



TRANSPORTATION COMMISSION

REGULAR MEETING

AGENDA

Thursday, May 19th, 2022, 7:00 pm

Mission: Advise Council on transportation policies, facilities, and services

PUBLIC ADVISORY: THIS MEETING WILL BE CONDUCTED EXCLUSIVELY THROUGH ZOOM VIDEOCONFERENCE AND TELECONFERENCE.

Pursuant to Government Code Section 54953(e) and the state declared emergency, this meeting of the City of Berkeley Transportation Commission will be conducted exclusively through teleconference and ZOOM videoconference. The COVID-19 state of emergency continues to directly impact the ability of the members to meet safely in person and presents imminent risks to the health of attendees. Therefore, no physical meeting location will be available.

To access the meeting remotely from a PC, Mac, iPad, iPhone, or Android device, please use this URL to join: <https://us02web.zoom.us/j/86040095447>

Webinar ID: **860 4009 5447**

If you do not wish for your name to appear on the screen, then use the drop-down menu and click on "rename" to rename yourself to be anonymous. To request to speak, use the "raise hand" icon by rolling over the bottom of the screen. To join by phone: *Dial 1-669-900-9128 and enter Meeting ID: 860 4009 5447.* If you wish to comment during the public comment portion of the agenda, Press *9 and wait to be recognized by the Chair. Note: Your phone number will appear on the videoconference screen.

A. PRELIMINARY BUSINESS

1. Call to Order
2. Roll Call
3. Public Comment on items not on the Agenda
4. Approval of Draft Action Minutes of [April 21, 2022*](#)
5. Approval and Order of Agenda
6. Update on Administration/Staff
7. Announcements

B. DISCUSSION/ACTION ITEMS

* Written material included in packet

** Written material to be delivered at meeting

The public may speak at the beginning of any item.

1. Vice Chair Election

Action required

2. GoBerkeley Presentation and Request for Feedback*

Gordon Hansen, Senior Planner

3. BerkDOT Update

Farid Javandel, Deputy Director of Public Works

4. 2022 Meeting Calendar

Action Required

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

Information items can be moved to Discussion or Action by majority vote of the TC.

1. Subcommittee Reports and Assignments: Verbal Reports from Subcommittees
2. Council Summary Actions 2021 and 2022**
3. [Link to Council and Agenda Committee Agendas and Minutes](#)
4. Transportation Commission Mission Statement*
5. [Link to Transportation Commission Work Plan](#)
6. Transportation Commission Subcommittees and Liaisons**

D. COMMUNICATIONS*

1. Margot Smith. "The Bicycle Plan – Unreal." Received via email by Public Works Deputy Director Farid Javandel, 5/11/22.
2. Beth Thomas. "Adeline Right of Way & Plaza Options." Presented to the Transportation Commission on 4/21/2022.
3. Beth Thomas. "Hopkins TC Presentation." Presented to the Transportation Commission on 4/21/2022.

E. FUTURE AGENDA ITEMS

F. ADJOURNMENT 9:30 pm

Agenda Posted: May 12, 2022

A complete agenda packet is available for public review at the Main Branch Library and at the Transportation Division front desk.

ADA Disclaimer

 *This meeting is being held in a wheelchair accessible location. To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at 981-6418 (V) or 981-6347 (TDD) at least three business days before the meeting date. Please refrain from wearing scented products to this meeting.*

SB 343 Disclaimer

Any writings or documents provided to a majority of the commission regarding any item on this agenda will be made available for public inspection at the Public Works Transportation Division offices located at 1947 Center Street, 4th Floor.

Communications Disclaimer

*Communications to Berkeley boards, commissions or committees are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to a City board, commission or committee, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the secretary of the relevant board, commission or committee. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the secretary to the relevant board, commission or committee for further information.*

Commission Secretary: Farid Javandel, Transportation Division Manager
1947 Center St., 4th Floor, Berkeley, CA, 94704
Telephone (510) 981-7061 / Fax: (510) 981-7060 / TDD: (510) 981-6903
Email: Fjavandel@cityofberkeley.info



TRANSPORTATION COMMISSION

REGULAR MEETING

DRAFT MINUTES

Thursday, April 21st, 2022, 7:00 pm

A. PRELIMINARY BUSINESS

1. Call to Order

Meeting called to order by Chair Parolek at 7:01 pm

2. Roll Call

Commissioners Present: Anthony Bruzzone, Barnali Ghosh, Kate Gosselin, Beverly Greene, Liza Lutzker, Karen Parolek, Kim Walton

Commissioners Absent: Adrian Leung (excused)

Staff Present: Beth Thomas, Ryan Murray, Liam Garland, Alisha Gard

3. Public Comment on items not on the Agenda

No speakers

4. Approval of Draft Action Minutes of [March 17, 2022](#)

Action: It was Moved/Seconded (Bruzzone/Lutzker) to approve the draft minutes with Chair Parolek's edits.

Ayes: Bruzzone, Gosselin, Greene, Lutzker, Parolek

Noes: None

Abstain: Ghosh, Walton

Absent: Leung

Motion carried 5-0-2-1

5. Approval and Order of Agenda

Action: It was Moved/Seconded (Greene/Walton) to approve the order of the agenda.

Ayes: Bruzzone, Ghosh, Gosselin, Greene, Lutzker, Parolek, Walton

Noes: None

Abstain: None

Absent: Leung

Motion carried 7-0-0-1

6. Update on Administration/Staff

Commissioner Lutzker asked Public Works Director Liam Garland to provide an update on the consolidation of the Public Works and Transportation Commissions. Director Garland responded that the staff report regarding commission consolidation will be presented to City Council at the Council meeting on May 31, 2022.

7. Announcements

Per Commissioner Lutzker, the Energy Commission no longer exists and no liaison will be needed from the Transportation Commission.

B. DISCUSSION/ACTION ITEMS

1. Vision 2050 Presentation

Liam Garland, Director of Public Works, provided a presentation to Transportation Commissioners and discussed timeline of ongoing and completed items in the Vision 2050 plan. Feedback may be emailed to Vision2050@cityofberkeley.info. No action.

2. BerkDOT Update

Liam Garland, Director of Public works, provided an update regarding the ongoing process for Reimagining Public Safety and BerkDOT. No action.

3. Adeline Right-of-Way and Plaza Options

Beth Thomas, Principal Planner, provided a presentation on potential Adeline right-of-way modification options which will be made to facilitate Transit Oriented Development housing at the Ashby BART station site. Written material consisting of a slide presentation was delivered at the meeting. No action.

4. Hopkins Corridor

Principal Planner Beth Thomas and Associate Planner Ryan P. Murray provided a presentation on the Hopkins corridor project. Written material consisting of a slide presentation was delivered at the meeting.

9:53 pm – Action: It was Moved/Seconded (Lutzker/Gosselin) to extend the meeting until 10:30 pm.

Ayes: Bruzzone, Ghosh, Gosselin, Lutzker, Parolek, Walton

Noes: None

Abstain: None

Absent: Greene, Leung

Motion carried 6-0-0-2

10:30 pm – Action: It was Moved/Seconded (Ghosh/Gosselin) to extend the meeting until 10:50 pm.

Ayes: Bruzzone, Ghosh, Gosselin, Lutzker, Parolek, Walton

Noes: None

Abstain: None

Absent: Greene, Leung

Motion carried 6-0-0-2

Action: It was Moved/Seconded (Lutzker/Gosselin) that Chair Parolek represent the Transportation Commission at City Council. The Transportation Commission recommends that Council approve the plans that staff is recommending for Hopkins Street. The TC also recommends the following amendments to those plans:

- Take another look for ways to improve pedestrian safety. Some suggestions to consider:

Transportation Commission Agenda
Thursday, April 21st, 2022

- Pedestrian improvements at the Gilman intersection
 - Close the slip lane at Hopkins/Sacramento
 - Extra look at adding more crosswalks across Hopkins
 - Add at least one raised crosswalk across Hopkins at Monterey to designate it as a pedestrian intersection
 - Widen the protected cycle track to at least 9'-10' between Monterey and The Alameda
 - Extend the 2-way protected cycle track to the east across The Alameda to Sutter
 - Pair that with an update to the intersection design at Hopkins/Alameda
 - Extend the 2-way protected cycle track to the west across Gilman Street to San Pablo Avenue
 - Have two public meetings to discuss the update
- Ayes: Ghosh, Gosselin, Lutzker, Parolek, Walton
Noes: None
Abstain: None
Absent: Bruzzone, Greene, Leung

Motion carried 5-0-0-3

5. TNC Tax Allocation Priorities

10:51 pm – Action: It was Moved/Seconded (Gosselin/Walton) to extend the meeting by 10 minutes.

Ayes: Ghosh, Gosselin, Greene, Lutzker, Parolek, Walton
Noes: None
Abstain: None
Absent: Bruzzone, Leung

Motion carried 6-0-0-2

Action: It was Moved/Seconded (Parolek/Walton) that Vice Chair Gosselin speak on the TNC item at City Council and support staff's recommendation as follows: Apply first year of funding for planned infrastructure at bus stops on the Hopkins Corridor project in order to serve transit in the near term, as the work is anticipated to be completed by the end of 2023. At the same time, start the public process and design for the other transit and bikeway improvements to be implemented the second year.

Ayes: Ghosh, Gosselin, Greene, Lutzker, Parolek, Walton
Noes: None
Abstain: None
Absent: Bruzzone, Leung

Motion carried 6-0-0-2

Transportation Commission Agenda
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C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

Information items can be moved to Discussion or Action by majority vote of the TC.

1. Subcommittee Reports and Assignments: Verbal Reports from Subcommittees
2. Council Summary Actions 2021 and 2022
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4. Transportation Commission Mission Statement
5. [Link to Transportation Commission Work Plan](#)
6. Transportation Commission Subcommittees and Liaisons

Action: It was Moved/Seconded (Parolek/Lutzker) to:

- Remove Chair Parolek from the BerkDOT subcommittee and replace her with Commissioner Ghosh
- Assign Commissioner Walton to the Transit First subcommittee
- Reassign Commissioner Lutzker's as liaison to the new Environment and Climate Commission

Ayes: Ghosh, Gosselin, Greene, Lutzker, Parolek, Walton

Noes: None

Abstain: None

Absent: Bruzzone, Leung

Motion carried 6-0-0-2

D. COMMUNICATIONS

E. FUTURE AGENDA ITEMS

F. ADJOURNMENT

Action: It was Moved/Seconded (Walton/Lutzker) to adjourn the meeting at 11:15 pm.

Ayes: Ghosh, Gosselin, Greene, Lutzker, Parolek, Walton

Noes: None

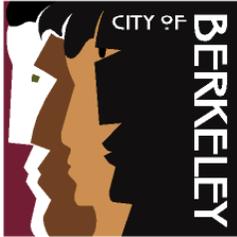
Abstain: None

Absent: Bruzzone, Leung

Motion carried 6-0-0-2

Public: 24

Speakers: 12



Public Works Department
Transportation Division

MEMORANDUM

May 17, 2022

TO: Transportation Commission

FROM: Gordon Hansen, Senior Planner

SUBJECT: goBerkeley SmartSpace Parking Pilot Program - Update

RECOMMENDED ACTION

Receive presentation and provide feedback and comments to staff on the revised approach for the goBerkeley SmartSpace parking pilot and Council action for June 2022.

CURRENT SITUATION AND ITS EFFECTS

goBerkeley SmartSpace is a grant-funded pilot program to reduce inconvenience and emissions associated with the “two-hour shuffle,” increase parking availability, and increase travel options for visitors in two residential pilot areas adjacent to the Elmwood and Telegraph commercial districts. In fall 2021, the City received feedback from residents and merchants opposing the initial concept proposals for visitor paid parking, along with suggestions for alternate approaches. The City has created new pilot proposals that reflect this public input. Those marked with an asterisk (*) are recommended for Council approval based on spring 2022 community feedback.

Elmwood Pilot Area

- Introduce limited number of RPP parking passes for local employees*
- Test 3-hour RPP time limits in a small portion of the pilot area
- Facilitate a transit pass program for employees of local businesses*

Southside/Telegraph Pilot Area

- Implement smaller visitor paid parking pilot closer to the UC Campus*
- Introduce limited number of RPP parking passes for local employees
- Encourage business/employee parking in Telegraph/Channing Garage*
- Facilitate a transit pass program for employees of local businesses*

Pending Council approval, the pilot program is expected to launch later this summer and conclude in 2023.

BACKGROUND

During the first goBerkeley parking pilot program (2013-2015), the City received feedback from residents, merchants, and employees about the “two-hour shuffle” in residential areas adjacent to commercial districts. The “two-hour shuffle” occurs when those who do not have a valid permit to park in RPP areas move their cars every two hours to avoid being cited for exceeding the time limit. In 2016, the City was awarded a grant for a pilot project to reduce pollution caused by this behavior and improve parking in residential areas. Originally called the Residential Shared Parking Pilot, the project was rebranded “goBerkeley SmartSpace” in 2019. Pilot planning and outreach was put on hold due to the pandemic and resumed in mid-2021.

City of Berkeley
Transportation Commission

Statement of Mission of Transportation Commission:

To be published with each agenda packet per TC action on 2/21/2019

The Berkeley City Council established this Transportation Commission to advise the City Council on matters related to transportation policies, facilities, and services in the City. We are empowered to hold hearings, gather information, and provide recommendations to the City Council in order to help them make informed transportation decisions. The Transportation Commission's work is guided by several transportation-related documents and policies implemented by the City Council, including the Transportation Element of the General Plan, Bike Plan, Pedestrian Plan, Climate Action Plan, West Berkeley Circulation Master Plan, Complete Streets Policy, and BeST Plan.

Related Plans and Policies:

- A. [Transportation Element](#) (2001) of the [General Plan](#) (2003)
 - a. Transit-First Policy (General Plan Policy T-4 "Transit-First Policy")
- B. [Bike Plan](#) (2017)
- C. [Pedestrian Plan](#) (2010, update in process)
- D. Vision Zero
- E. [Climate Action Plan](#) (2009, 2018 update)
- F. [West Berkeley Circulation Master Plan](#) (2009)
- G. [Complete Streets Policy](#) (2012 Council Resolution)
- H. [BeST Plan](#)(2016)
- I. [Berkeley Bike Boulevard Design Guidelines](#) (2000)

From: [Gard, Alisha](#)
To: [Gard, Alisha](#)
Subject: FW: The Bicycle Plan: Unreal:
Date: Tuesday, May 17, 2022 8:46:00 AM

For the Communications section of the Transportation Commission Agenda Packet:

From: margots999@aol.com <margots999@aol.com>
Sent: Wednesday, May 11, 2022 8:46 PM
Subject: The Bicycle Plan: Unreal:

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Farid Javandel
 Transportation Division Manager
 Public Works
 Phone: (510) 981-7010 / TDD: (510) 981-6903 / FAX: (510) 981-7060
FJavandel@CityofBerkeley.info

The Bicycle Plan: Unreal

Dear Transportation Commissioners,

I admire people who ride bicycles, but I think it unrealistic to think that cars will eventually be eliminated from Berkeley (I've heard that statement) and that the majority of population will use bikes and mass transit as their main means of transportation. I can think of many who cannot.

I think the plan for Hopkins Avenue will kill the businesses there.
 How many bicyclists buy at the liquor store, the fish market, Monterey Market?
 Has anyone asked the business people about the Hopkins Plan?
 How will trucks deliver supplies there?
 If I were a business owner, I would wait until my lease is up and move to Walnut Creek.
 We would end up with a row of empty shops.
 Data, please.

Problems with your bicycle freeways, and those who cannot use bikes:

What about those with large families, or who own care-giving facilities, who work at night, who need to manage time tightly, who have childcare drop offs and pickups, and more.

For example, if you have a large family (like I did) how do you get your groceries home?
 I used to buy 4 gallons of milk a week, plus all the other food for 3 boys.
 Or take your children to school? Several of them? One year I had kids in MLK, Columbus and Berkeley High.

How do you get to work if you work in the hills?
 People work in the hills: housekeepers, plumbers, construction, caregivers, etc.
 Will they bike up the hill and work all day? with their tools? And then bike home?

How do you connect with BART if you live in the hills?
 Bike while dressed for work?

Get to work and back after dark? in the cold? Like a doctor or nurse on night shift.
Go to and from theater?

What happens when it rains?
What about the hills? Some hills are steep.
How do us old and /or disabled people get around?

I see the problem as the city thinking too narrowly about the lives of people.
People are very complicated. Living is very complicated.

I rarely see cyclists on the street. but lots of cars.
Are there any data on the demographics of who are likely to cycle?
For me (at age 91) the likelihood is zero.

Can you show us some data?
These bicycle plans sound like wishful thinking to me.
Do you have any data on how many bicyclists there are in Berkeley vs. auto users?
How many dollars should 90,000 Berkeley people invest in the 25 cyclists who ride down Hopkins now and then?
and how many dollars to ruin the roads that are working well now?

If the bike people had a grand plan that included all of us, the whole thing would make more sense.
Now all I hear is "We should all bike".
Impossible for many of us.

