

There is even more to unpack in the makeover of Hopkins Street than what was covered in my July 11, 2026 substack post "If We Build It Will They Come?"

Tuesday, July 28 is the date City Council council@berkeleyca.gov will vote on agenda item 27 to remake Hopkins Street from The Alameda to the Peralta/Ohlone intersection with Class IV cycle tracks (protected bike lanes) one on each side of a street that is too narrow to accommodate two five-foot cycle tracks, one lane of traffic in each direction and parking.

Interesting is what you might call what was put in and left out in councilmember Kesarwani's lengthy submission "Referral to Schedule Hopkins Street for Paving and Enhanced Safety Improvements for all Users" with co-sponsors mayor Ishii and councilmember Humbert. to spend a projected \$15,000,000 on a major reconstruction of Hopkins.

Kesarwani left out the number of parking spaces that would be removed for the two cycle tracks on Hopkins Street.

Kesarwani left out the motion and vote on October 11, 2022 to put the Hopkins Street plan with bicycle lanes on hold.

Kesarwani used a bicycle plan map/diagram from the [2017 Bicycle Plan](#) that does not include Rose Street, the locations of Ruth Acty and King public schools with entrances on Rose and left out the 2026 Bicycle Plan Update that placed Rose as a Tier I priority bicycle boulevard from the intersection with Hopkins on the west to Spruce on the east. Hopkins is listed as a Tier II (lower priority) to study.

Sunday evening, I walked up and down Hopkins Street counting parking spaces that would be lost with a Class IV cycle track on both the southside and the northside of Hopkins Street between The Alameda and the Peralta/Ohlone intersection. I counted the spaces for cars, not the number that happened to be there when I walked by. I also counted the number of driveways including those that didn't look to be used but had a curb cut. When street parking goes away, we can expect some if not all of those driveways to spring back into use.

Hopkins Street Parking and Driveway Count from The Alameda to the Peralta/Ohlone Intersection		
	Parking Spaces	Driveways
Northside of Hopkins	100	51 single-wide 5 doublewide driveways 1 triple wide driveway Total 57
Southside of Hopkins	111	41
Total Parking Lost and Driveways to Cross	211	108

Curb management, where, when and how long a car can be parked and reallocation are the terms used in the Kesarwani submission. Reallocation is the plan for removing parking from Hopkins and sending persons who need cars for transportation into the surrounding blocks.

Kesarwani suggests in her submission exploring the feasibility of expanding the RPP (Residential Preferred Parking) on the streets intersecting Hopkins for residents who lose parking on Hopkins. That only works for parking if there is enough parking for residents of both streets and enough left for shoppers who come and go.

I did not count the spaces and parked vehicles on the side streets, but I did look and those streets are already quite fully used.

On June 9, 2026 on the goBerkeley agenda item to extend metered parking hours from 9 am to 8 pm every day including Sunday, to add parking meters where there are none now, to increase parking permit fees, and to establish a new schedule for parking violations, fines and late payments to turn parking into a \$5 million a year profit center after covering garage losses and management costs councilmember Bartlett had this to say before being the only member of City Council to vote no,

“The small businesses that we have, I get a million emails every week asking for help to support them, stop by them, bring customers or do anything to help them because they’re all struggling. They’re all on their last legs and I’m worried that this approach of impacting the ability to park near them and go see them will impact them worse and make them shut down even sooner. At a time where jobs are threatened, as we know by the encroaching technology, the war in Iran and the threat to the dollars at play here, we have a lot of headwinds and **I’m not sure that we’re supporting our people by drowning them in fees.** I’m curious...if there’s any projections about this or thought about the loss of business revenue opposed to the \$7 million in parking and fee increases, right, if that measures up. And I’m curious about the quality of life of persons. And that’s sort of an intangible aspect that is hard to measure, but I can tell you people feel it.”

Councilmember Taplin who spoke next started with, “I’m the opposite of all that” and asked staff, “how long we’re on the hook for the parking garage” and followed the answer of 2046 with, “so that’s not going to go away. We’re talking about public space being used for car storage. Just because there are not currently fees does not mean that parking is free. The City pays to maintain it. People who don’t drive pay to maintain this parking...”

Taplin who does not drive through his statement implies that people who don’t drive shouldn’t have to pay for space that is used for parking.

Reversing that stand should the taxpayers from whom the City gets its revenue pay for services they don’t use? It is this me first attitude that is ripping apart the safety net for low wage workers and so much more in our country.

