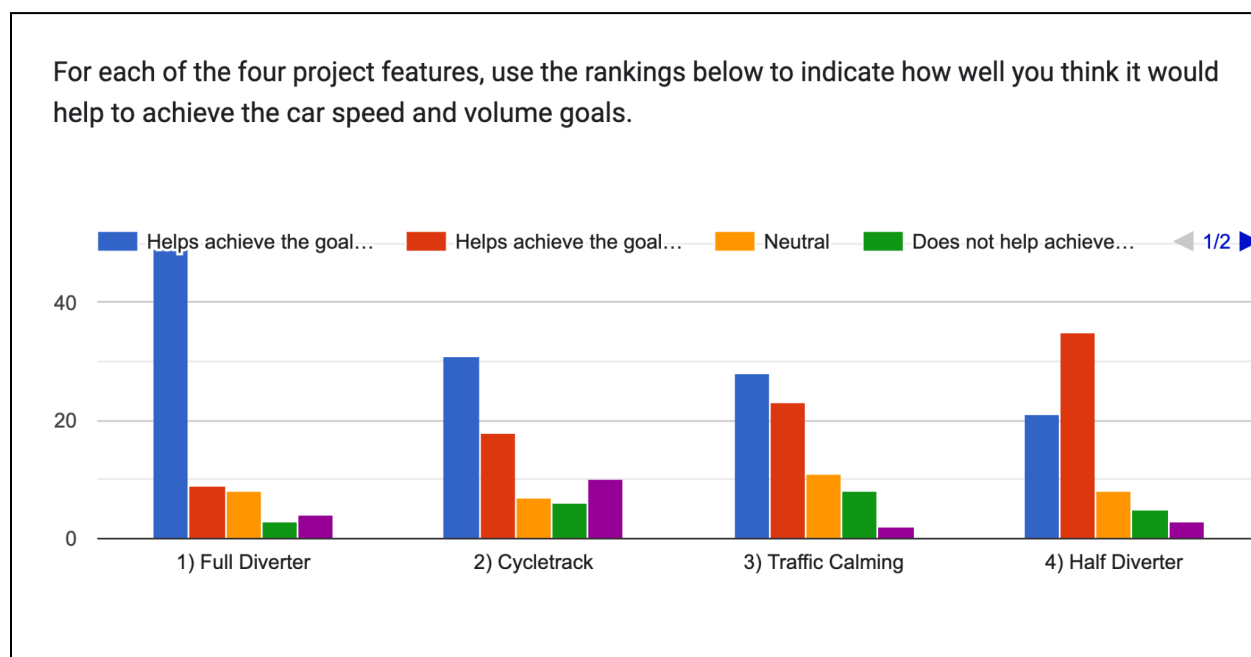


4.19.25 Ninth St Berkeley Pop-Up Bikeway Survey Responses

On April 19, 2025, Bike East Bay hosted a pop-up demonstration street safety project and block party on Ninth Street in Berkeley, between Channing Way and Dwight Way ([event info here](#))([press coverage here](#)).

During the event participants visited four different installations throughout the block and provided their feedback via an online or written survey (<https://bit.ly/NinthStreetPopUp>). Locations and descriptions of each of the installations are included in the survey.

75 responses were recorded during the event, which are summarized below.



Blue = Helps achieve the goals very well

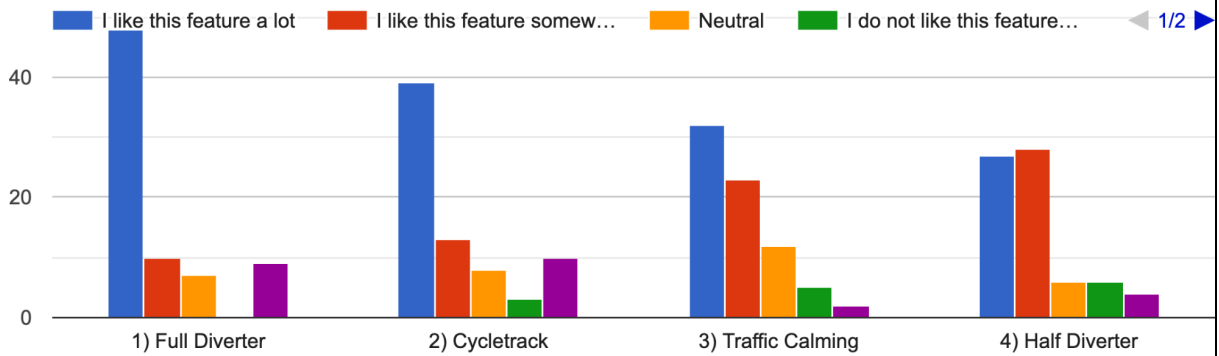
Red = Helps achieve the goals somewhat

Yellow = Neutral

Green = Does not help achieve the goals much

Purple = Does not help achieve the goals at all

For each of these four project features, use the rankings below to indicate your personal preferences.