Margot Smith
1300 A Shattuck, Berkeley 94709
510-486-8010 (no text)
Margots999@aol.com

Adeline Right of Way & Plaza Options

Berkeley Transportation Commission
April 21, 2022



Ashby BART Station Context



4.4 acres

ASHBY

NORTH BERKELEY

Related Effort: City and BART Joint Vision and Priorities (JVP) DRAFT

Purpose

- The City and BART's shared, high-level expectations for future development of both the Ashby and North Berkeley BART properties
- To help guide the process for the development of both Ashby and North Berkeley stations from developer selection through project construction

Affordable Housing



Public + Civic Space



Land Use



Building Form



Station Access + Parking



City and BART DRAFT Joint Vision & Priorities - Public and Civic Space - HIGHLIGHTS



Bicycle and Pedestrian Improvements

- Provide safe and reliable access for bicycles and pedestrians to the BART stations and through the station sites

Open Space at Ashby

- Create public open spaces for residents and the general public
- Provide space for the Flea Market and consider using a portion of Adeline

City and BART DRAFT JVP - **Land Use** – RELEVANT HIGHLIGHTS



Prioritize Housing – especially Affordable Housing

Community Uses

- Provide community-oriented retail and non-profit services
- Complement nearby business districts

Public Open Space

- For play and other free-form activities, community gardens, and connect with nature

City and BART DRAFT JVP - **Building Form – RELEVANT HIGHLIGHTS**



Neighborhood Quality

- Buildings should be designed to be high quality and provide natural light, air, direct outdoor access and sociability.

Activate Public Spaces

- Ground-floor spaces and building frontages should activate public space

City and BART DRAFT JVP - **Station Access – RELEVANT HIGHLIGHTS**



Non-Auto Access

- Increase the share of BART riders who access the stations via modes other than driving alone and parking.

Safe and Equitable Access

- Provide safe and secure station access options for people of all ages, abilities, ethnicities, genders and income levels.

Reduce Parking and Traffic Impact

- Provide other parking options, alternatives to driving, parking management and other measures

Pedestrian and Bicycle Access

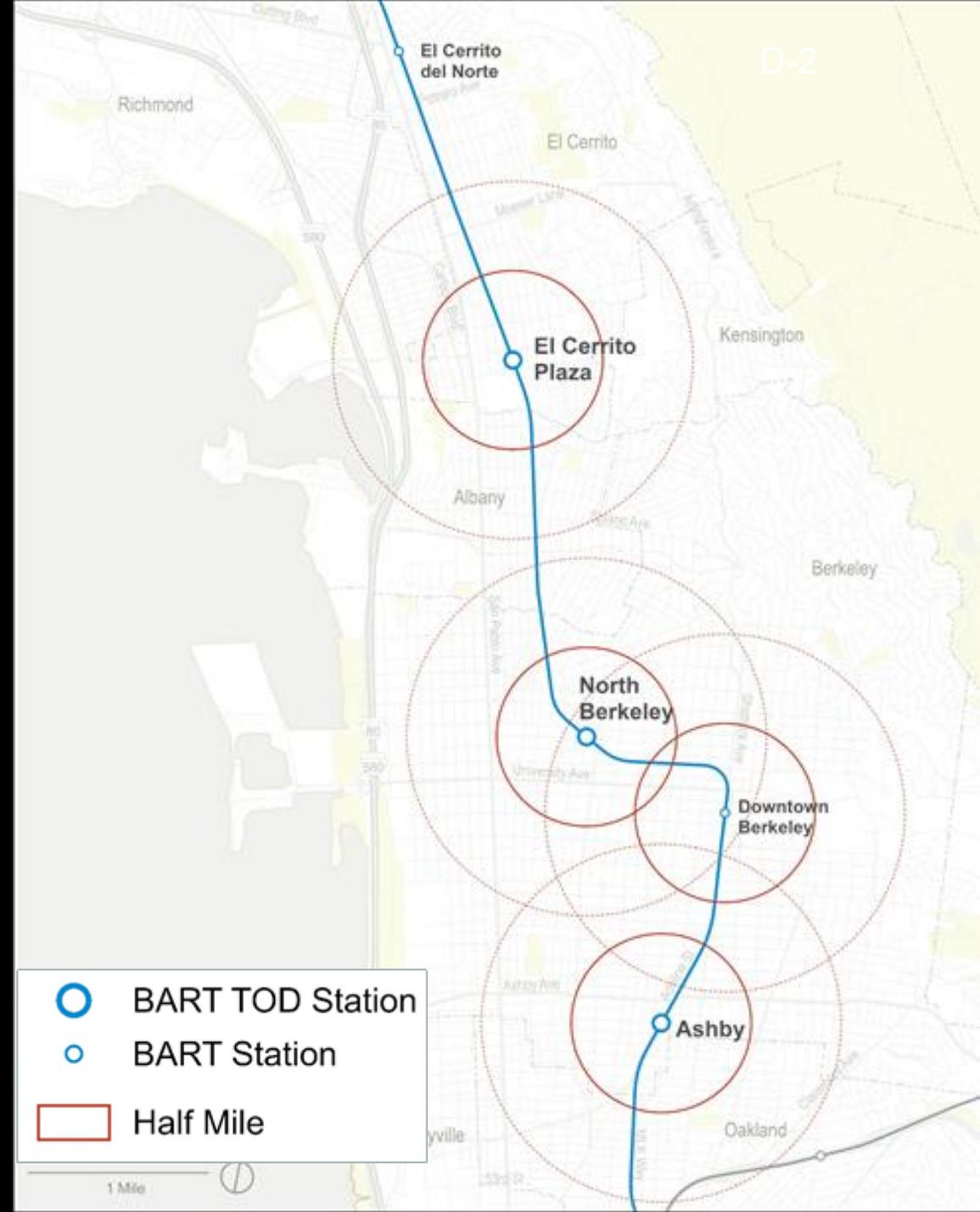
- Provide high-quality, safe pedestrian and bicycle connections to and through the sites.

Related Effort: Berkeley-El Cerrito Corridor Access Plan

Grant-funded, BART lead effort:

- Develop station access & parking options that can be implemented before development
- Set BART Rider Parking Range
- Confirm options and potential financing/funding sources
- Anticipated completion: Fall '22
- *City of Berkeley Transportation Commission Subcommittee and other opportunities for public to provide feedback*

For more info: www.bart.gov/beccap



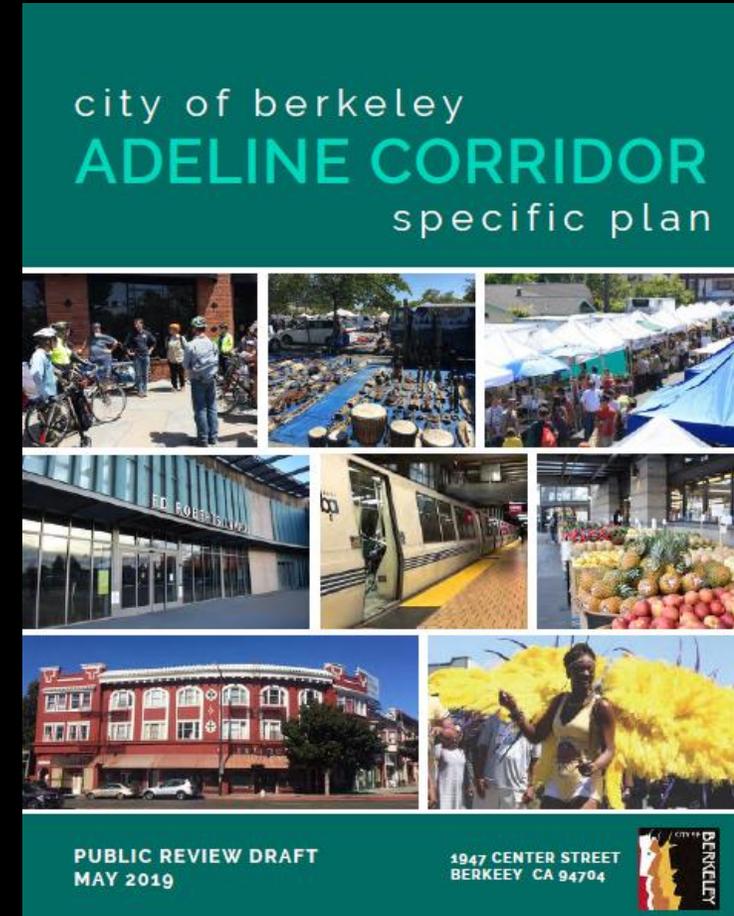
Ashby BART/Adeline Street/Flea Market Studies

- Adeline Street Roadway Reconfiguration Study
- Flea Market Options Feasibility Study
- Ashby Station Assessment

Adeline Roadway Reconfiguration Study

Background

- Adeline Corridor Specific Plan (Dec 2020)
 - Adeline with four lanes (2 each direction)
 - Protected bikeway
- Berkeley City Council Referral (Feb 2020)
 - Analyze a potential reduction of Adeline north of MLK to two lanes (a “road diet”) in order “to increase safety for pedestrians, cyclists, and people living with disabilities, while also meeting the needs of public transit and emergency vehicles



Adeline Roadway Reconfiguration Study

Goals

- **Enhance safety for all users** through management of vehicle speeds, reduced crossing distances for pedestrians, and provision of a separated bike facility along the entire segment.
- **Increase public space** by expanding sidewalk widths and exploring the potential of a new permanent location for the Berkeley Flea Market, which may be relocated as a result of future development at the Ashby BART station.

Adeline Roadway Reconfiguration Study

Goals

- **Support bus transit operations** by incorporating designs that increase safety for bus riders, facilitate bus and shuttle operations, improve passenger connections to BART, and reduce potential bus-bike conflicts.
- **Accommodate passenger and freight loading** for businesses along the corridor, including Berkeley Bowl and Ed Roberts Campus.

Adeline Roadway Reconfiguration Study

Goals

- **Implement inclusive engagement practices** and coordinate public outreach across ongoing projects within the study area to reach a larger and broader audience and provide multiple opportunities for meaningful interactions.

Adeline Roadway Reconfiguration Study

Traffic & Transit Analysis

- **Adeline Corridor Specific Plan 2040 Buildout**
 - Additional bus delay (F Line)
 - 3 minutes cumulative delay in PM peak for getting through Ashby and MLK intersections
 - Increased congestion correlates with increased variability (decreased transit reliability)

Adeline Roadway Reconfiguration Study

Existing Transit Service

- **F Line Transbay Service**
 - Also provides all day connection to Emeryville which is not served by BART
 - Second highest ridership of AC Transit Transbay lines
 - UC Berkeley Campus Transit Survey (Jan 2022)
 - Second most frequently used bus line for students
 - Frequency planned to double when Regional Measure 3 funds are released

Adeline Roadway Reconfiguration Study

Existing Transit Policies & Plans

- **Berkeley General Plan Transit-First Policy**
 - Categorizes Adeline as a Transit Primary Route on the Transit Network Map
 - “Give priority to alternative transportation and transit over single-occupant vehicles on Transit Routes identified on the Transit Network map”
- **Alameda Countywide Multimodal Arterial Plan**
 - Recommendation for future transit lanes on Adeline

Adeline Roadway Reconfiguration Study

Space for Plaza on West Side

- **Road Diet with protected bike lanes (no transit lane)**
 - 46' to 74' of width made available (some of it through lane narrowing and having 6' wide median)
- **Road Diet with protected bike lanes & transit lane**
 - 29' to 52' of width made available (through lane narrowing and 6' wide median)
- Both configurations may not be large enough to connect sidewalk to future buildings
- **Flea Market Board feedback**
 - Strong interest in space for vehicles with stalls
 - Would require about 60' for double-loaded stalls with walking aisle between

Adeline Roadway Reconfiguration Study

Weighting of Proposed Evaluation Criteria Categories?

- **Transportation Safety**
- **Transportation Operations**
- **Flea Market Vendor Experience**
- **Flea Market Operation and Development**
- **Visitor Experience**
- **Quality of Street Environment / Public Realm**
- **Neighborhood and Future Development**

Key Milestones: Station Access/ROW

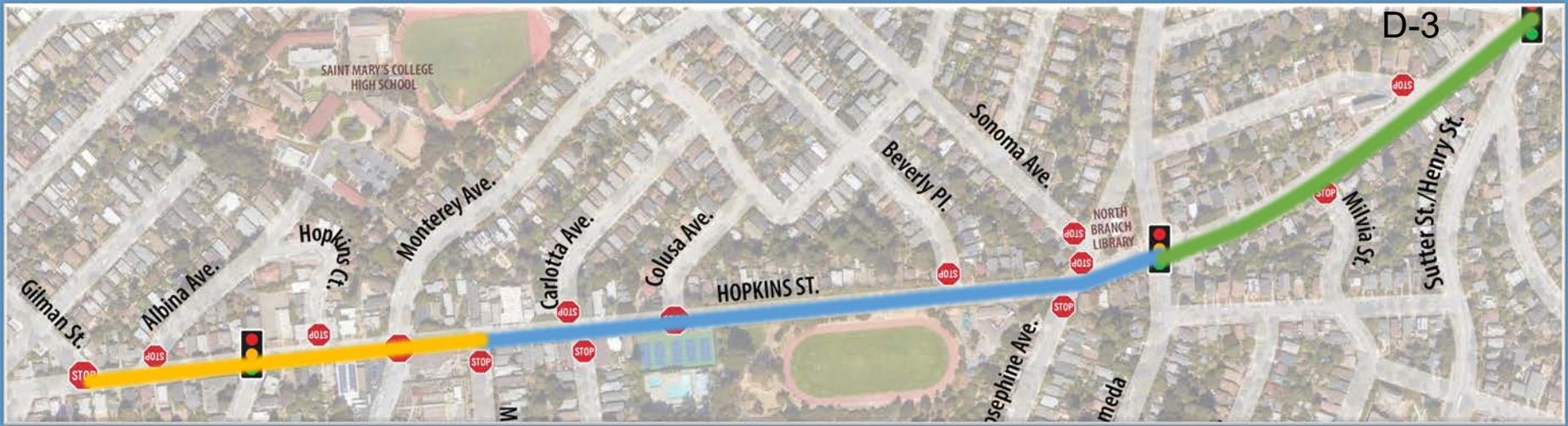
COMMISSION AND COUNCIL MEETINGS

- **Apr. 21** **Transportation Commission: Adeline Right-of-Way Options**
- **Apr. 26** **City Council (action is to receive presentation & comment only): Berkeley Strategic Transportation (BeST) Plan and grant prioritization**
- **May 19** **Transportation Commission: potential action item on recommendation to City Council on Adeline grant application**
- **May 31** **City Council: Approval for City to apply to Alameda County Transportation Commission for transportation capital improvements grants**

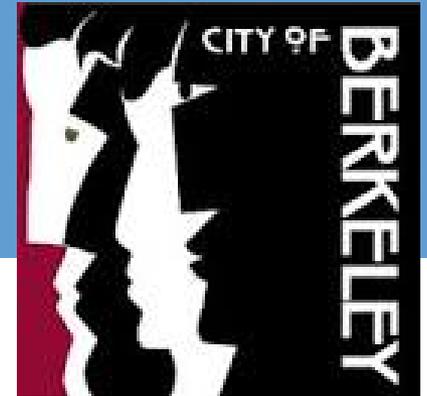
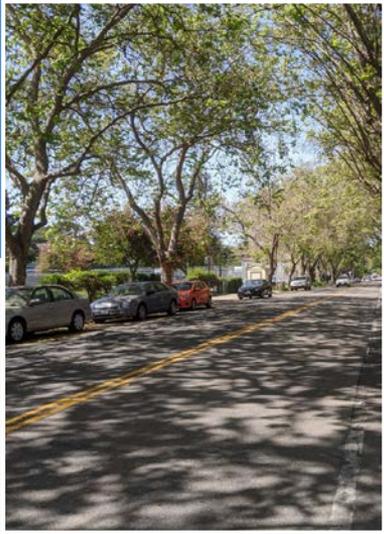
Contact for further questions

Beth Thomas, Principal Planner
Berkeley Public Works Transportation
510-981-7068





HOPKINS CORRIDOR TRAFFIC AND PLACEMAKING STUDY



Transportation Commission
Near-Term Recommendations | April 21, 2022

Parisi
TRANSPORTATION CONSULTING

PLACEWORKS
PGAdesign

AGENDA

1. Project Background
2. Existing Conditions
3. Near-Term Design Concept
Recommendation
4. Next Steps
5. Questions

MEETING PURPOSE

- Share “Complete Streets” design and safety improvements for the Hopkins Street corridor proposed to be installed in summer 2023 after the roadway is re-paved.
- Answer questions on the proposed design for the Hopkins Corridor



PROJECT BACKGROUND

STUDY AREA – Sutter Street to Gilman St

Residential Zone	Neighborhood-Serving Retail Zone	Park-Facing Residential Zone	Residential Zone
Gilman St. to Hopkins Ct.	Hopkins Ct. to Carlotta Ave.	Carlotta Ave. to The Alameda	The Alameda to Sutter St.