The City doesn't get its money out of thin air. It is we the taxpayers, we the people who live, work and visit Berkeley and the businesses that give us the quality of life and services that we use and appreciate that provide revenue to the City. And we the taxpayers want to see that tax money spent responsibly which brings us back to the issue before us, cycle tracks, bicycle boulevards, Rose, Hopkins, and Monterey.

When there are other alternatives that have already been mapped out, should taxpayer monies be going for a makeover of Hopkins Street that threatens the businesses that serve a much larger share of Berkeley residents, workers and visitors than just the adjacent neighborhood? When there are other alternatives, should taxpayer funds be used to remove parking by the recreational facilities with the sports field, track, tennis courts and swimming pool, that serve a much larger community than the adjacent neighborhood?

In my neighborhood there are multiple schools. We have the Channing bike boulevard with diverters to keep through traffic off it. As my e-scooter riding neighbor said yesterday, WHY Hopkins? when there is Rose and Monterey.

Rose Street is prominent as a Tier I bicycle boulevard in the 2026 Bicycle Plan Update, but the infrastructure has not been added to slow traffic and keep speedy through traffic off the eastern end of it.

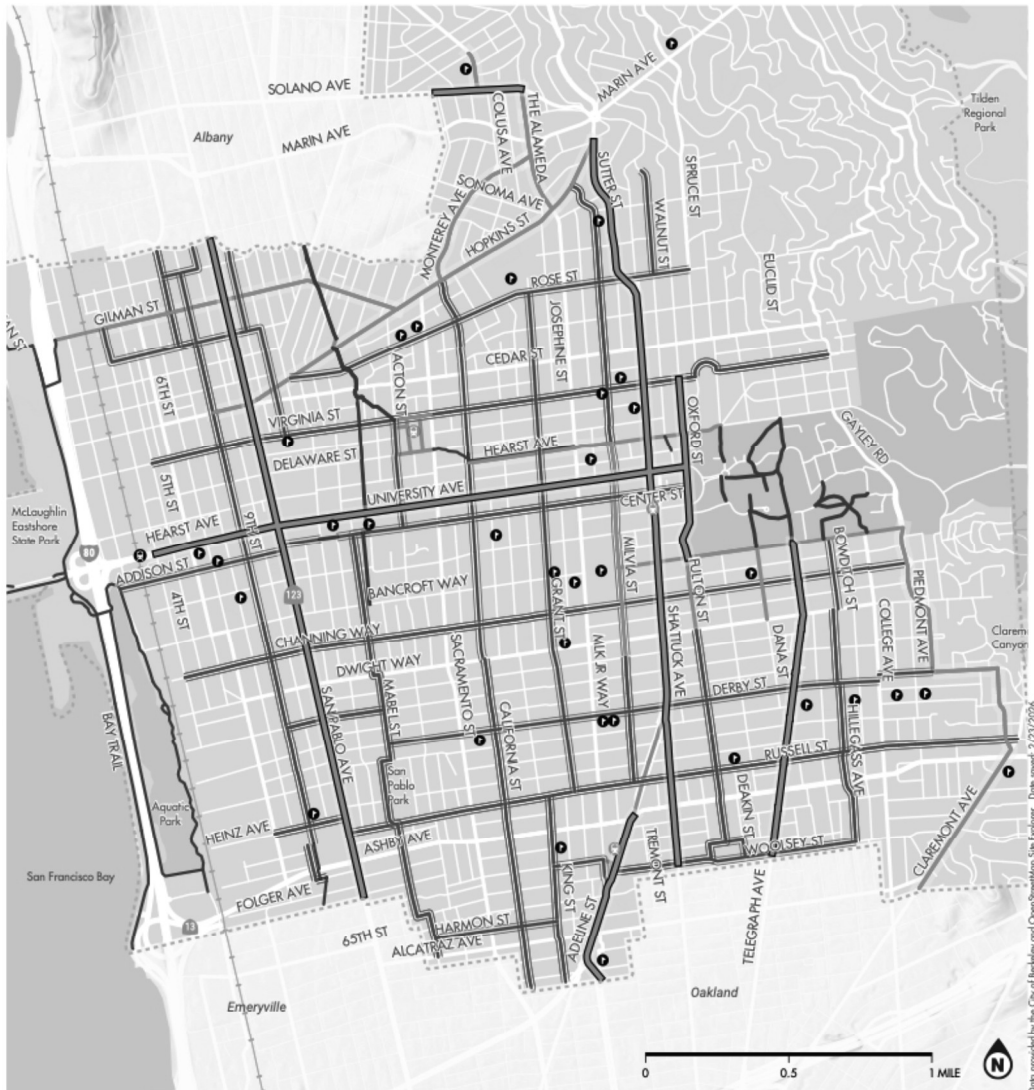
There are two public schools Ruth Acty Elementary School grades kindergarten to 5th grade with 400 students and King Middle School with grades 6 to 8 and 876 students on Rose. At the western end of Rose, there is an open field at Cedar Rose Park that was filled with children and activities yesterday. There is an existing signal at Sacramento and Rose.

