

Councilmember Sophie Hahn  
City of Berkeley, District 5

## SUPPLEMENTAL AGENDA MATERIAL for Supplemental Packet 2

Meeting Date: May 10, 2022

Item Number: 33

Item Description: Hopkins

Submitted by: Councilmember Hahn, Mayor Arreguin



*Artistic Rendering Upper Hopkins courtesy of Alfred Twu*

This submittal creates an “omnibus” motion combining Staff’s proposal, Councilmember Kesarwani’s Supplemental 1 proposal, and additional changes reflective of community input to:

- Adopt the Staff Recommendation with amendments to the conceptual design
- Adopt CM Kesarwani’s Supplemental 1 proposal as a referral
- Ensure Community Building/Placemaking elements are developed and implemented simultaneous with Complete Streets/Traffic elements<sup>1</sup>
- Restate elements already under consideration and refer additional community suggestions for the Engineering Phase
- Consider funding sources

The Resolution shall be amended to reflect adopted recommendations.

*\* “TC” indicates suggestions from the Transportation Commission*

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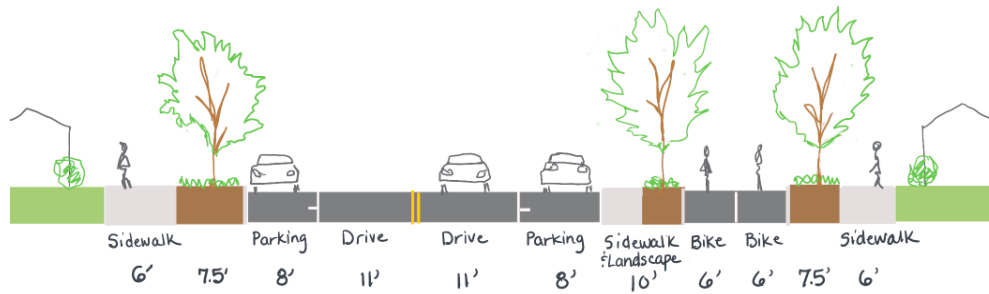
<sup>1</sup> Community Building/Placemaking and Complete Streets/Traffic elements are listed in the [Hopkins Corridor Traffic and Placemaking Study](#)

**Adopt the Staff Recommendation with Amendments to the Conceptual Design:**

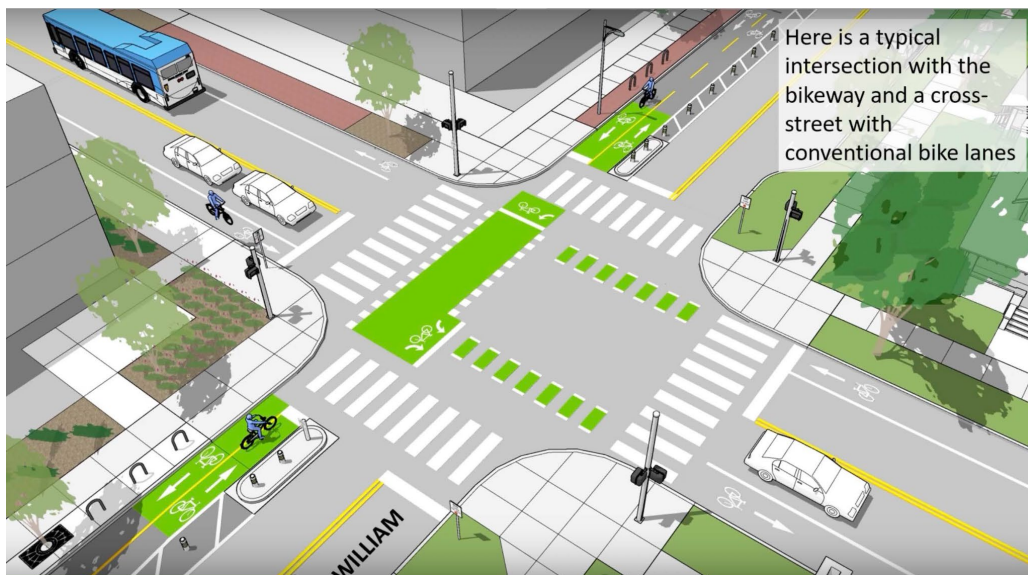
- **Replace the proposed design for Segment 1: Sutter to the Alameda (Pages 8, 9, and 10 of 20) with extension of two-way parking-protected bike lanes (cycletracks) along the entire south side of Hopkins and increase the width of parking buffers to provide approximately 10 foot islands composed of sidewalks with wheelchair access adjacent to vehicle parking and planting strips, as sketched below (TC):**

Concept to extend the 2-way protected cycle track from The Alameda to Sutter

Looking east up Hopkins just east of The Alameda



- **Redesign the “Alameda Intersection” (Page 11 of 20) to implement appropriate elements for the extended two-way protected bike path/cycletrack in lieu of the existing and proposed four-sided bike slip lane design and provide pedestrian safety elements using traditional bulbouts, curb extensions and pedestrian islands, with landscaping and/or green infrastructure and placemaking elements respectful of historic features of the intersection and North Branch Library, based on the concept below (TC):**



- **End the approved Design Concept at Sacramento Street** and join the segment from Sacramento to Gilman Streets to the Kesarwani referral to allow for integrated consideration of areas of Hopkins within District 1.