LEGEND

Existing Land Uses:

- Single-Family Residential
- Multi-Family Residential
- Park
- Street-Facing Commercial
- Commercial

Public Uses:

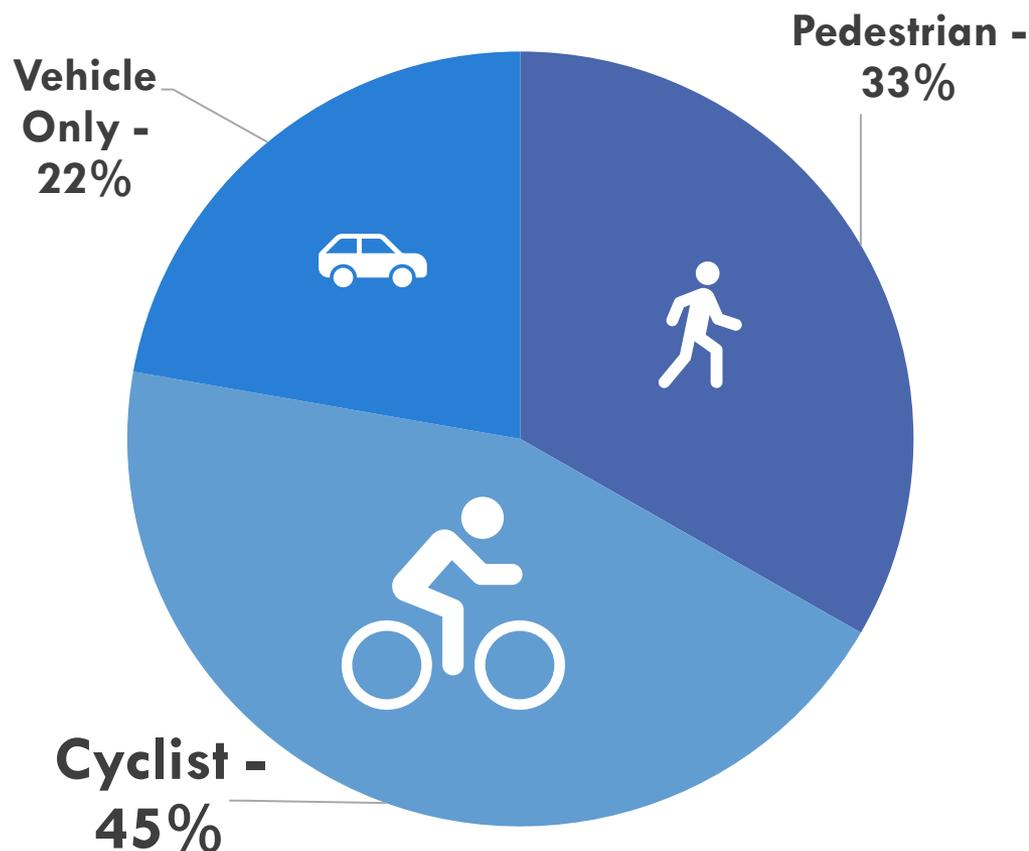
- Church
- North Branch Library (Landmark)
- School
- Park

COLLISIONS — INJURY AND FATAL

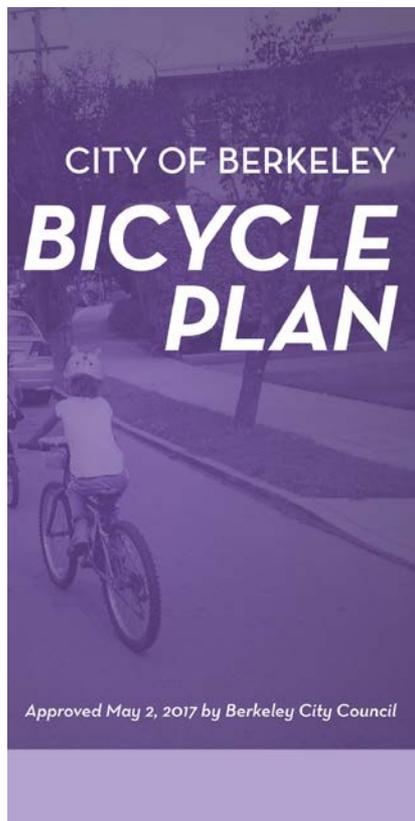
Who was involved? Injury & Fatality Collisions

18 collisions along the corridor resulted in injury or fatality from 2016-2019. **78%** of these involved cyclists or pedestrians.

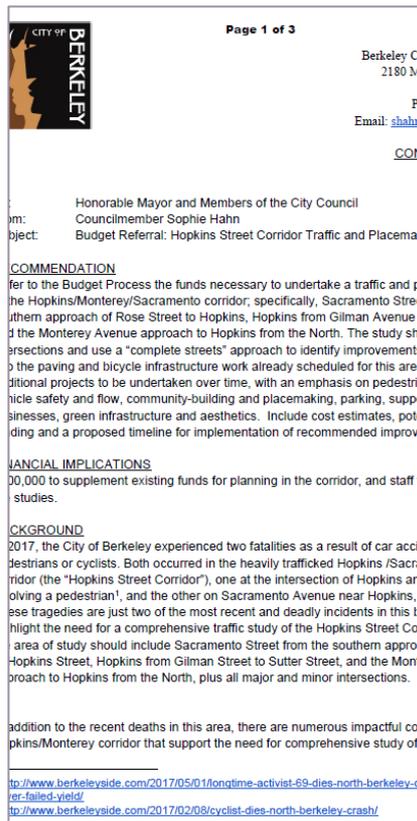
Every reported collision involving a pedestrian and cyclist resulted in an injury or fatality.



CITY PRIORITIES



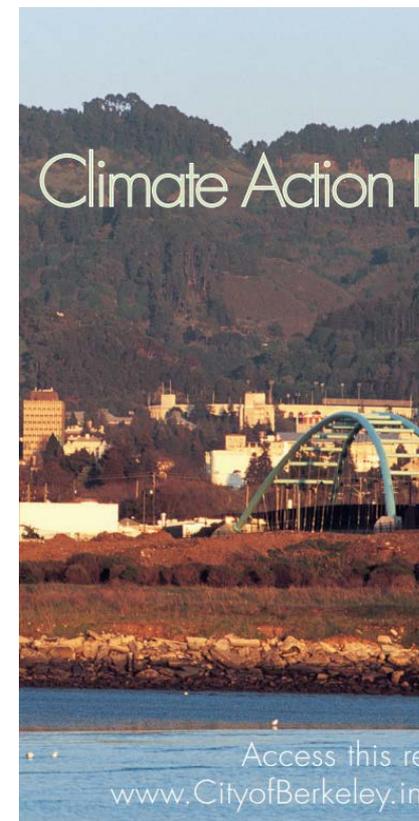
2017 Bicycle Plan



2018 Budget Referral

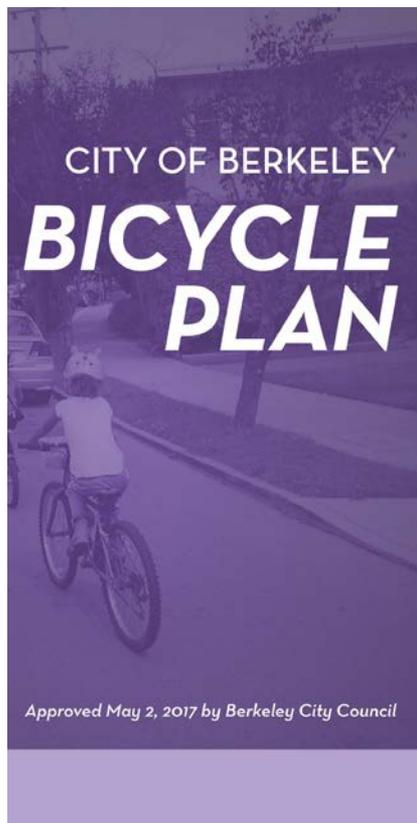


Vision Zero Action Plan (2019)



Climate Action Plan (2009)

CITY PRIORITIES

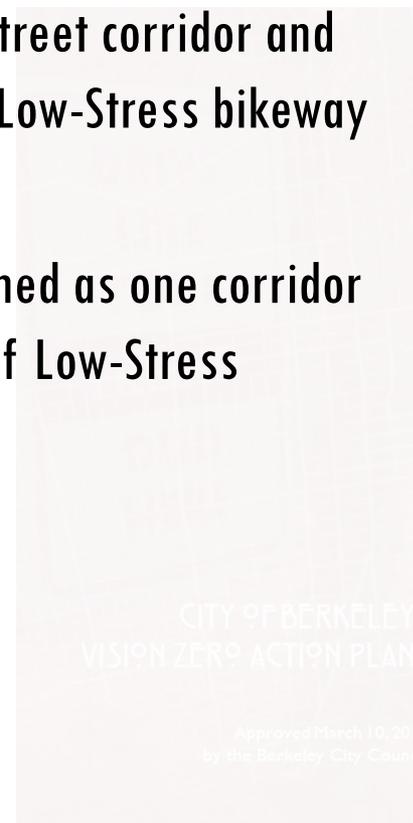


2017 Bicycle Plan

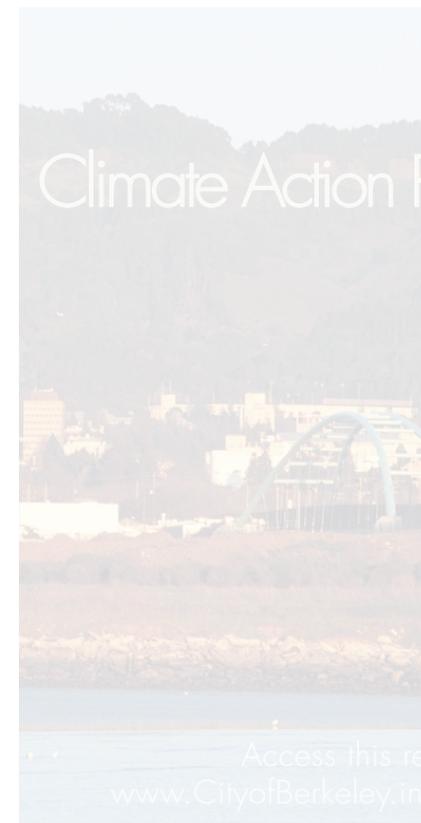
- Proposes a Complete Street corridor and cycle track study for a Low-Stress bikeway along Hopkins Street
- Hopkins Street envisioned as one corridor making up a network of Low-Stress Bikeways

(Faint background text from the 2018 Budget Referral document is visible, including: 'CITY OF BERKELEY', '2018 BUDGET REFERRAL', 'Hopkins Street Corridor Traffic and Placement', 'The study of the Hopkins Street Corridor for Hopkins Street from the southern approach to Hopkins Street from the North, plus all major and minor intersections.', 'CITY OF BERKELEY VISION ZERO ACTION PLAN', 'Approved March 10, 2019 by the Berkeley City Council')'

2018 Budget Referral



Vision Zero Action Plan (2019)

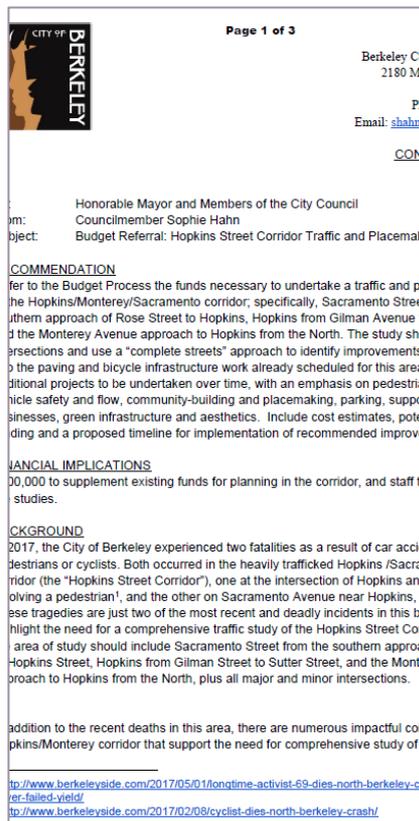


Climate Action Plan (2009)

CITY PRIORITIES



2017 Bicycle Plan



2018 Budget Referral

- Recommends a traffic and placemaking study of the Hopkins/Monterey/Sacramento corridor
- “The study should... use a **“complete streets” approach** to identify improvements to be integrated into the paving and bicycle infrastructure work already scheduled for this area... with an **emphasis on pedestrian safety, bike and vehicle safety and flow”**

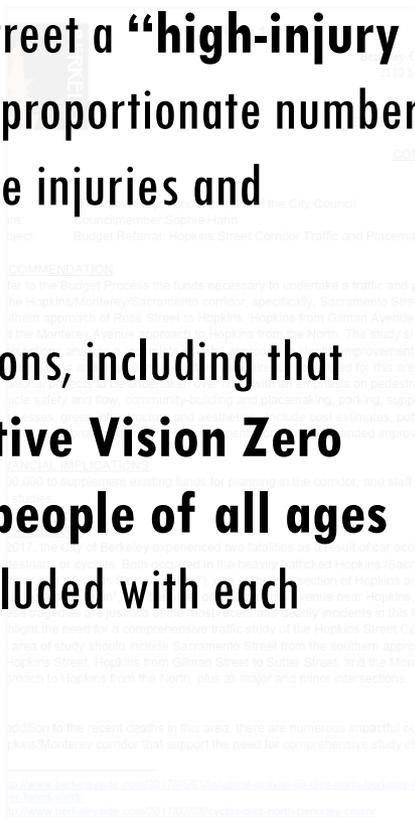
Vision Zero Action Plan (2019)

Climate Action Plan (2009)

CITY PRIORITIES

- Designates Hopkins Street a “**high-injury street**” due to its disproportionate number of crash-related severe injuries and fatalities
- Identifies priority actions, including that **proactive and reactive Vision Zero infrastructure for people of all ages and abilities** are included with each repaving project.

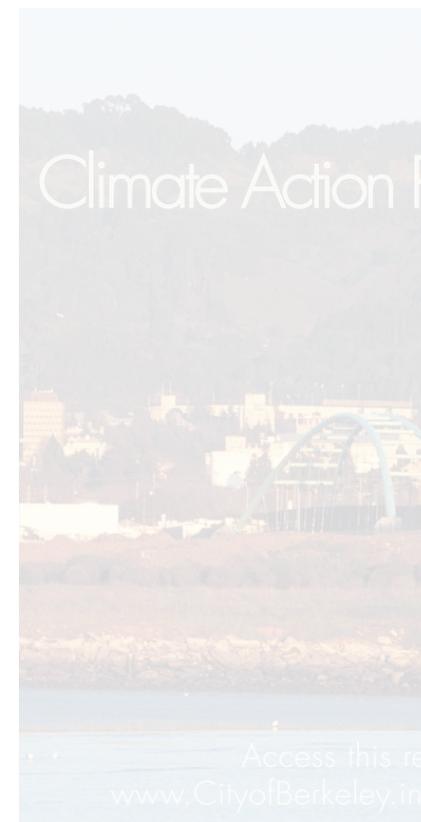
Approved May 2, 2017 by Berkeley City Council



2018 Budget Referral



Vision Zero Action Plan (2019)



Climate Action Plan (2009)

2017 Bicycle Plan

CITY PRIORITIES

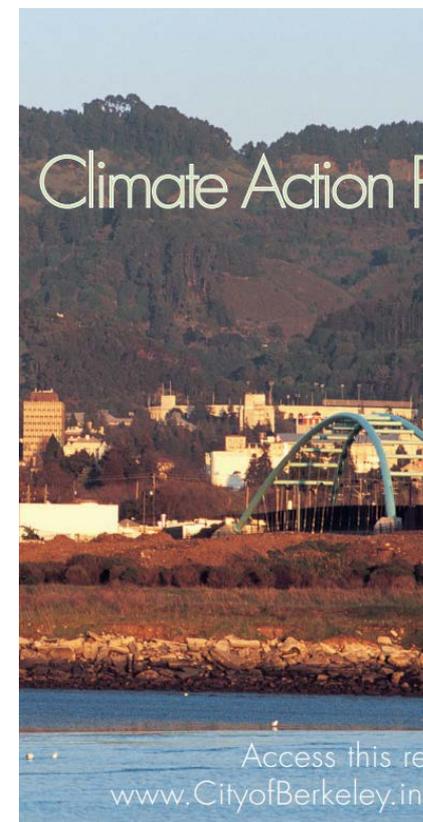


2017 Bicycle Plan

- Core strategy: reduce vehicle miles traveled in the community by **making cycling, walking, public transit, and other sustainable mobility modes the mainstream**
- One way to do this is by **accelerating implementation of the City's Bicycle and Pedestrian Plans** and to continue efforts to make walking and cycling safe, healthy and enjoyable alternatives to driving.