The Kesarwani submission does not include a quick Bikeway Classification Table

Bikeway Classifications and Descriptions		
Classification	Description	Upgrades
Class I	Completely separated path or trail with no motorized vehicles or motorized bicycles	
Class II	Striped preferential lanes on roadways	Upgraded Class II bicycle lanes add separation and may use thermoplastic striping to increase visibility. This upgrade may also be referred to as buffered Class II bicycle lanes.
Class III	Signed roadways and travel lanes with stenciling where people riding bikes share a travel lane with vehicles (sharrows)	Bicycle Boulevards are roadways where bicycles share traffic lanes with vehicles, however, traffic calming and diversion infrastructure, i.e. median diverters have been added to prioritize bicycle travel and discourage or slow vehicle travel.
Class IV	Bikeways also known as cycle tracks are on-street bicycle lanes that are separated from vehicles with curbs, bollards or a parking aisle	

Kesarwani did not include the Low-Stress Bikeway Network Vision on page 14 of the 2026 Bicycle Plan Update, (packet page 22).

Figure 2: Low-Stress Bikeway Network Vision



LOW-STRESS BIKEWAY NETWORK VISION

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Low-Stress Bikeway Network Vision

- Bike Path (Class I)
- == Bike Boulevard Network
- - - Cycletrack (Class IV)

- Ⓜ Amtrak Station
- Ⓟ BART Station

Complete Street Corridor Studies* - Low Stress Bikeway Recommendation

- Study Cycletrack*
- == Primary Transit Route - Study Cycletrack*

- School
- Railroad

- Park
- City Boundary

*Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. The Berkeley Bicycle Plan is a citywide planning document that recommends improvements to bicycle safety, comfort, and connectivity at a network level. See Section 5.2 Project Delivery Process and Section 5.6 Complete Streets Corridor Study Recommendations for more information.



Kesarwani did not include the Existing Bikeway Network from the 2026 Bike Plan Update.

Figure 1: Existing 2025 Bikeway Network



EXISTING BIKEWAY NETWORK

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EXISTING FACILITIES

- Bike Path (Class I)
- Bike Lane (Class II)
- Upgraded Bike Lane (Class II)
- Bike Route (Class III)
- Bicycle Boulevard (Class III)
- Cycletrack (Class IV)
- New or Upgraded since 2017

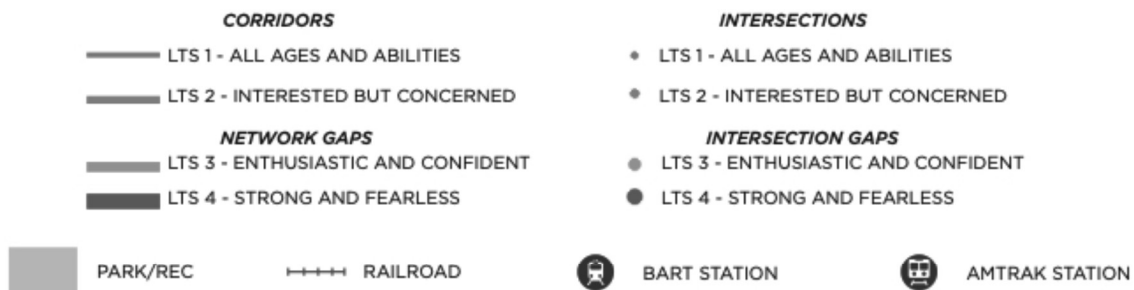
BICYCLE BOULEVARD NETWORK

- Amtrak Station
- BART Station
- School
- Railroad
- Park

Kesarwani used this 2017 ES-1 Low Stress Network & Intersections with High Stress Network & Intersection Gaps instead of the 2016 Bicycle Plan Update.