Blue = I like this feature a lot

Red = I like this feature somewhat

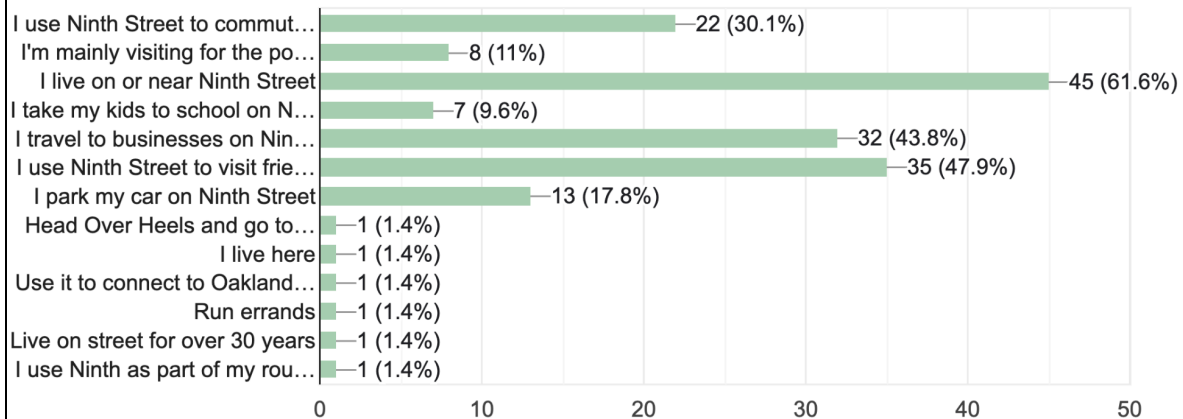
Yellow = Neutral

Green = I do not like this feature much

Purple = I do not like this feature at all

What is your relationship to Ninth Street?

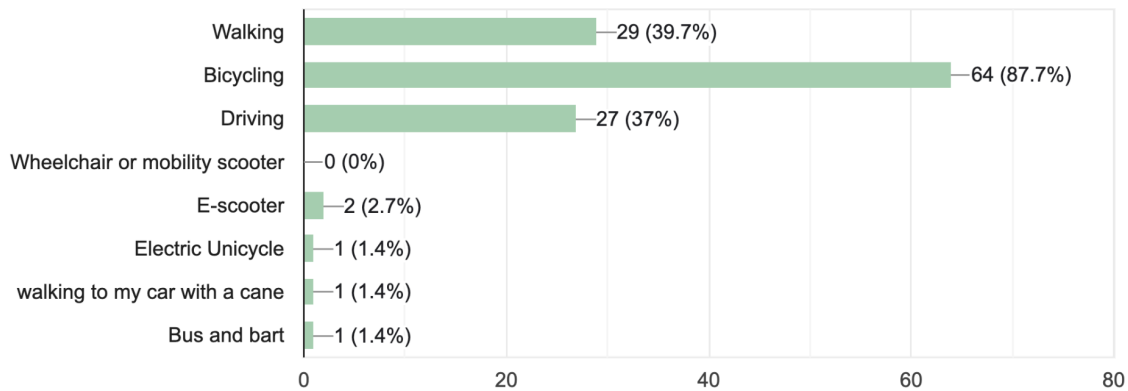
73 responses



(Click on the chart above then select the three dots then click “open source” to see the full text of each response option, or visit <https://bit.ly/NinthStreetPopUp>)