2018 Budget Referral

Vision Zero Action Plan (2019)

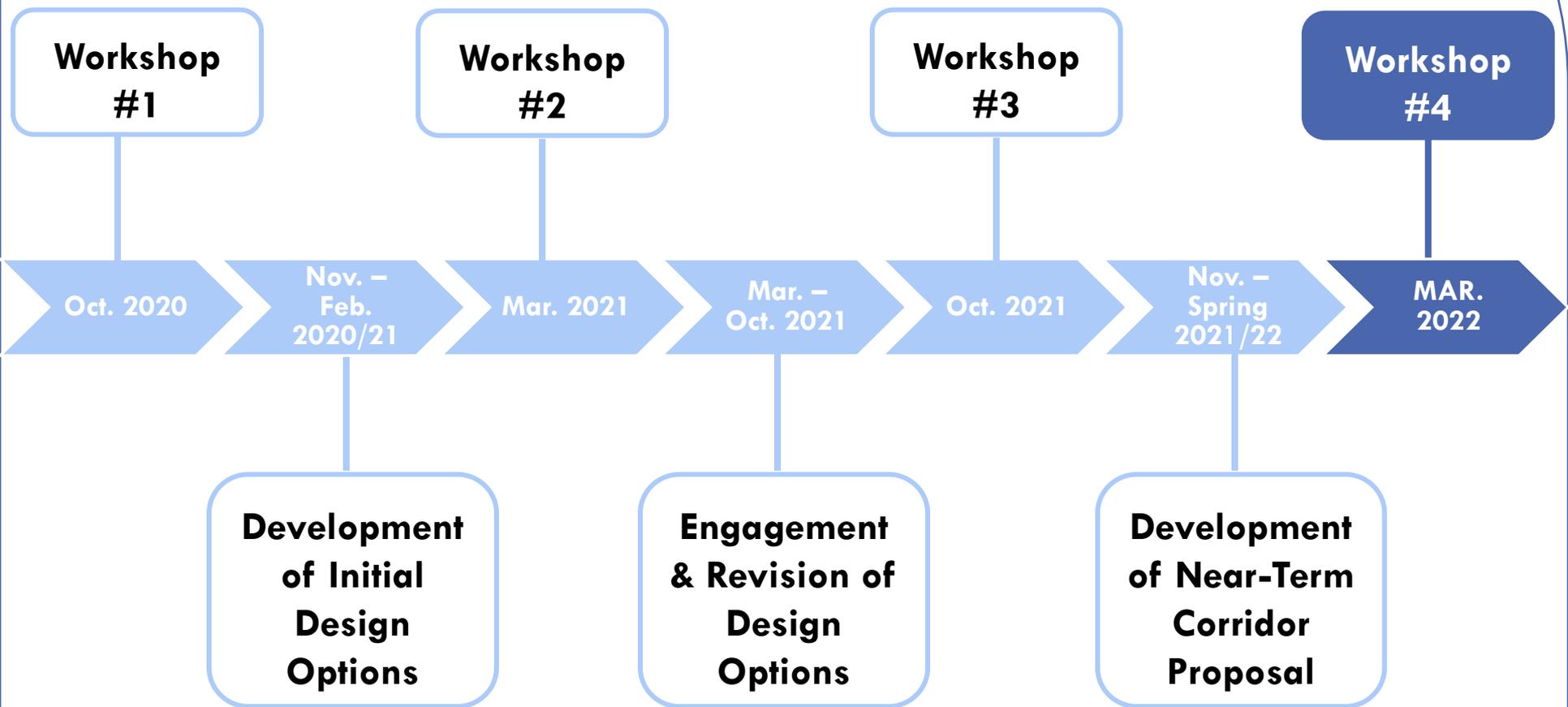


Climate Action Plan (2009)

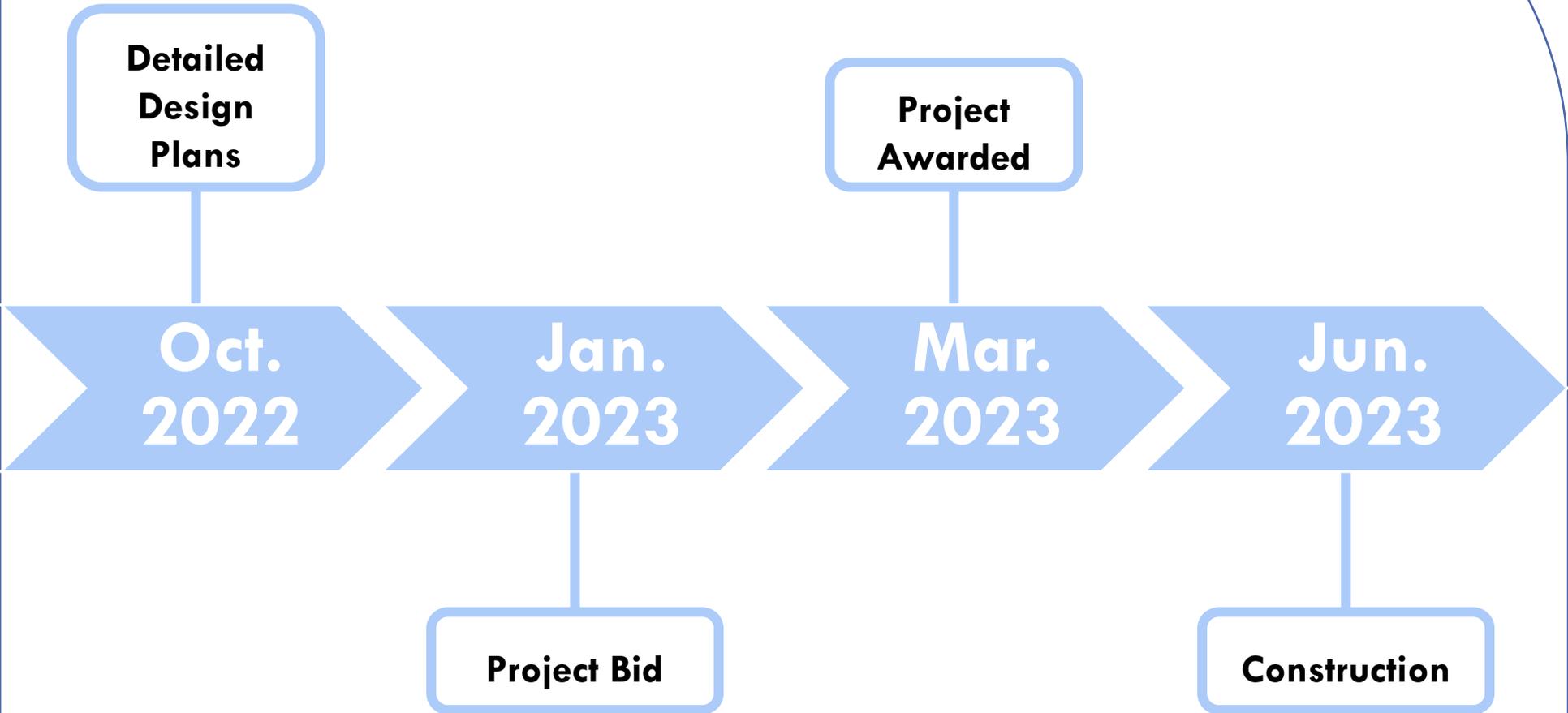
Advantages of Protected Bikeways

- **Travel Choices**
 - **Over 70% increase in cycling** (National Institute for Transportation Communities, 2014)
 - **Promotes health benefits from active transportation** (Pucher et al., 2010)
- **Safety**
 - **90% reduction in cyclist injuries on major streets with on-street parking** (Teschke, 2012)
 - **Over 80% reduction in sidewalk cycling increases safety for pedestrians** (New York City Department of Transportation [NYCDOT], 2012)
 - **Decreased automobile speeding** (Minnesota Department of Transportation, 2021)
- **Access to local businesses**
 - **Improved accessibility and a more welcoming street environment can generate increases in retail sales** (NYCDOT, 2014)

PROJECT TIMELINE TO DATE



PROJECT TIMELINE GOING FORWARD



PUBLIC ENGAGEMENT

PUBLIC ENGAGEMENT

- **Over 1,000** e-mails and phone calls received
- About **40 discussions** with business owners and representatives from Hopkins' institutions (schools, churches)
- Input from **workshops #2 & #3**

PUBLIC ENGAGEMENT – SOCIAL PINPOINT

- Placemaking preferences survey + general/location-specific comment submission
- Open to the public from Oct. 28-Dec. 1, 2021
- **Over 700** comments submitted



PUBLIC ENGAGEMENT – THEMES

- Desire to **improve pedestrian safety**
- Interest in **protecting cyclists** from vehicular traffic
- Concern over **loss of on-street parking**
- Seek to **preserve local businesses**

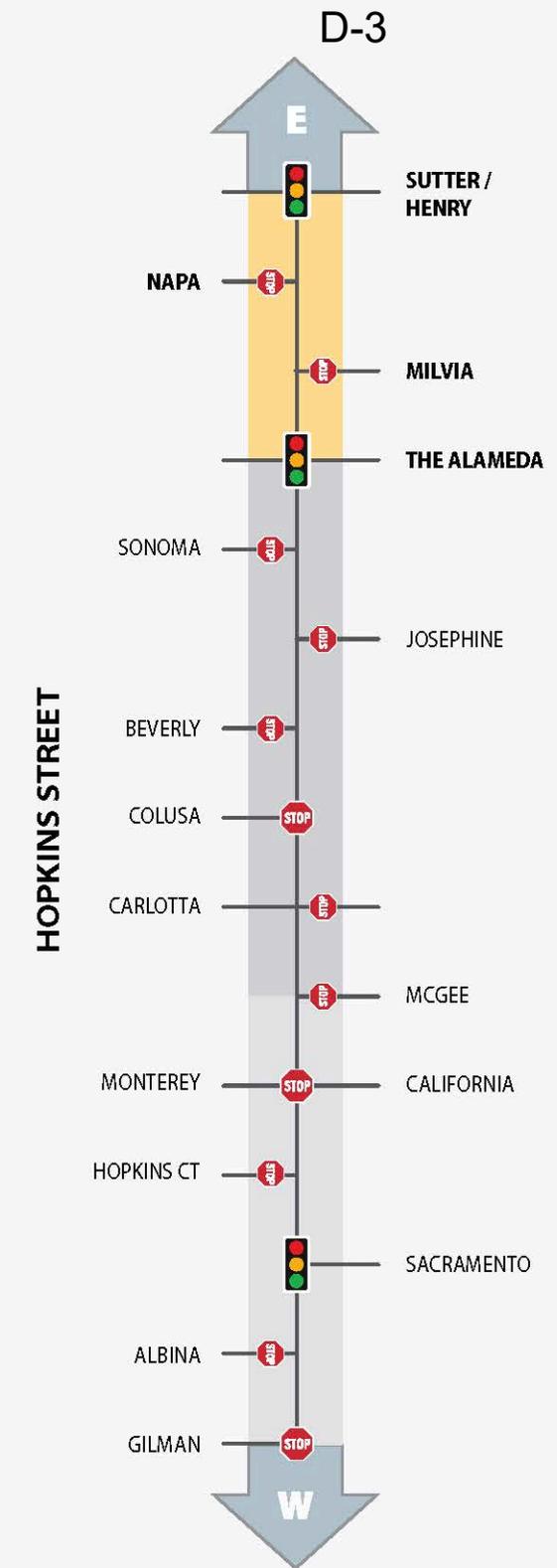
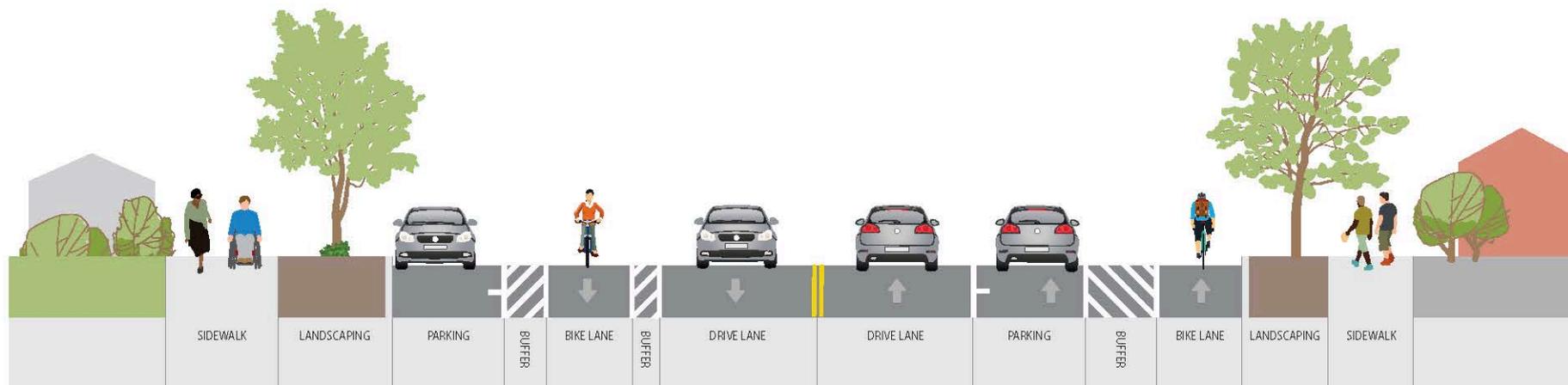
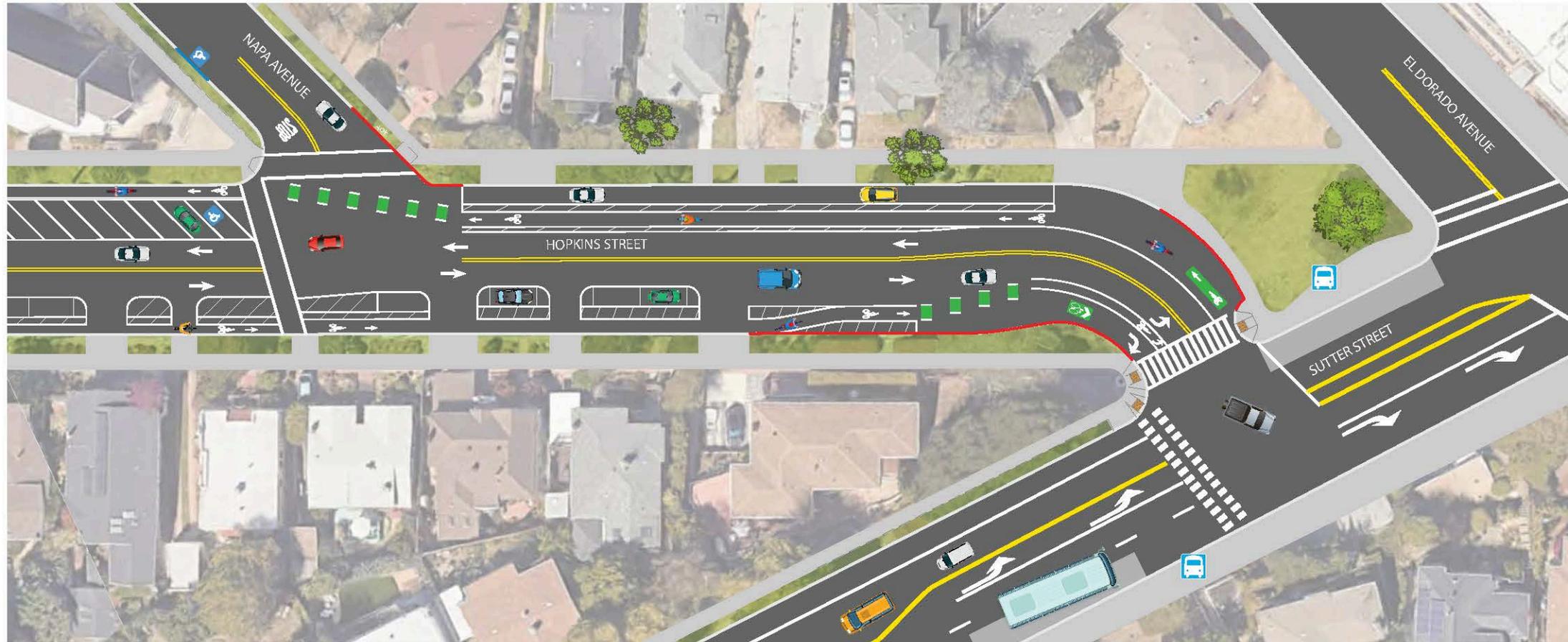