FIGURE ES-1: LOW STRESS NETWORK & INTERSECTIONS WITH HIGH STRESS NETWORK & INTERSECTION GAPS



Though there are bicyclists that find curbed Class IV cycle track unsafe, the safety advantage of the Milvia Class IV cycle track in the downtown is the long expanses of no driveways.

I counted a total of 108 driveways that the Hopkins cycle tracks would cross. Each driveway intersecting the proposed cycle tracks represents a conflict zone hazard. None of the articles I found on improving safety when driveways and protected cycle tracks intersections actually dealt with the design of new car models which my friend showed off in her new car last summer. The new car with all the cameras enabled her to back up or park in tight parking spaces by watching the camera display on the car dash.

Watching the camera display on the dash means a driver is not looking over their shoulder to back into the street before moving into traffic. Even if a driver does backup without using the camera and looking over their shoulder, they are not going to see the bicyclist until the bicyclist is close enough to be in their field of vision which is likely to be when the car crosses into the bike lane.

If the excuse for using a map/diagram from the 2017 Bicycle Plan instead of the 2026 Bicycle Plan Update was timing, the 2026 Bicycle Plan Update was available to the public and councilmembers on the afternoon of June 4, 2026. Kesarwani, the mayor and all other councilmembers adopted the 2026 Bicycle Plan Update in a unanimous vote on June 16, 2026.

Kesarwani had until 5 pm on July 6 to submit her agenda item, "Referral to Schedule Hopkins Street for Paving and Enhanced Safety Improvements for all Users".

Most notably, Kesarwani did not include the October 11, 2022 City Council agenda item 23 Reconsideration of Hopkins Corridor Plan in Light of Newly Available Information from former councilmember Hahn with co-sponsor former councilmember Wengraf.

After counting parking spaces on Hopkins, I returned home, watched and listened to the entire October 11, 2022 recording of the Reconsideration of the Hopkins Corridor Plan. Hopkins is complicated with impacts that lay to question doing anything more the repaving and adding pedestrian safety features as in the February 10, 2026 submission authored by both Kesarwani and O'Keefe. That plan was squashed by the three-member Facilities, Infrastructure, Transportation, Environment and Sustainability Committee (FITES) by Lunaparra, Taplin and Humbert.

The October 11, 2022 Reconsideration that put the Hopkins Street plan on hold:

23.-Reconsideration of Hopkins Corridor Plan in Light of Newly Available Material Information **Revised material (Supp 2)**

From: Councilmember Hahn (Author), Councilmember Wengraf (Co-Sponsor)

Recommendation:

1. Proceed with Paving of Hopkins Street from Sutter Street to San Pablo Avenue as currently scheduled for 2023.
2. Proceed with implementation of the approved facilities from Sutter to McGee Avenue (including the four-way stop sign at McGee) in accordance with the Supplemental 3

recommendations approved by the City Council on May 10, 2022, including but not limited to the requirement that Community Building/Placemaking elements be developed and implemented simultaneously with Complete Streets/Traffic elements, to the greatest extent feasible.

3. Apply up to the full \$300,000 allocated between the FY 23 and FY 24 budgets towards the Community Building/Placemaking elements on the nine-block segment of Hopkins from Sutter to McGee to support their full and simultaneous implementation, as designed by a Landscape Architect.

4. Place on hold work towards implementing the changes for the three blocks of Hopkins from McGee to Gilman Street approved on May 10, 2022 pending further study of the alternatives, consideration of the specifications listed below under Alternatives to be Considered and Independent Study Specifications and additional City Council action, after the required study and community input, to either affirm the Council's actions of May 10, 2022 or to implement a substitute or modified program.

5. Refer \$400,000 to the FY 2024 budget process to fund a comprehensive, independent study of the McGee to Gilman portion of Hopkins Street, as specified below under Alternatives to be Considered and Independent Study Specifications.

Financial Implications: See report

Contact: Sophie Hahn, Councilmember, District 5, (510) 981-7150

Kesarwani did not include in her submission for July 28 the motion and vote in which she voted in agreement to put the Hopkins Street bicycle infrastructure on hold on October 11, 2022

Here is the October 11, 2022 motion and vote on the Reconsideration:

Action: 62 speakers. M/S/C (Arreguin/Hahn) to adopt the recommendation from the City Manager in Supplemental Communications Packet #2 from City Manager.

The City Manager proposes the following.