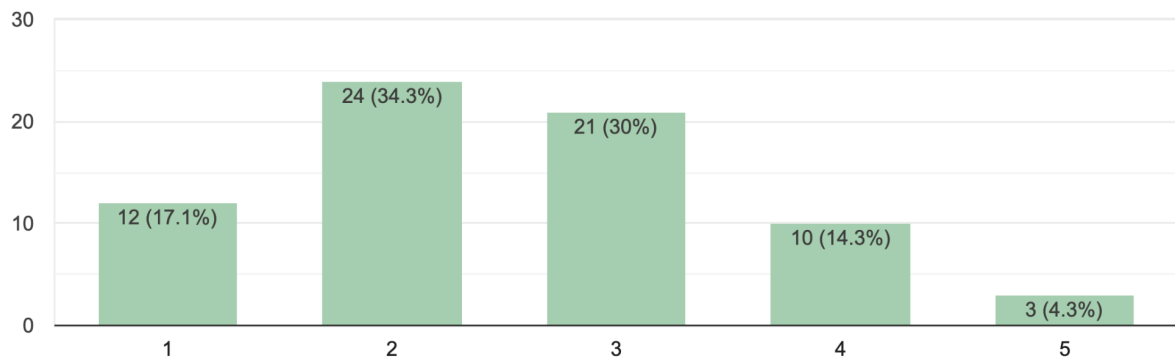
How do you typically get around on Ninth Street?

73 responses



How safe do you feel using Ninth Street currently?

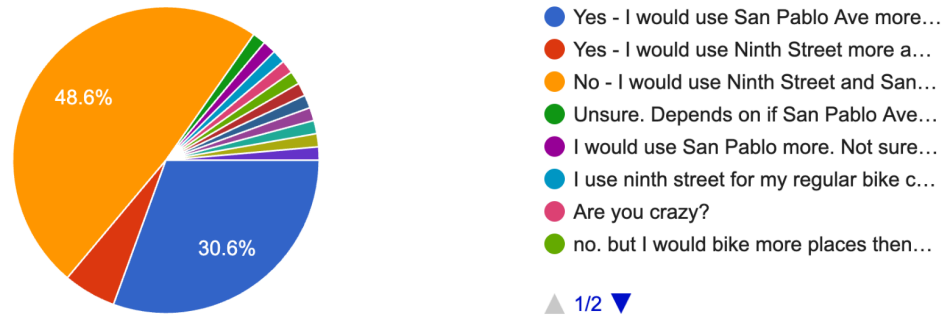
70 responses



Respondents selected from a scale with 1 representing “very safe” and 5 representing “very unsafe” - of the 70 responses about half were 1s and 2s (safe), whereas the other half were 3s to 5s (neutral to unsafe)

If physically protected bicycle lanes and dedicated bus lanes were added to San Pablo Ave, would that change how much you use Ninth Street?

72 responses



(48.6% of responses were “No - I would use Ninth Street and San Pablo Ave about the same”; 30.6% were “Yes - I would use San Pablo Ave more and Ninth Street less”; 5.6% were “Yes - I would use Ninth Street more and San Pablo Ave less”; The remaining 15.2% were individual responses)

Do you have questions or concerns about any of the design features shown?

The prompt “Do you have questions or concerns about any of the design features shown?” provided an open-ended written response option, for which there were 27 entries.

In all there were individual comments supportive of each of the demonstration design features, and individual comments opposed to each of them. In several cases opposite comments (“would make the street more safe” versus “would make the street less safe”) were shared about the same design feature.

Some concerns were shared about impacts on car parking associated with specific detail features, with a special interest in preserving dedicated spaces for individuals with disabilities. Other comments included specific recommendations for design adjustments (ie “make it easier to bike around instead of over the speed cushions”, “make the diverters more robust to prevent driving over them”).

Overall, the comments illustrated varying needs between commenters, and that there is no one shared experience for how people relate to and operate on Ninth Street.