**NEAR-TERM DESIGN
CONCEPT
RECOMMENDATION**

EXHIBIT 1

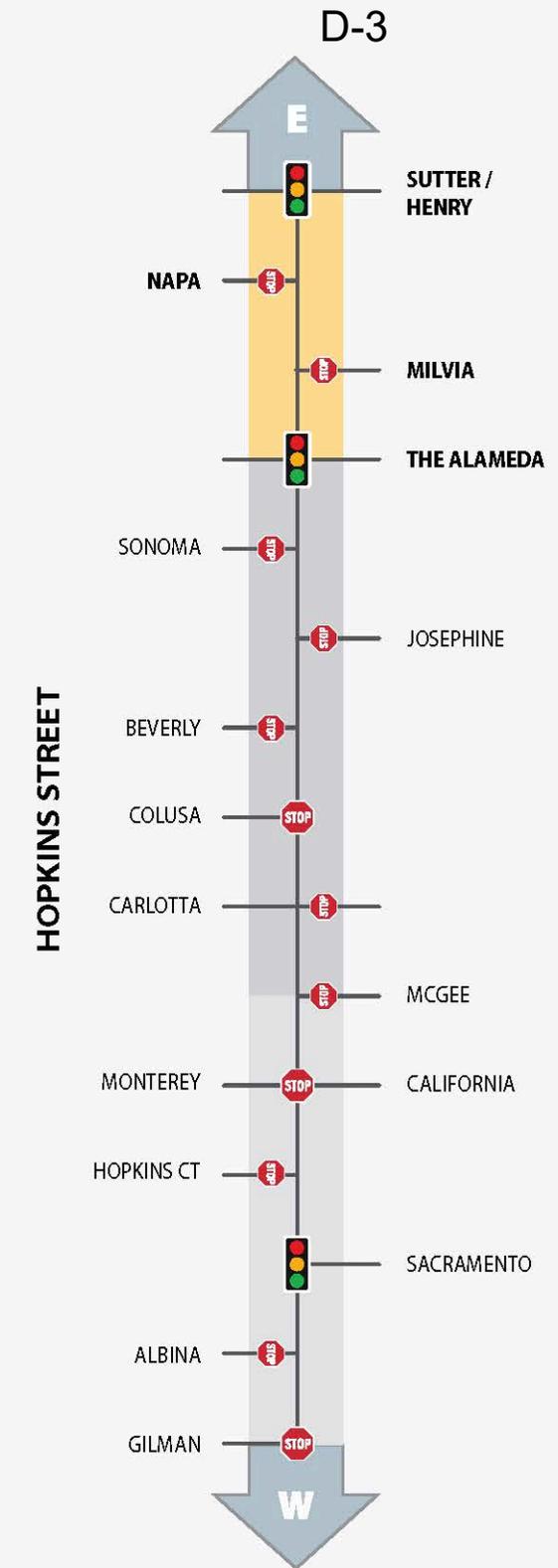
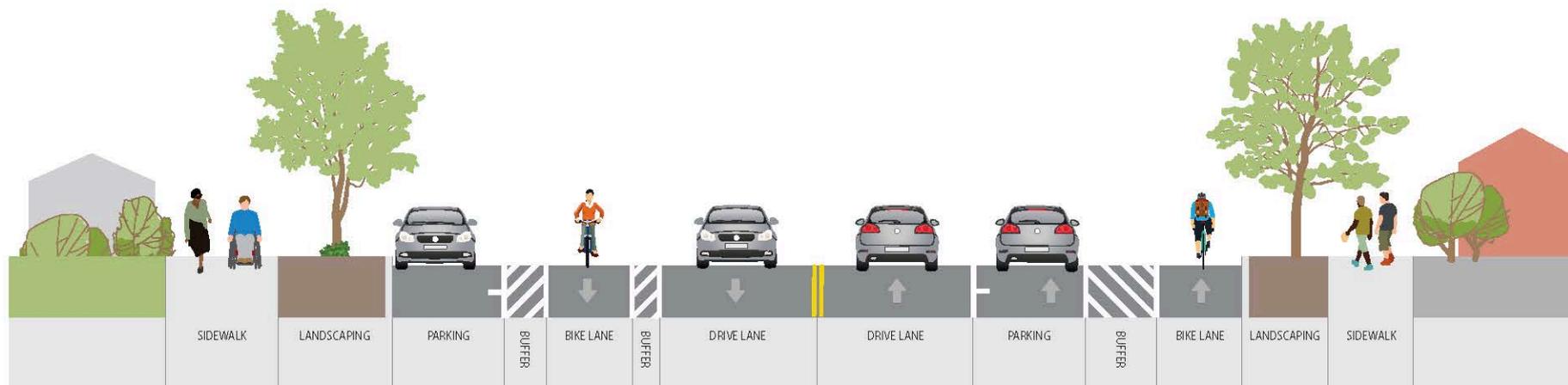
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 1: Sutter Street to The Alameda



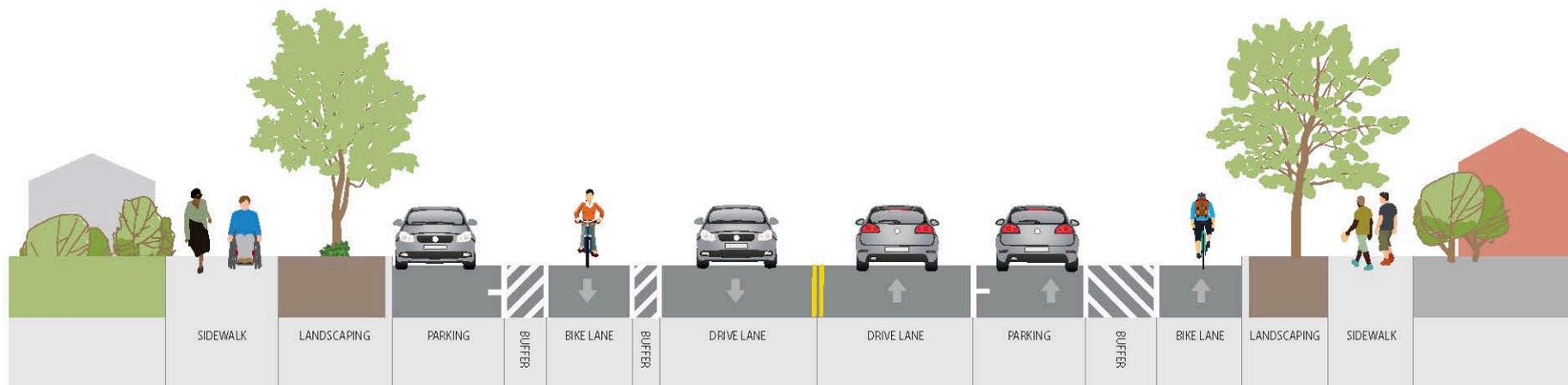
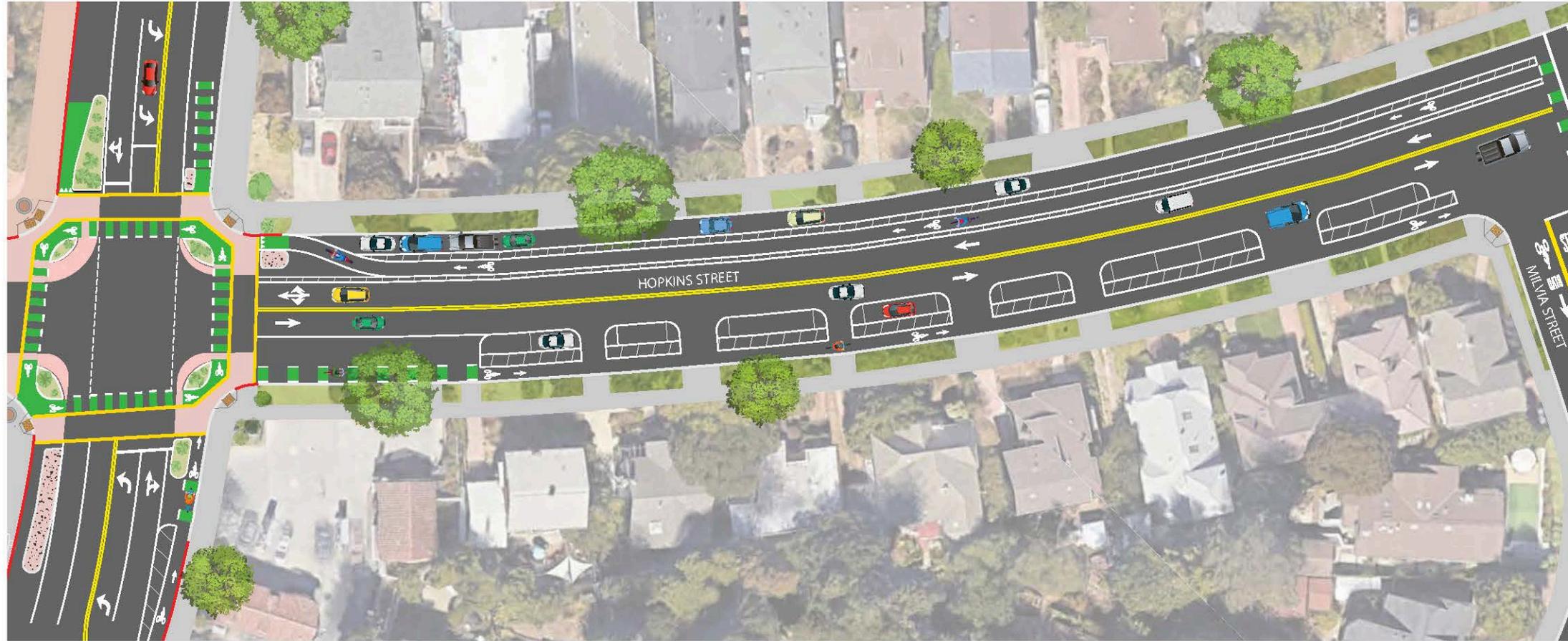
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 1: Sutter Street to The Alameda

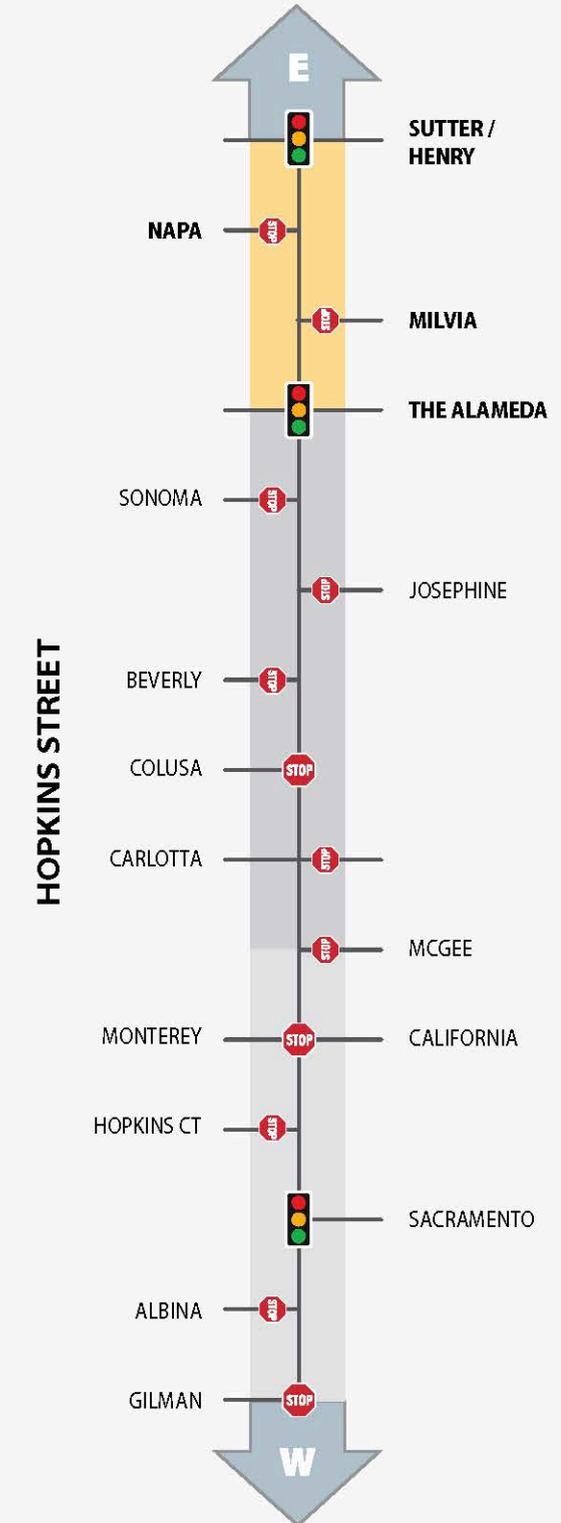


Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 1: Sutter Street to The Alameda

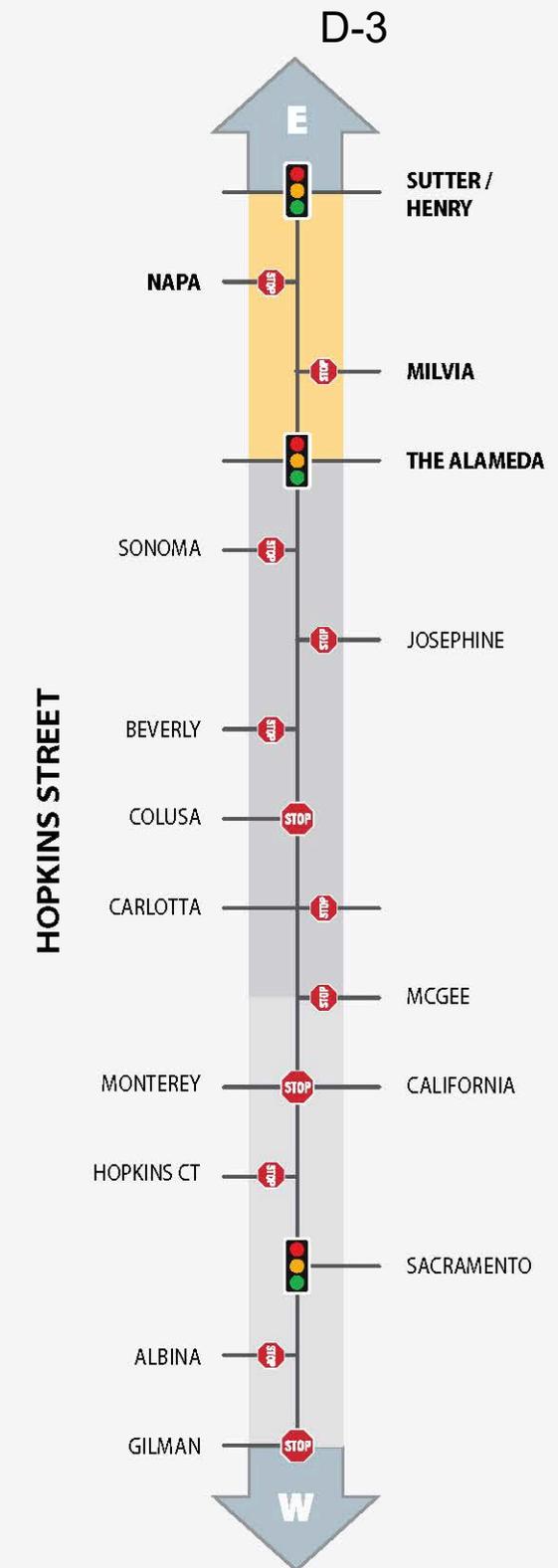
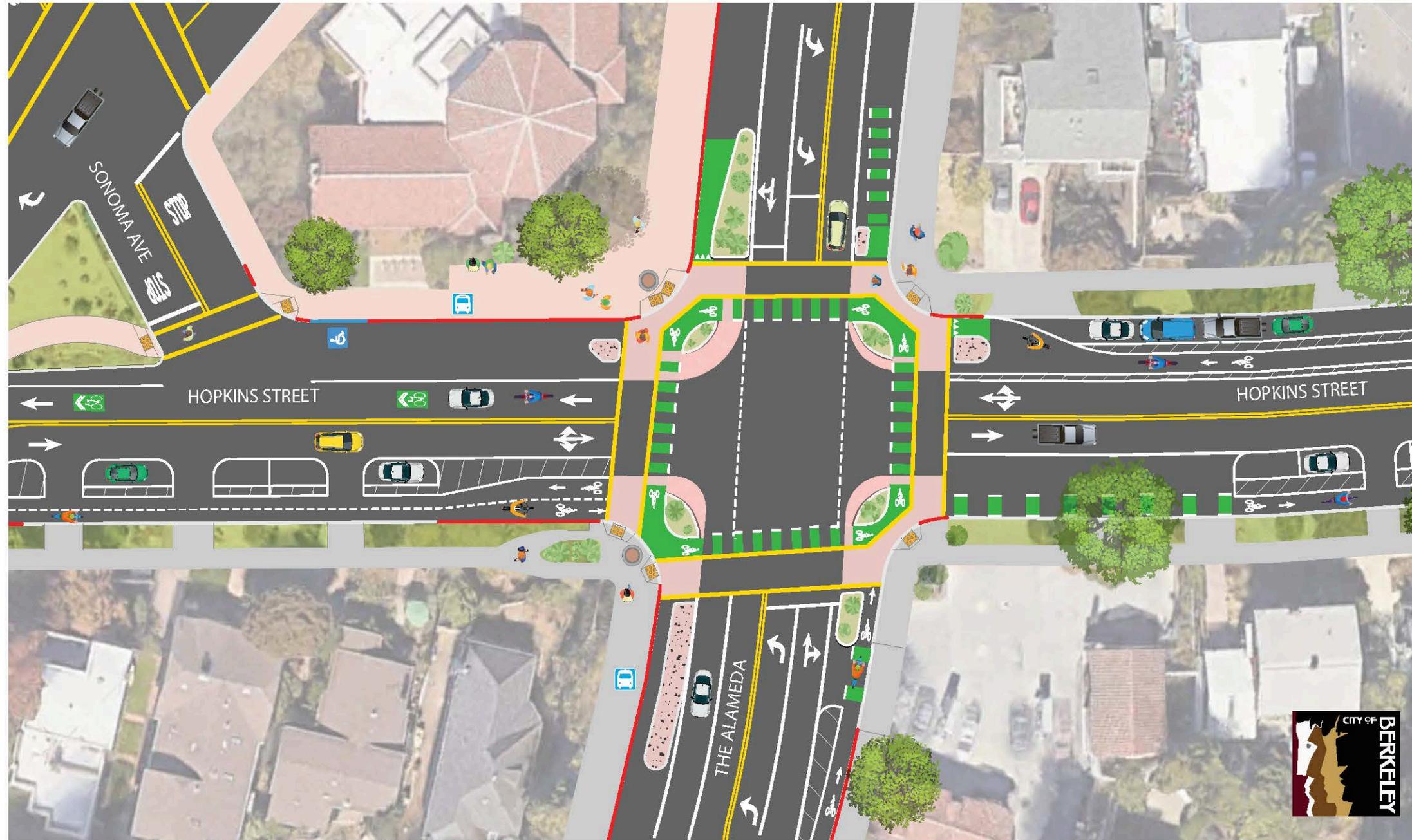


