the goals utilizing creative, site appropriate solutions.

Proponents claim: Parking management strategies will ensure more availability, so customers who drive can come and go and not be frustrated by spots occupied for long stretches of time (some of them are perpetually occupied by business owners themselves!). [See link](#).

FACT: This is a link to a tweet showing two parked cars. Huh? At any rate, cars are NOT parked for long periods of time in the area adjacent to the stores. We have seen no evidence that this is the case, and anecdotal observation by merchants and those of us who live here and have been shopping those stores for years is that turnover of vehicles is constant. Most of the commercial area is already controlled by 2-hr sign limitations. Go ahead and extend those limitations, if you must, but as we’ve stated, turnover is not a problem in the area.

Proponents claim: Repaving without safety improvements like bulbouts, bus loading islands, raised crosswalks, and protected bike lanes will lead to more speeding, more crashes, more injuries in the future.

FACT: Simply paving the road will dramatically increase safety for pedestrians and those who choose to ride bikes on Hopkins rather than utilizing the many quieter optional side and parallel streets. However, we welcome proven, thoughtful applications of traffic engineering that work with the scale of the street.

Please note, however, that bulbouts and bus loading islands in the commercial area are unnecessary, if speed control is the issue. It is not an area where cars are able to move very quickly as it is.

Proponents claim: Narrow streets are slow streets. Safety improvements like bulb-outs and protected bike lanes make the street look more narrow, which slows cars down. [See link.](#)

FACT: Hopkins below California/Monterey is ALREADY a narrow street under thirty-five feet in width. Speeding is not an issue, except perhaps on the section of Hopkins below Gilman. However, the Class IV Cycle Track proposed will not narrow the lanes of traffic to less than they already are.

Proponents claim: It is not equitable to give historically wealthy neighborhoods safe infrastructure while leaving yellow- and redlined neighborhoods behind. Stopping the bike lanes at Acton or Peralta reinforces the historic yellow line in this area. West Berkeley residents deserve safety too.

FACT: There has not been a single severe pedestrian or bicycle injury or death on Hopkins Street below Acton to Kains*. Paving the streets, posting additional signage, the use of painted sharrows, and the installation of speed bumps all could be employed.

*In June 2021 a severe injury accident occurred at Peralta and Hopkins, but it was not reported in the TIMS system until late 2022, so even the city's analysis missed it.

Proponents claim: The plan for upper Hopkins was a compromise that tried to balance different priorities as much as possible. It was approved by council 8-1 — let's stick with it for lower Hopkins as well. [See link.](#)

FACT: A conceptual plan was approved for upper Hopkins (above the intersection with Gilman) by a council that was mis-informed by its transportation department. The entire extent of the compromise was to retain six parking spots in front of the shops between McGee and California; all parking spots between California and Gilman (at least 35) were still eliminated. Ask the people who live in that stretch, or the businesses that front it, if they thought that was a fair compromise.

Proponents claim: CM Hahn said it best herself: it's for the children. [Read some of her words from May 10, 2022 in an op-ed here.](#)

FACT: Hopkins Street doesn't even serve the three adjacent schools directly. Ruth Acty, Crowden, and MLK Middle School are served by Ada and Rose. Those are quieter, less heavily trafficked streets and are the safer and better alternative for bike riding. Those of us who actually live here know that and use those streets.

Developing a plan in conjunction with King Middle School to teach kids bicycle (and skateboard) safety pertinent to that specific location would go a long way towards keeping kids safe and empowering them to take appropriate precautions when riding.

Proponents claim: Protected bike lanes are bike lanes that get used (source). Give us safe bike lanes and we will use them.

FACT: This is the same article cited above and is about COMMUTING, not use of bike lanes to access schools, shopping, or other amenities.

Proponents claim: Why Hopkins Street? It's the heart of a thriving commercial district (which people want to get to), it's a gentle incline, close to multiple schools, connects to multiple bike routes, and it's in the city's Bike Plan.

FACT: The question is why NOT Hopkins Street. The "thriving commercial district" is a one and a half block long section of close to two miles of otherwise entirely residential street. And the answer is that this is already a heavily impacted corridor and adding more vehicles (including higher speed electric bikes) crossing seventy intersections (sixty-one driveways and nine cross streets) between McGee and Kains will CREATE more dangerous conditions than it solves. And it is in the Bike Plan because these same bike advocates put it there, not as a result of studying it to determine if its inclusion was appropriate, but because having another east-west route on the map looked good.

Proponents claim: Backing out of a driveway? Removing street parking will improve visibility and a more narrow-looking street will slow down traffic. This will make it less nerve-wracking for residents to back in and out of off-street parking spots.

FACT: This is simply magical thinking. Walk the corridor and LOOK at the driveways in question. MOST are low visibility with fences and shrubs obscuring the immediate area adjacent to the curb. Drivers must pull partway out of their driveways and into the street (which is currently protected by a parking lane) to see oncoming traffic. An accident occurred on Monterey near the intersection with Beverly last spring in which a driver backing out of a driveway broadsided another car traveling in the roadway. Fortunately, this accident involved two cars and no one was hurt. However, this occurred

on Monterey, a wide boulevard-type street, with considerably more clearance between driveways and the lanes of travel AND consistently higher visibility driveways.

Implementing a Class IV Two-Way Cycle Track on Hopkins will create a more dangerous environment for cycling than currently exists! There are better solutions and the city needs to rethink this plan!