**Adopt CM Kesarwani’s proposal as a referral**

- Refer to the City Manager consideration of extending bicycle and pedestrian safety improvements west of Sacramento to San Pablo Avenue, including two community engagement meetings to discuss benefits and impacts. (TC)

**Direct the City Manager to develop and implement Community Building/Placemaking elements simultaneous with Complete Streets/Traffic elements<sup>2</sup>**

- Engage the project Landscape Architecture firm to design the Community Building/Placemaking elements as specified in the original study referral and as stated in the 3rd, 5th, 6th, and 7th bullet points of staff’s restated Project Goals; and to specify high quality treatments and materials for crosswalks, sidewalks, islands, bulb-outs, and other elements of Complete Streets/Traffic design, to achieve a unified, landscaped, aesthetically pleasing, business- and community-supporting project throughout.
- To the greatest extent possible build/install Community Building/Placemaking elements simultaneously with implementation of Complete Streets/Traffic elements through use of concrete curbs and islands, metal bollards, landscaping, and other quality durable, well-designed elements, as specified by the Landscape Architect. Plastic bollards and other plastic elements, if any, shall be used only on a temporary basis to achieve safety while project is in progress.

**Restate elements already under consideration and refer additional community suggestions for the Engineering Phase**

*The following elements important to the community are already under consideration for the Engineering Phase or are suggestions referred for consideration.*

- **Establish Residential Preferred Parking (RPP):** Designate areas both on and/or surrounding Hopkins Street to implement RPP as needed to manage existing parking overflow and ensure preferential parking access for residents, and consider providing permits at no cost to residents for the first year of implementation. Include consideration of Hopkins Court, Albina Street, and other side-streets and work with neighbors to establish appropriate boundaries and time limitations.
- **Widen Bike Lanes** to a minimum of 4.5 or 5 feet each (for a total of 9-10 feet) wherever possible by narrowing traffic lanes, in consultation with the Fire Department to ensure access for public safety vehicles, without eliminating additional parking.

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<sup>2</sup> **Community Building/Placemaking** and **Complete Streets/Traffic** elements are listed in the [Hopkins Corridor Traffic and Placemaking Study](#)

- **At the Hopkins/Monterey/California intersection and on the California to McGee block-face directly in front of shops, direct the City Manager to:**
  - **Improve Pedestrian Safety:** Consider raising the entire intersection (or at least one Hopkins crosswalk) to pedestrian level and/or the possibility of including flashing pedestrian crossing indicator lights, and/or providing a stamped concrete or other distinctive treatment to the entire intersection/raised crosswalks, to emphasize primacy of pedestrians, and to enhance aesthetics (TC)
  - **Add Dedicated Handicapped Parking and Truck Delivery Zones** near shops.
  - **Increase Parking Availability:** Implement enforced time-restricted parking, with or without meters, around the perimeter of the “Berkeley Horticulture” block, including along the Hopkins Street commercial block-face, and consider implementing in other adjacent commercial areas, to encourage turnover of spaces for customers.
    - Ensure a variety of time limits to accommodate quick deliveries and errands as well as longer shopping and services, including hair salon customers.
    - Provide designated handicapped and delivery spaces to support full access for the community and manage the commercial deliveries.
    - Explore the potential to add parking west of the Monterey/Hopkins intersection by cutting into parking-strip areas.
  - **Address Employee Transit and Parking Needs:** Work with business to support transit passes and other alternative modes of commuting to work and consider employee parking needs in designing RPP and other parking treatments.
  - **Add Community Space** including curb extensions/bulbouts and other features to the greatest extent possible to provide additional landscaping, seating and community gathering spaces.
  - **Improve the Retail and Community Environment:** Replace concrete sidewalks and potentially provide raised bike lanes along the shop block-face and provide a concentration of benches, café tables, trash receptacles, landscaping, and similar elements, with bike parking east of the Liquor store/driveway only, to maximize the shopping, community-building, and pedestrian experience in front of shops.
  - **Increase Bike Parking and Amenities:** Provide ample bike parking in a variety of locations (except as noted above), with a concentration in parking strips and other areas around or, with permission, in the Monterey Market parking lot, and

also consider a Bike Parking station with benches, a Bicycle Fix It station, and other amenities for bicyclists near the California Street back entrance to Berkeley Horticulture, and/or in another feasible nearby location.