D-3



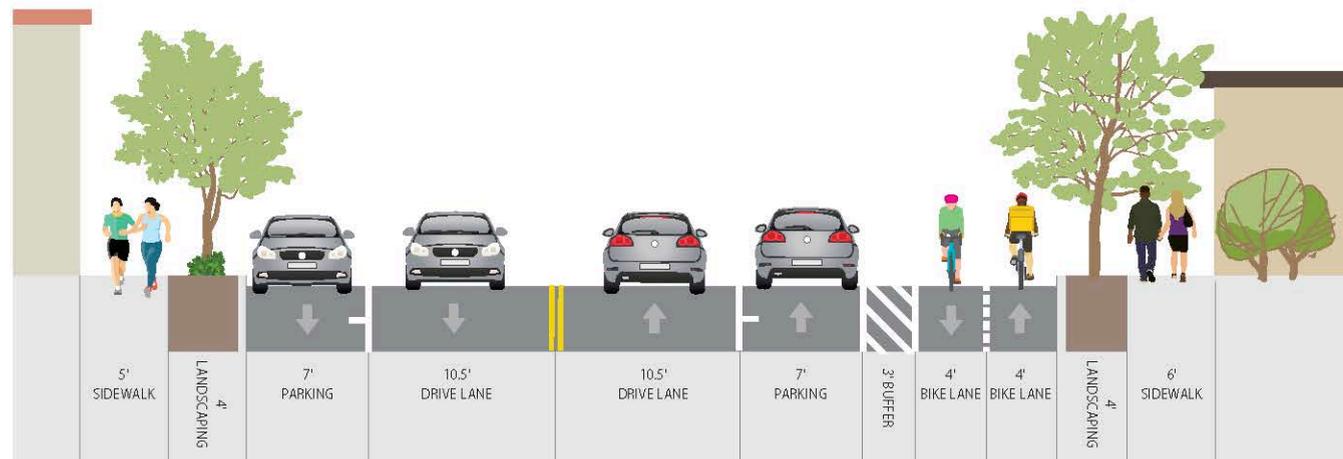
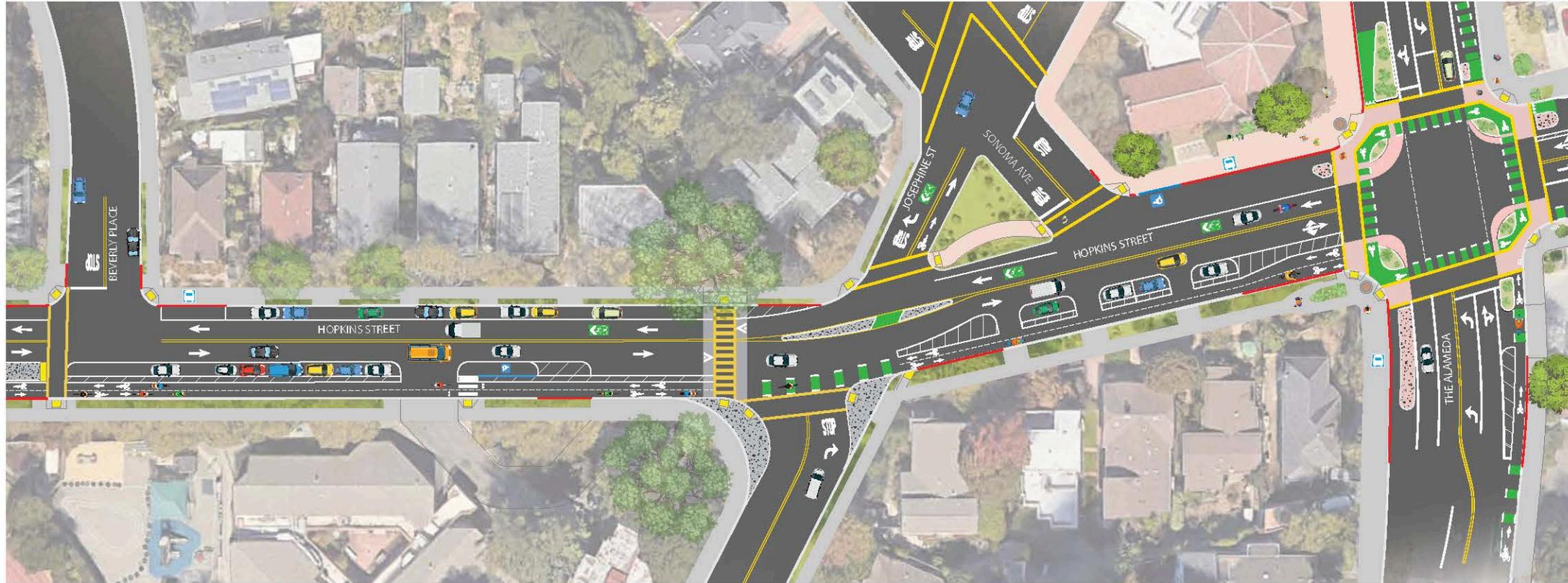
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

The Alameda Intersection

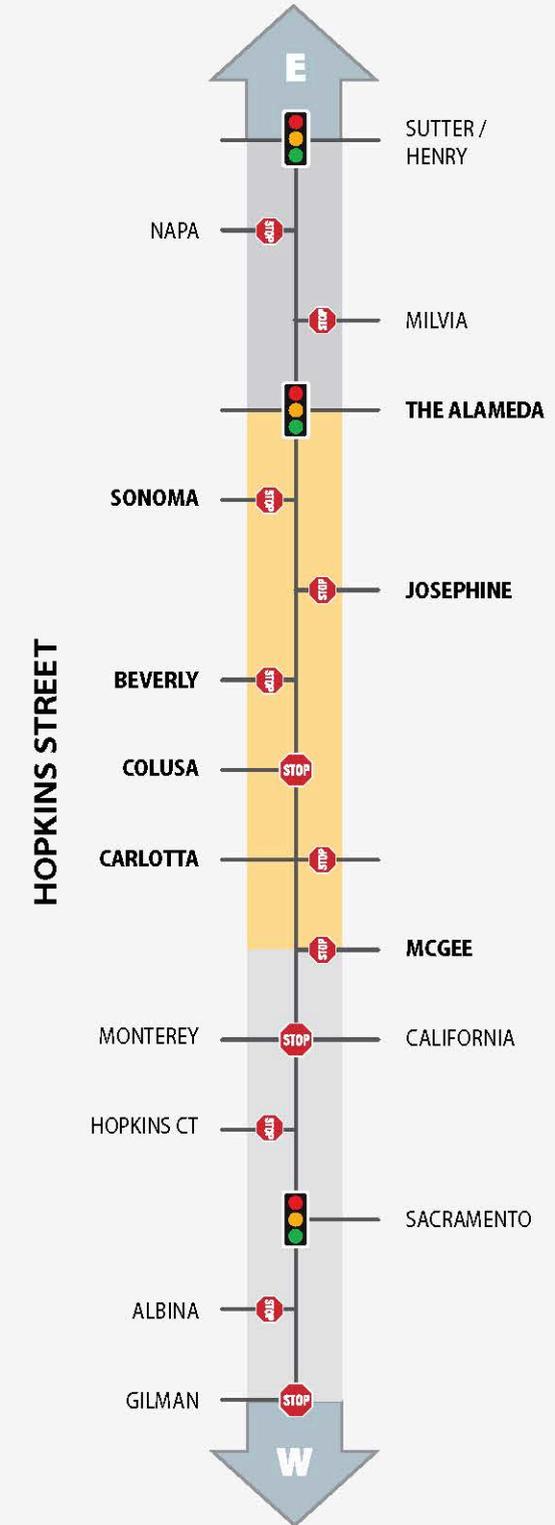


Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 2: The Alameda to McGee Avenue

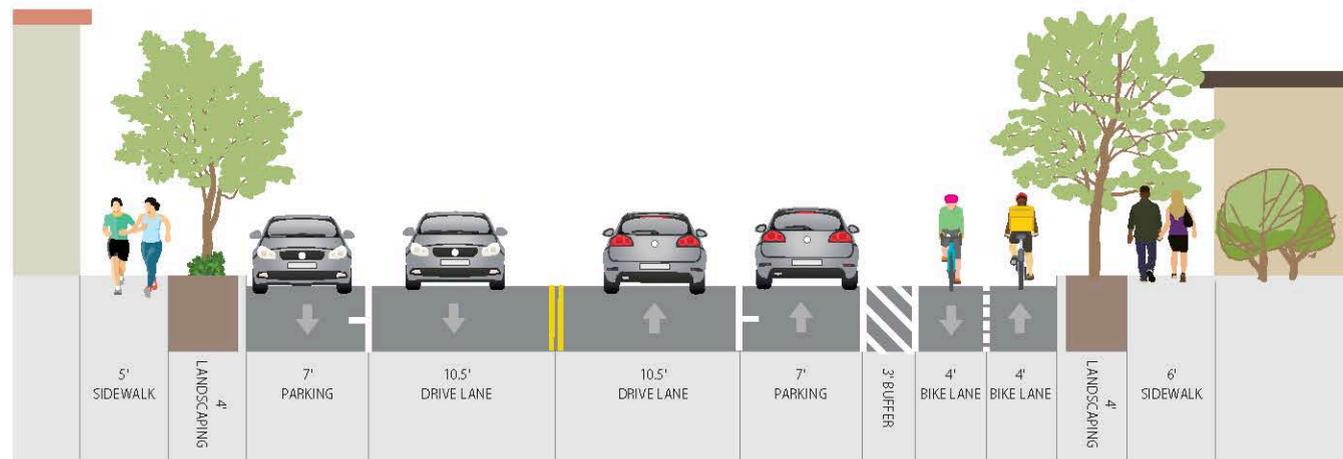


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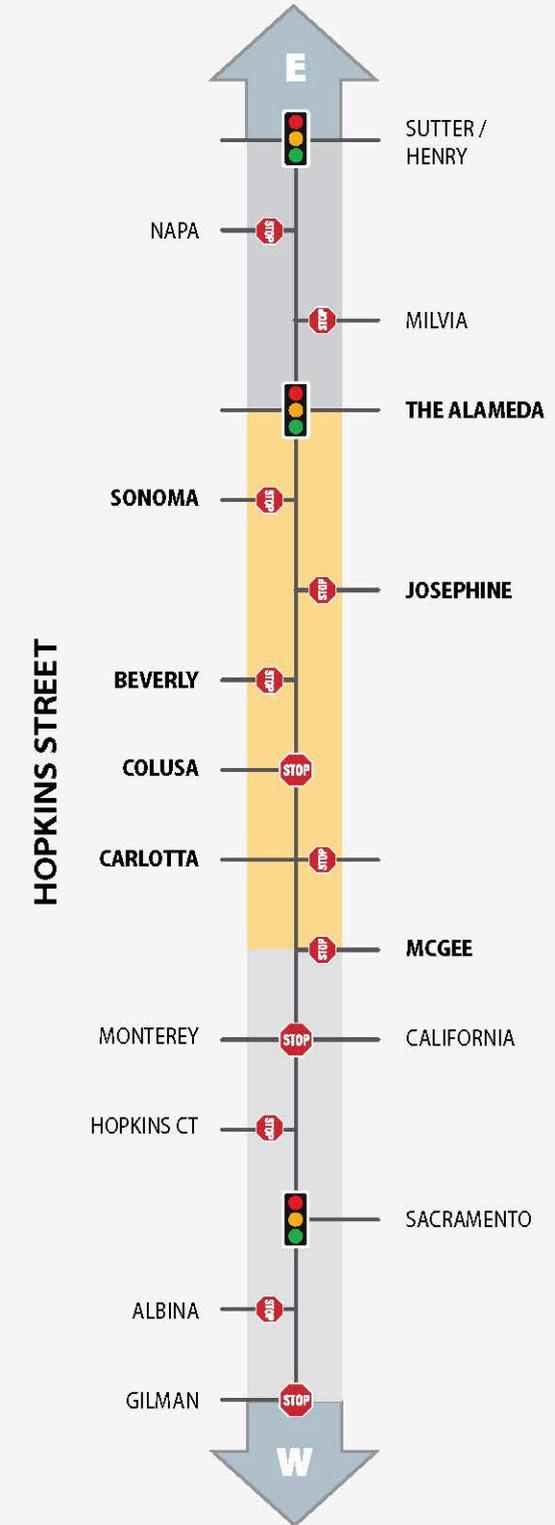


Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 2: The Alameda to McGee Avenue

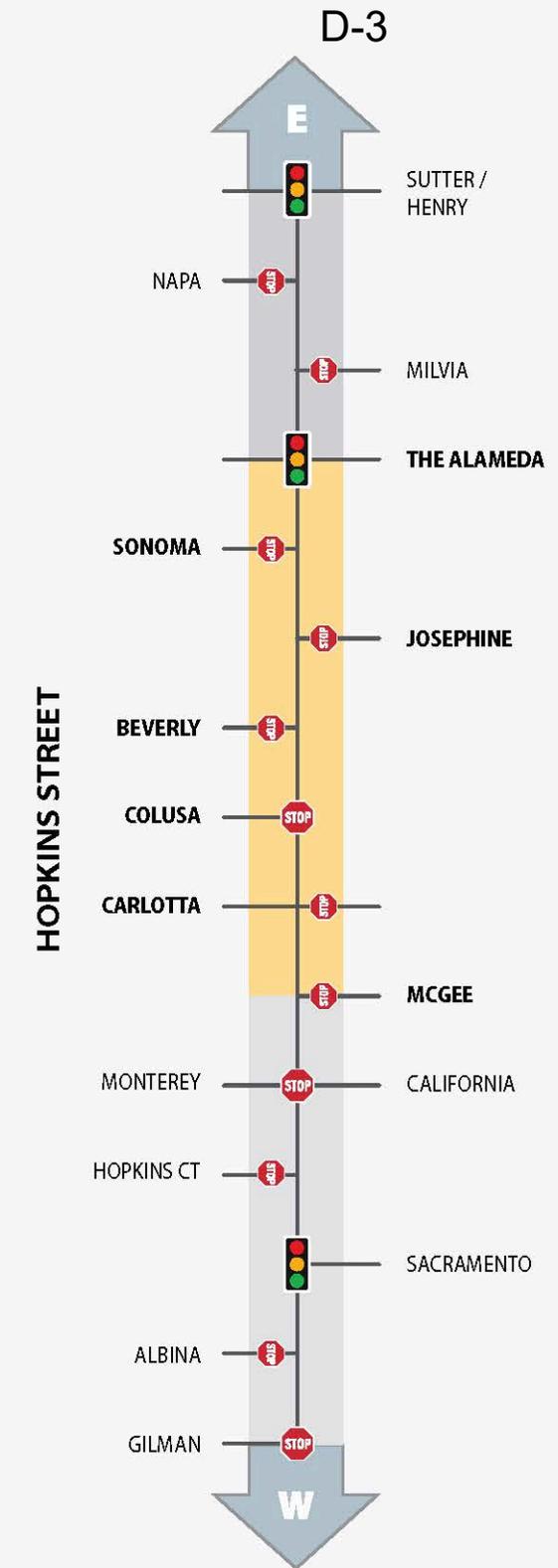
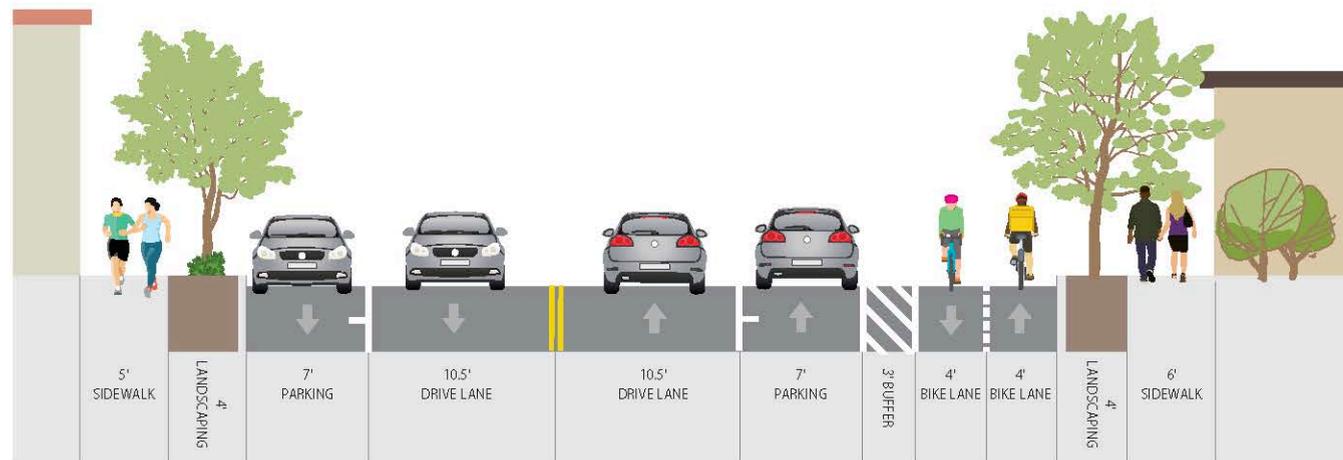