1. Staff will provide a report to City Council by January 31, 2023, covering safe bike facility options considered but not recommended, explaining the potential benefits of those options as well as constraints that led to their elimination from consideration. Options considered but not recommended include the Ada Bypass, Hopkins/Rose Combination, and Hopkins One-Way Uphill.
2. A written report will be prepared by a newly engaged consultant/consulting team to include the elements listed below. The parking study area for the report will cover Hopkins from Carlotta to Gilman Streets as well as surrounding streets impacted by a mix of customers, employees, deliveries, and residents.

Study will consider current conditions and impacts of proposed changes on people traveling to the area by all modes, including on foot, bicycle, transit, truck (including semi-with trailer), wheelchair, taxi/rideshare, and those arriving by vehicle. Needs of individuals with limited mobility will also be considered and addressed.

Study will include, at a minimum, curb management analysis, a loading study to understand business needs, analysis of parking loss/gain and impacts for both vehicles and bikes, economic impacts analysis for businesses, and an intercept-type study to understand how residents and visitors currently access the study area and how transportation mode choices might change with different conditions.

Study will also cover potential/recommended parking loss mitigations including but not limited to timed and/or metered parking spaces, use of Residential Parking Permits, and special parking designations as needed for deliveries, disability access, and other uses. Potential benefits and impacts of mitigation strategies on all users, including residents, will be considered. Parking and loading options for residences, businesses, and schools/institutions losing street parking will be clarified.

In addition to analysis, the study and/or report(s) will present specific data, including complete estimated parking loss counts and analysis of proposed mitigation measure benefits/impacts, as well as any other data collected in the course of this and previous studies. [emphasis added]

3. The economic impacts analysis will be prepared by the Economic Development Department with findings shared on or before January 31, 2023.
4. Staff is already working with a landscape architect to enhance the social and commercial space at and around the shopping node, as well as landscaping and other elements described in the original referral and May 10 approved plans.

The report(s) will be delivered to City Council in early 2023 for the public and City Council to consider after a round of outreach to this community's stakeholders. The City Manager's Office expects the cost of the report(s) to be less than \$50,000, which the City Manager will cover from existing public works salary savings and include a request for specific allocation in the next budget update.

Vote: Ayes – Kesarwani, Taplin, Harrison, Hahn, Wengraf, Robinson, Droste, Arreguin; Noes – None; Abstain – None; Absent – Bartlett.

If the approved study was completed the public did not see it. The project was pulled in April 2023.

What I found most interesting in going over this older material from the former City Manager Dee Williams-Ridley's is the actual thoroughness of the proposed analysis with options considered and potential benefits and constraints.

What I miss seeing are reports whether from City staff or the paid consultants that weigh the pros and cons of an action. What I too often see from City staff and consultants is presented and written in such a way to support what the City Council has already decided. This is called CONFIRMATION BIAS.

Our current media landscape makes it easier each day to stay within the confirmation bias bubble.

Confirmation bias as you can well imagine can be achieved in a number of ways. One is to go to and use sources that already support what is believed or decided or will support a desired objective. Another method of confirmation bias is to define an analysis in a narrow way to eliminate contrary information. This is what the City is doing in the Pier Ferry Draft Environmental Impact Report (DEIR). The final EIR is expected come back for approval later this year.

Eight of us showed up at the Agenda and Rules Committee meeting on July 13, 2026 to comment on the plans for Hopkins Street. While we spoke, Humbert kept his head down with his baseball cap on while he typed away on his phone.

Susan Schwartz, head of Friends of Five Creeks said Friends of Five Creeks is taking no position on the bicycle tracks. She was present to inform and remind mayor Ishii and councilmembers Taplin and Humbert of the endangered native steelhead trout in Codornices Creek which runs along Hopkins. The short Hopkins Street storm drain empties directly into Codornices Creek.

In 2019 the foam used by the Fire Department to put out a fire in a garbage truck on Hopkins ran into the storm drain and nearly wiped out the entire population of the endangered native steelhead trout.

If you aren't keeping track of how the City of Berkeley responds to nature, the Endangered Species Act or the Migratory Bird Treaty Act please read my Activist's Diary substack "Everything Happened and Nothing Happened". On May 6, 2026 sent out the big mowers during peak mating and nesting season to mow down the tall grasses where the Savannah Sparrows nest in the east meadow in Cesar Chavez Park.

There is, of course, more. But I will stop here with one last thing.

The Commission on Disability will have to wait a little longer for action from the City on their May 20, 2025 request to City Council asking Council to refer to the City Attorney to insert a clause in all City of Berkeley contracts that requires city contractors to comply with PROWAG (Public-Right-of-Way Accessibility Guidelines).