- **Create Dedicated Preschool and Religious Institution Drop-Off and Handicapped Facilities:** Throughout the corridor, provide dedicated safe drop-off areas for preschools, churches, and other institutions if needed, and handicapped spaces serving all facilities.
- **Add Crosswalks and Strengthen Pedestrian Safety Elements Throughout:** Near the King Track entrance revisit possibility of a raised crosswalk mid-block as close as feasible to the entrance to enhance safety for youth and other pedestrians accessing recreation facilities, and review all intersections for potential pedestrian enhancements, including where crosswalks are currently proposed for only selected crossing including the possibility of flashing pedestrian crossing lights. *(TC)*
- **Enhance Areas Adjacent to King Park, Tennis Courts and Track:** Provide landscaping and/or benches and other community enhancements at the track entrance areas and adjacent to the pool access road and tennis courts.
- **Add Landscaping at Hopkins/Josephine Intersection:** provide landscaping harmonious with the existing triangle island to the west of the North Branch Library in new median, curb extension, and island elements (4 areas currently shown) and consider possible benches and/or other community enhancements.
- **Improve Ingress and Egress to Major Uses:** Continue consultation with the Gas Station at the Alameda Intersection to improve flow and safety of vehicles and manage fuel deliveries as well as potential conflicts with bikes and pedestrians. Continue consultation with the Monterey Market to improve flow and capacity of parking lot.
- **Regulate Speeds and Safety and Manage Potential Pedestrian Conflicts within Bike Lanes:** Consider a variety of means to ensure speeds are limited within dedicated bike lanes and stop signs and other signals are respected, including but not limited to posting or painting signage and raising crosswalks to slow bikes and emphasize primacy of pedestrians.

### **Refer Funding Considerations:**

The recommendation as proposed by staff has no fiscal impacts. Modifications introduce both savings and potential costs. To the extent amendments to the staff recommendation introduce new fiscal impacts, identify a full suite of existing and potential funding sources for implementation of the entire project, including Community Building/Placemaking and other elements to be designed/specified by the Landscape Architect. In addition, explore means to maintain landscaping, placemaking, and other elements over time. Refer to appropriate Budget processes consideration of additional funding as needed, with Vision 2050 monies as a potential source if approved by voters.



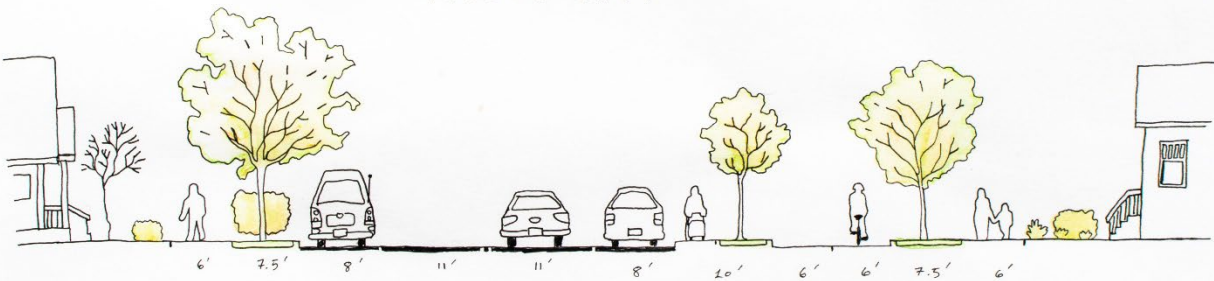
**Additional Images - for visual reference:**

HOPKINS CORRIDOR



Top view: artistic rendering by Brandon James Yung and Angela Clearwater.

HOPKINS, BETWEEN THE ALAMEDA AND MILVIA  
FACING EAST



Cross section: artistic rendering by Brandon James Yung and Angela Clearwater.

This is a two-way bike path/cycletrack along one side of a street with planted strips on either side. This image lacks parking and driveways but provides a sense of how the two-way cycletrack can look/feel on the Sutter to Alameda segment.



This is an example of a landscaped strip with a loading sidewalk for parked vehicles, punctuated by walkways, and is evocative of how the landscaping and parking sidewalk beyond the two-way bike path/cycletrack can look/feel on the Sutter-to-Alameda segment.





Image of an intersection where a two-way bike path/cycletrack crosses a street with bike lanes on either side of the street, like the Alameda Intersection. The “box” where the bike is waiting in the intersection to make a turn would be much deeper; protected by a 10 foot wide buffer zone:



Image demonstrating the significant pedestrian (and aesthetic) benefits of a wide landscaped island/buffer between a bike lane and parked vehicles. In the case of Hopkins from Alameda to Sutter, the safe area for the pedestrian would be a full ten feet wide with the crossing shortened from 60 feet to 48 feet or less, depending on bulbouts on the opposite side of the street.





Rendering Upper Hopkins courtesy of Alfred Twu demonstrating green buffer zone concept. Driveways would punctuate the island for access.