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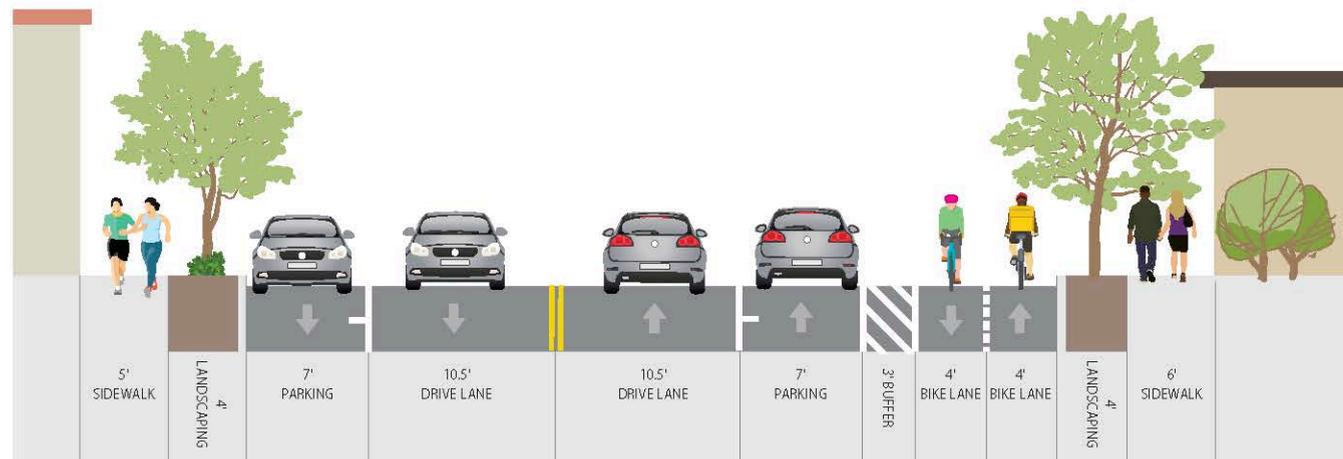
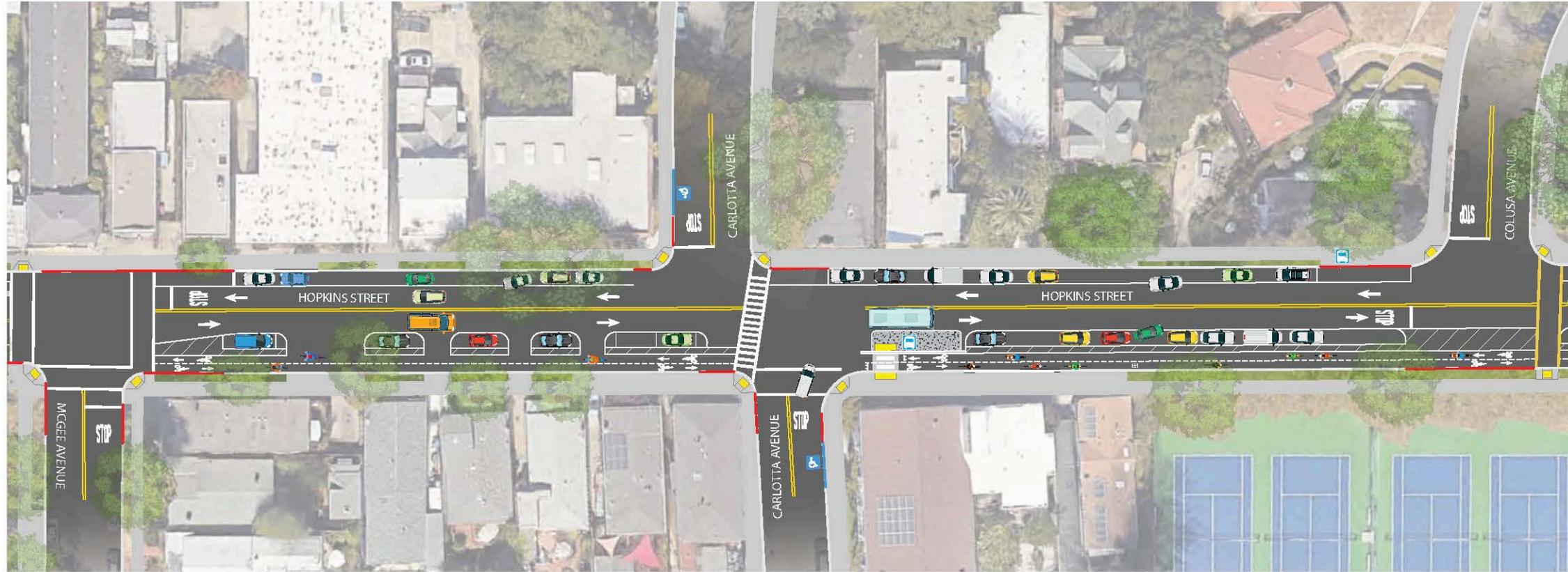
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 2: The Alameda to McGee Avenue

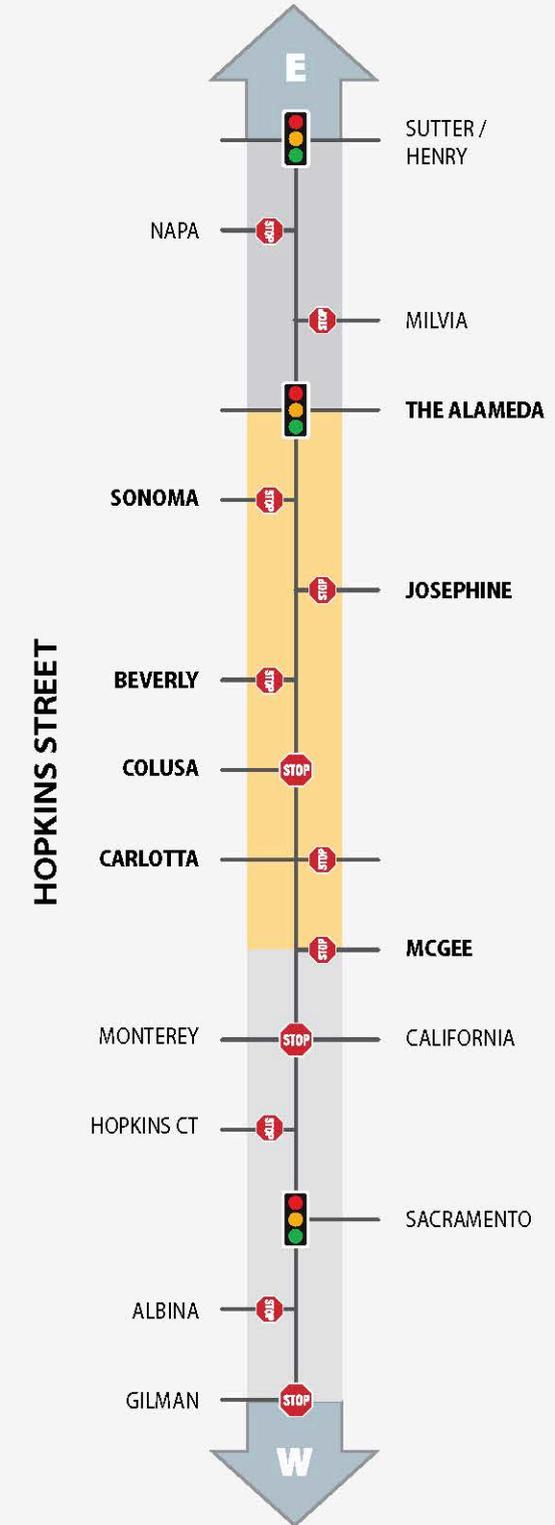


Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 2: The Alameda to McGee Avenue

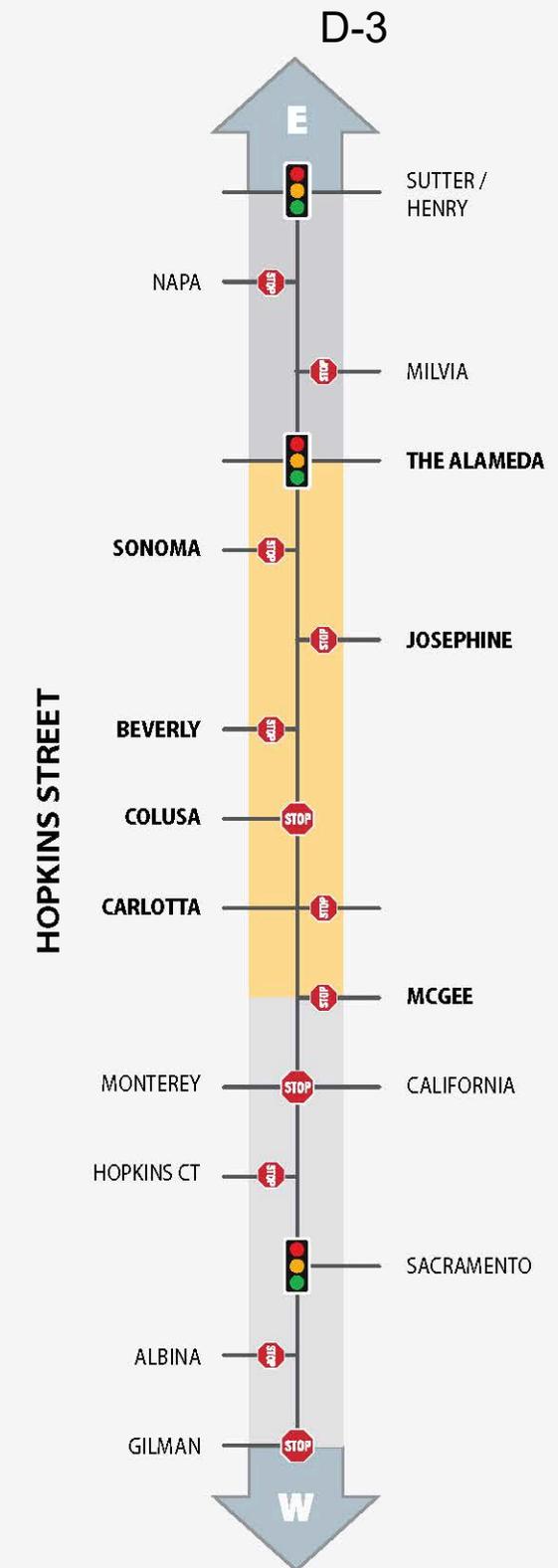
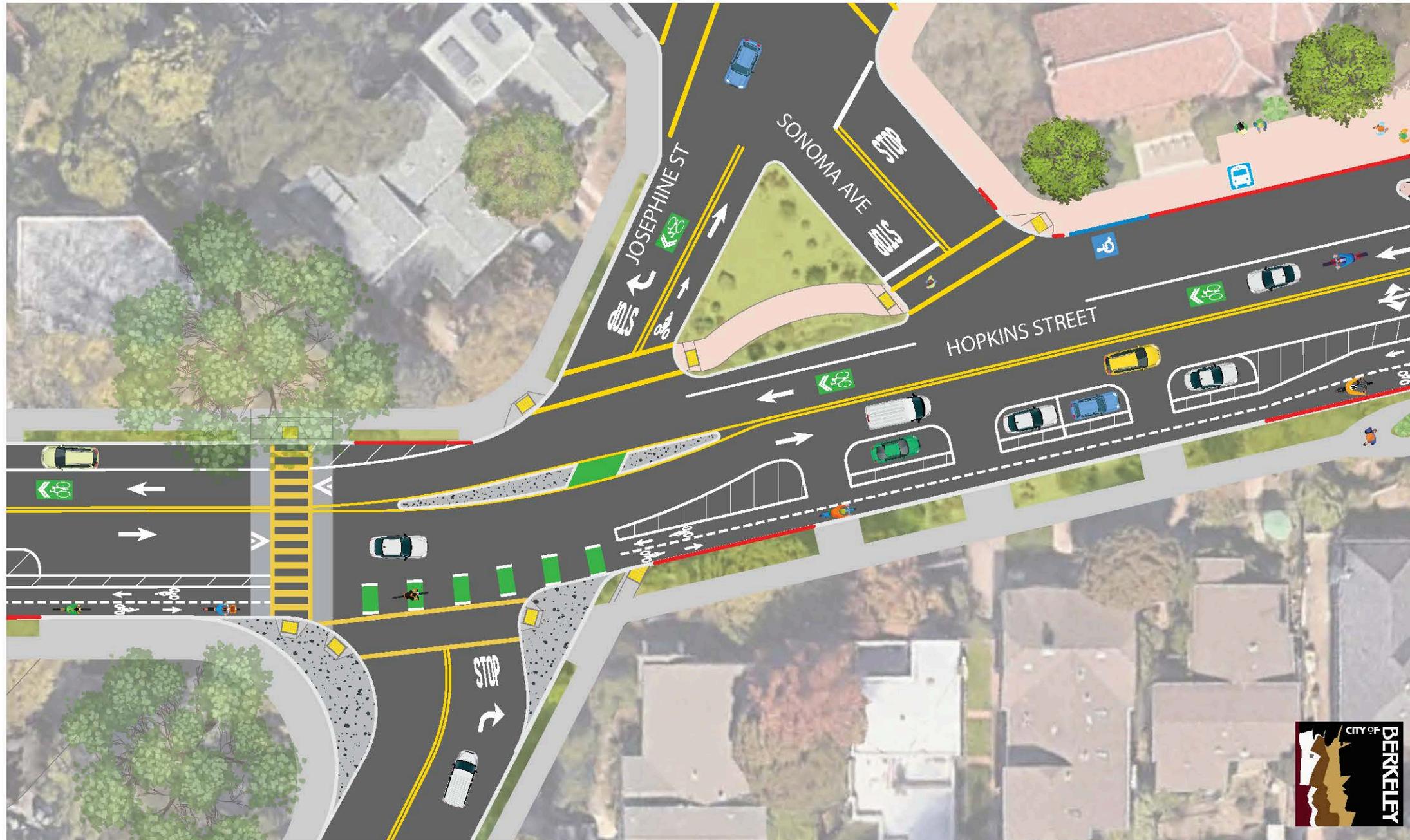