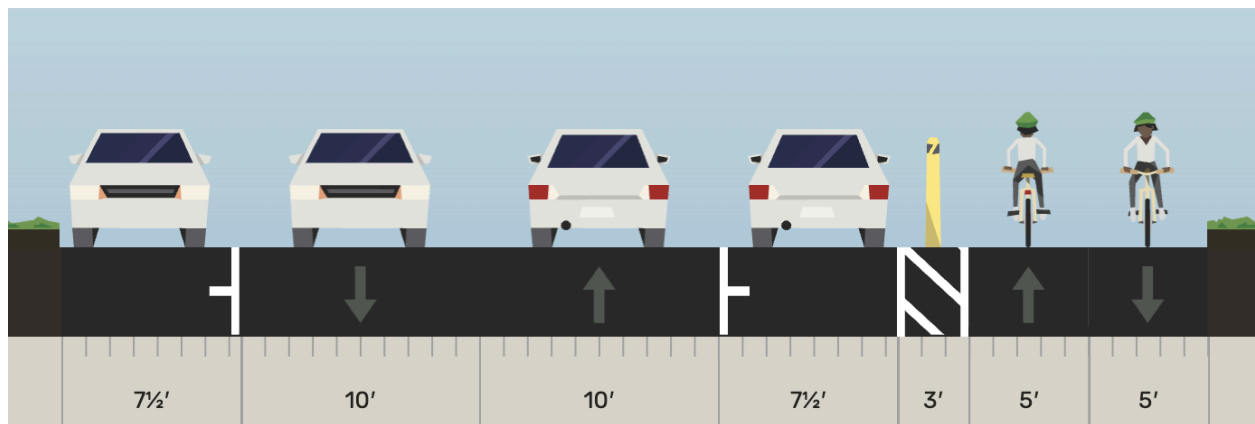
Are there other design features you would like to see considered for Ninth Street?

The prompt “Are there other design features you would like to see considered for Ninth Street?” provided an open-ended written response option, for which there were 38 entries.

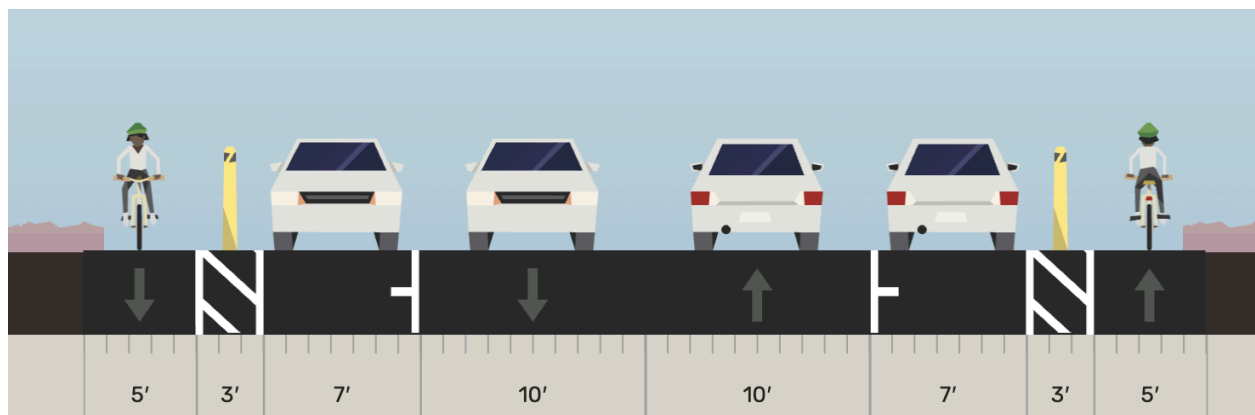
A wide variety of responses were provided for this block as well as elsewhere on Ninth Street. In addition to traffic calming suggestions, street repaving, adjustments to the angled parking, and upgrading the existing traffic circles were listed.

A frequent suggestion in this section was to add directional protected bikeways on each side of Ninth Street instead of the 2-way cycletrack on one side of Ninth Street, as was included in the pop-up demonstration project.

To clarify, the 2-way cycletrack on one side was selected for the pop-up because there is enough space for this while still maintaining car parking on each side of the street, with at least 20 feet of roadway clearance remaining which is the minimum for 2-way car traffic and for emergency response (cross section shown below).



Whereas protected bike lanes on both sides would not fit, due to the need for a second buffer space (cross section below). This alternative would either have to remove car parking on one side or convert the street to one-way for cars.



However, this was only a visioning activity and not a project planning event, so all comments are received and appreciated!

Thank you to everyone for taking the time to join us at the pop-up demonstration, and for sharing your feedback and ideas. The survey response data will be shared verbatim with no edits to Berkeley city staff and Alameda County Transportation Commission staff.

Official project and planning opportunities that you might be interested in learning about and getting involved with include the following:

Berkeley bicycle plan update (2025): <https://berkeleybikeplan.org/>

Alameda County's San Pablo Ave corridor projects (2025):
<https://www.alamedactc.org/programs-projects/multimodal-arterial-roads/sanpabloave>