



July 27, 2026

Honorable Mayor and Councilmembers,

Walk Bike Berkeley, North Berkeley Now!, Berkeley Neighbors for Housing and Climate Action, East Bay for Everyone, Telegraph for People, East Bay YIMBY, and Bike East Bay strongly support the referral to repave Hopkins with pedestrian, bicycle, and transit improvements ([July 28 meeting, item 27](#)). We ask that Council also extend the proposed protected bike lanes west to Stannage Avenue and east to Sutter Street, as recommended in Berkeley’s Bicycle Plan.

We urge you to repave and rebalance Hopkins Street to give people of all ages and abilities more safe transportation options. Doing so would demonstrate your commitment to safe, equitable, and sustainable mobility on Berkeley’s streets.

As a Vision Zero city, Berkeley has established that “safety is our highest priority.” At least ten Council-approved plans and policies support making Hopkins a “complete street,” safe and accessible for people of all ages and abilities, whether they walk, take transit, bike, scoot, or drive.¹ Moreover, extending the protected bike lanes to Stannage would rebalance Hopkins equitably, providing west Berkeley youth and households with the same safe access to Hopkins corridor schools and businesses as neighbors to the east.

Hopkins is dangerous by design, and as Councilmember Kesarwani’s referral notes, older community members have suffered disproportionately. The median age of the eight people who have been killed or severely injured on Hopkins since 2016 is 67.5

¹ Supporting plans and policies include the Vision Zero Action Plan, Bicycle Plan, Pedestrian Plan, Transit-First Policy Implementation Plan, Berkeley Strategic Transportation Plan, Complete Streets Policy, Climate Action Plan, General Plan, Age-Friendly Berkeley Action Plan, and Electric Mobility Roadmap.

years. Three were walking and five were biking. Further, a third of all injury collisions along Hopkins occurred to the west of Gilman. All of Hopkins needs safety upgrades.

We need to reallocate space on Hopkins to make safety improvements and encourage less reliance on private motor vehicles, the largest source of greenhouse gas emissions in Berkeley. Currently, on most of Hopkins, all of the public space from curb to curb is allocated to cars, either in motion or parked. This referral rebalances the street to provide some space for people on micromobility devices and bikes, while keeping the majority of street space for motorists. The plan also protects our sidewalks for pedestrians by providing a safe place off the sidewalk for people on bikes and scooters. The suite of evidence-based improvements planned for Hopkins - including protected bike lanes, bulb outs, raised intersections, shorter crossing distances, narrower travel lanes, and bus boarding islands - will make Hopkins safer and more accessible for everyone.

Importantly, this plan will also ensure access for people with limited mobility and emergency responders. In addition, metered street parking in the business district will help ensure parking availability, prioritizing people with disabilities who rely on vehicles. When cities make commercial areas more walkable and bikeable, studies show either positive or no impact on businesses. And digging once - making paving and safety improvements simultaneously - is fiscally responsible.

Finally, with housing development coming at the North Berkeley BART station and many other locations, the City must also redesign Hopkins and other automobile-dominated streets to encourage new neighbors to make walking, biking, and transit primary forms of transportation. Failure to do so invites more congestion, traffic injuries, and air pollution in Berkeley.

Clearly the Hopkins debate has been challenging for our community. It's time for Council to make a decision. No more delays. No more process. **Vote for pedestrian and bicycle safety. Vote for climate action. Vote for safe routes to schools. Vote for a low-stress bike network. Vote for traffic calming. Vote for transit improvements. Vote for Vision Zero. Vote for a smooth, safe Hopkins for ALL.**

Sincerely,

Ben Gerhardstein, Karen Parolek, Charles Siegel, Liza Lutzker, Sam Greenberg
Walk Bike Berkeley

Libby Lee-Egan
North Berkeley Now! Lead Organizer

Robert Prinz
Advocacy Director, Bike East Bay

Jeff Baker, Libby Lee-Egan, Alden Mudge, Theo Posselt
Berkeley Neighbors for Housing and Climate Action (BNHCA) Steering Committee

Mia Verdin, Calum Brydon
Telegraph for People Board Members

John Minot-Schwartz
East Bay for Everyone

Zachary Russ
Lead, East Bay YIMBY

[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.