Sources:

(All sources are given as the full URL rather than the less obtrusive link to a word or phrase to enable the link to be copied and pasted if the hot link doesn't work.)

All Volunteer **Friends of Five Creeks** has worked for Clean Water and Healthy Watershed Since 1996
<https://f5creeks.org>

You can read in "What Has Happened with Hopkins and Why" how letters from Friends of Five Creeks were never brought to the Environment and Climate Commission and the Transportation and Infrastructure Commission the last time around in 2023.

<https://www.berkeleydailyplanet.com/issue/2023-04-09/article/50248?headline=What-Has-Happened-with-Hopkins-and-Why--Kelly-Hammargren>

Bicycle Plan Approved May 2, 2017 by Berkeley City Council

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

2026 Bicycle Plan Update Approved June 16, 2026 by City Council

<https://berkeleyca.gov/sites/default/files/2026-06/2026-06-16%20Item%2029%202026%20Bicycle%20Plan%20Update.pdf>

Available Archives of recorded City Council meetings from 2012 to the present

https://berkeley.granicus.com/ViewPublisher.php?view_id=5

Transportation and Infrastructure Commission Agenda Thursday, January 19, 2023 with Hopkins Street Documents.

<https://berkeleyca.gov/sites/default/files/legislative-body-meeting-agendas/2023-01-19%20Agenda%20packet%20FINAL.pdf>

2017 Bicycle Plan Executive Summary

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

2017 Bicycle Plan with links to all files

<https://berkeleyca.gov/your-government/our-work/adopted-plans/berkeley-bicycle-plan>

June 9, 2026 presentation of goBerkeley Parking Program expansion increasing metering hours from 9 am to 8 pm every day of the week and adding parking meters to heavily used blocks.

<https://berkeleyca.gov/sites/default/files/2026-06/2026-06-09%20Item%2024%20Repeal%20and%20Reenact%20Berkeley%20-%20Pres.pdf>

January 19, 2023 Transportation and Infrastructure Commission Agenda with Hopkins Corridor Safety Project proposal

<https://berkeleyca.gov/sites/default/files/legislative-body-meeting-agendas/2023-01-19%20Agenda%20packet%20FINAL.pdf>

January 19, 2023 Transportation and Infrastructure Commission action minutes

<https://berkeleyca.gov/sites/default/files/legislative-body-meeting-minutes/2023-01-19%20Minutes%20-%20FINAL.pdf>

October 11, 2022 City Council agenda item 23. Reconsideration of Hopkins Corridor Plan in Light of Newly Available Material Information

<https://berkeleyca.gov/city-council-regular-meeting-eagenda-october-11-2022>

October 11, 2022 revised material (Supp 2) from Dee Williams-Ridley, City Manager, the supplemental proposes for Staff study and report of benefits and constraints including considering Ada Bypass, Hopkins/Rose Combination and Hopkins One-Way Uphill

<https://berkeleyca.gov/sites/default/files/documents/2022-10-11%20Item%2023%20Rev2%20City%20Manager.pdf>

October 11, 2022 City Council annotated agenda

<https://berkeleyca.gov/sites/default/files/city-council-meetings/2022-10-11%20Annotated%20Agenda%20-%20Council.pdf>

Census Reporter

<https://censusreporter.org/profiles/16000US0606000-berkeley-ca/>

Original January 23, 2018 referral by Sophie Hahn on consent for Hopkins Street Corridor Traffic and Placemaking Study

<https://records.cityofberkeley.info/PublicAccess/api/Document/AVebOE6MkxCw99suX3JmikWX4IMf35soNxeg4boW4y3PHRmocdnJLvogfunRHdBpmogfZ8L1QpY2ba5jiT6xGQk=/>

Activist's Diary on Hopkins There Is Always More, July 23, 2026

July 28 Bicycle Plan for Hopkins from councilmember Kesarwani pages 63 – 90

<https://berkeleyca.gov/sites/default/files/legislative-body-meeting-agendas/2026-07-13%20Agenda%20Packet%20-%20Agenda%20Committee.pdf>

Substack “If we build it will they come?”

<https://activistdiarybykellyhammargren.substack.com/p/if-we-build-it-will-they-come>

Substack Archive

<https://activistdiarybykellyhammargren.substack.com/archive>

To email City Council use council@berkeleyca.gov