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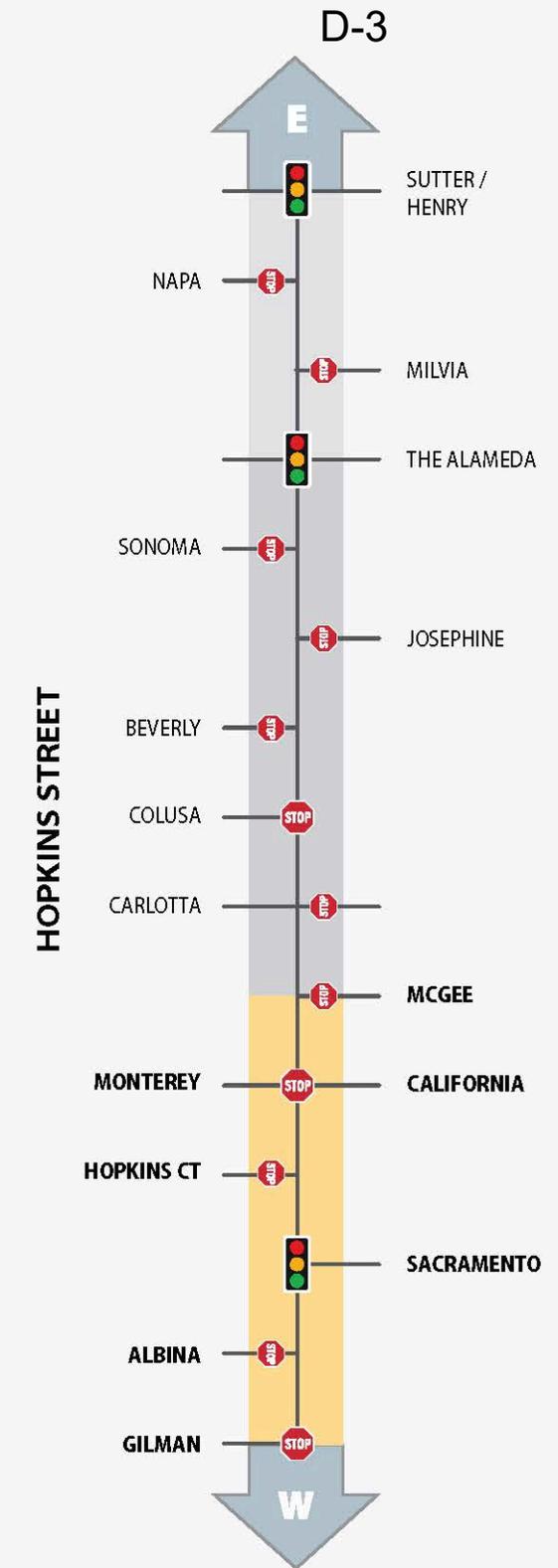
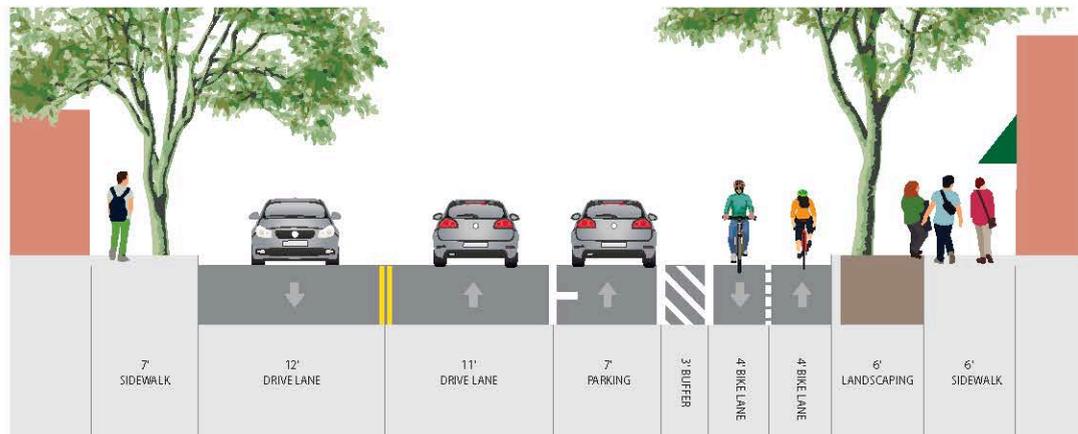
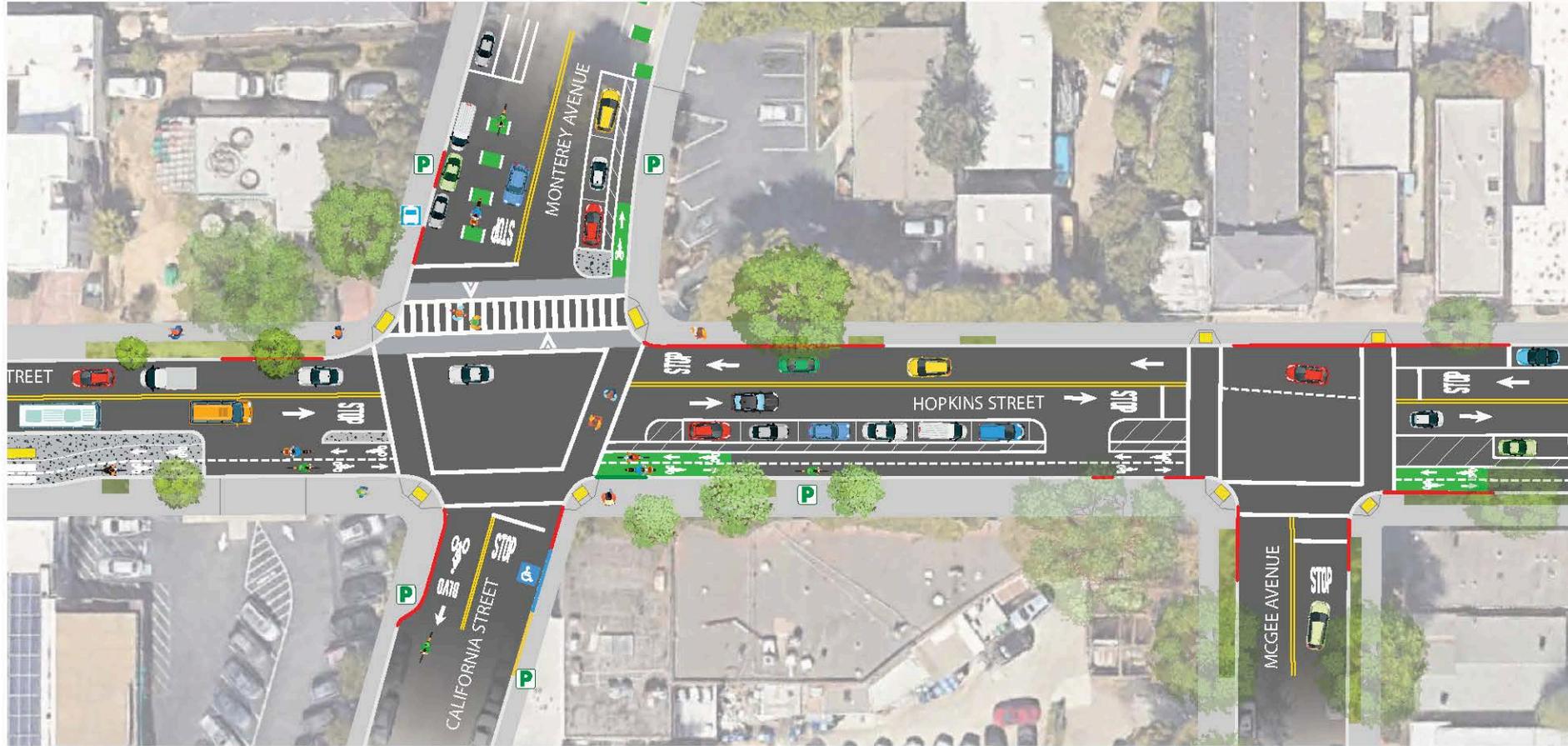
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 2: Josephine Street and Hopkins Street Intersection



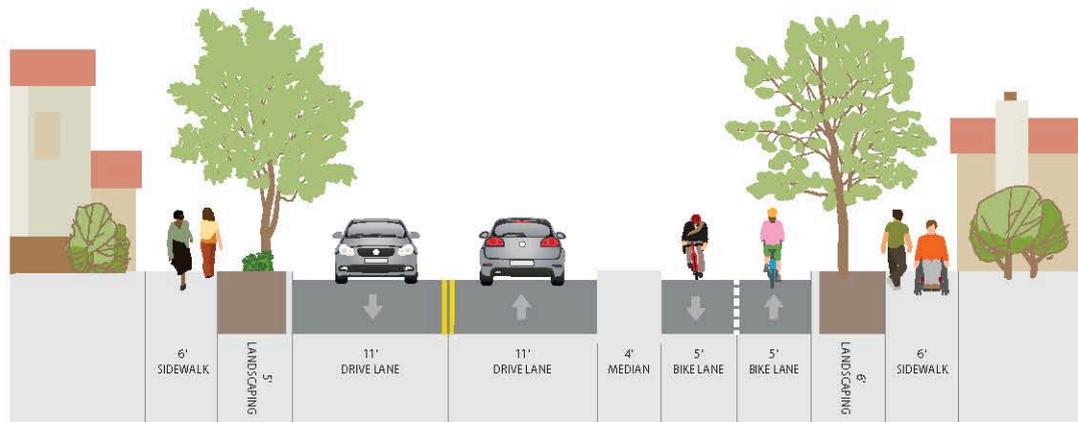
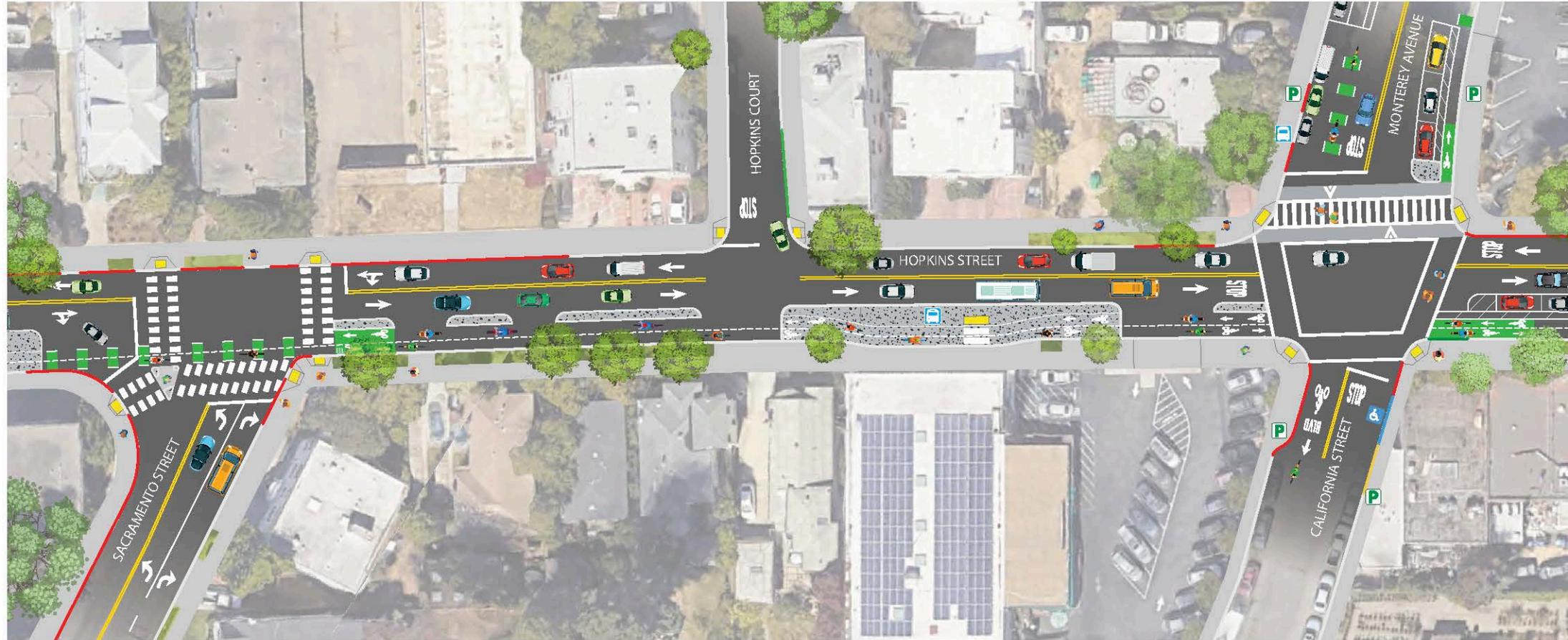
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 3: McGee Avenue to Gilman Street



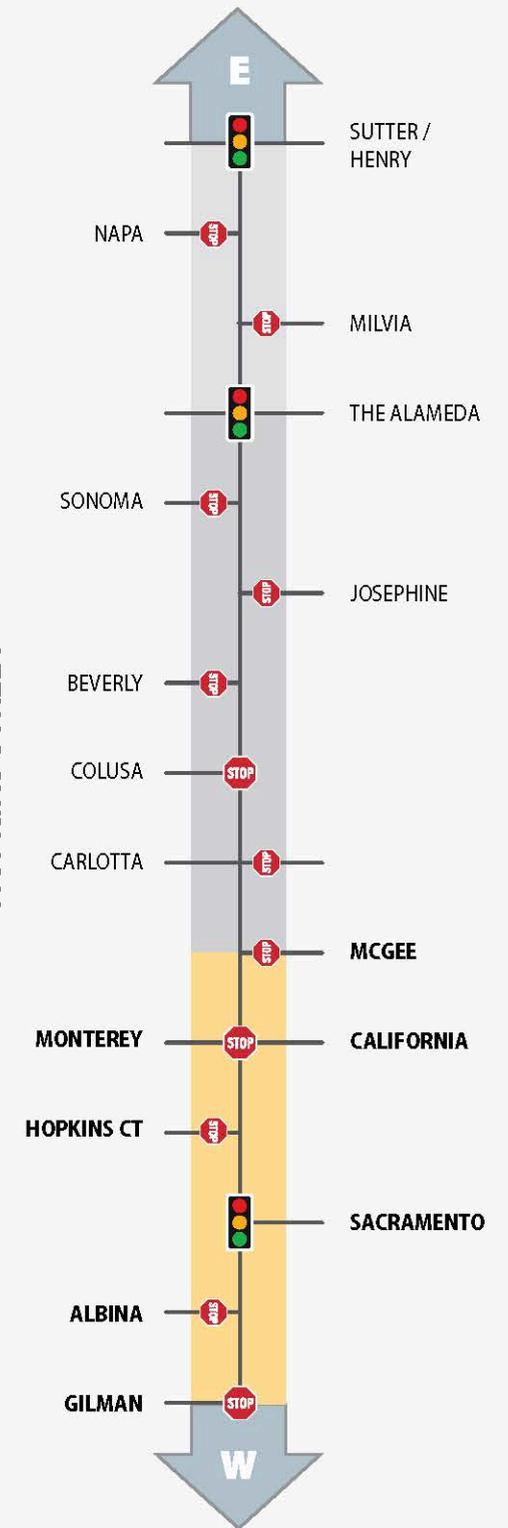
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 3: McGee Avenue to Gilman Street



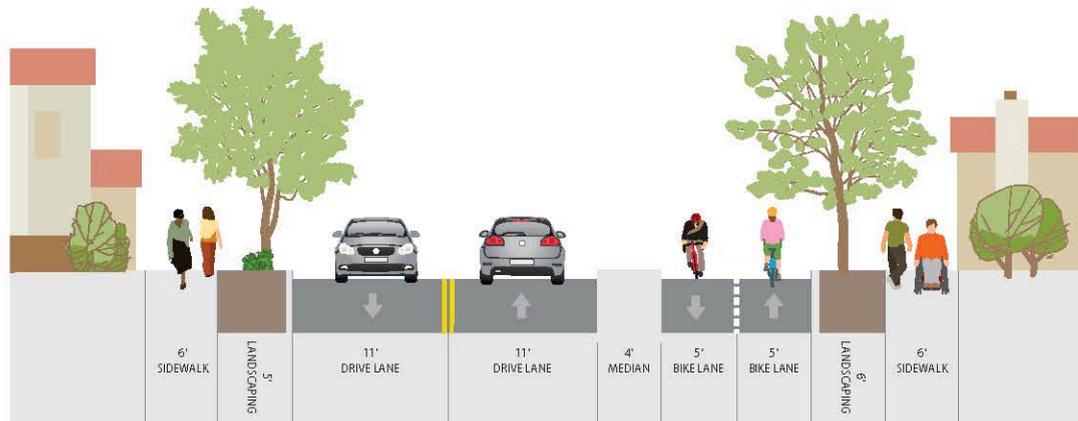
D-3

HOPKINS STREET



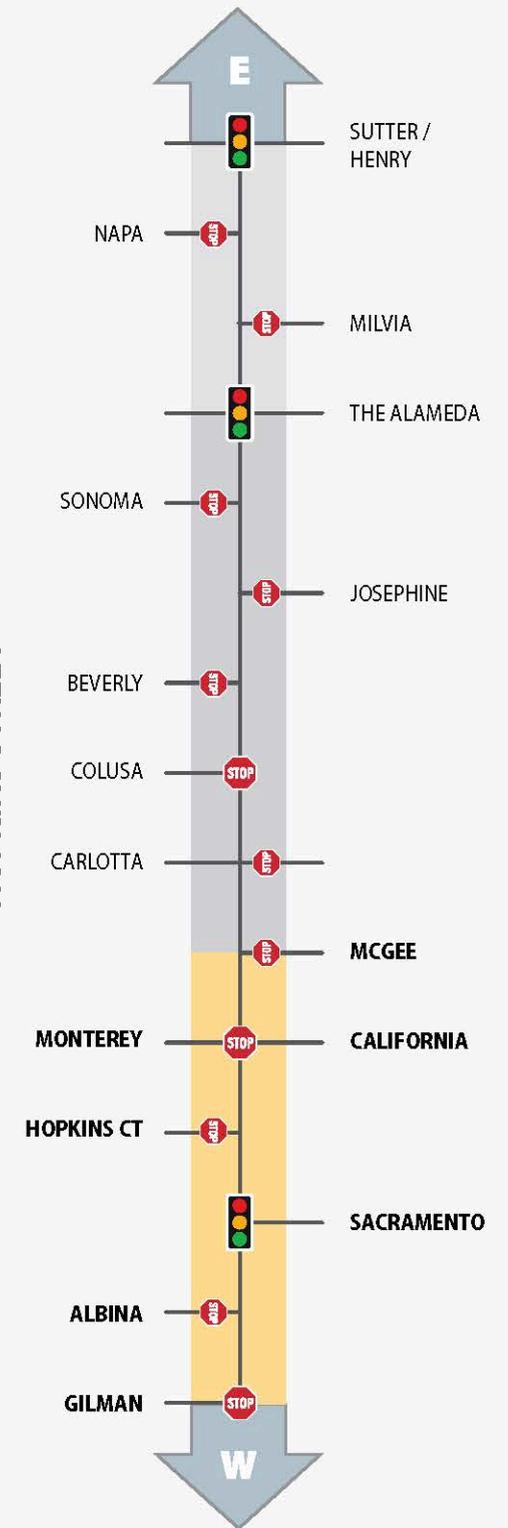
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 3: McGee Avenue to Gilman Street



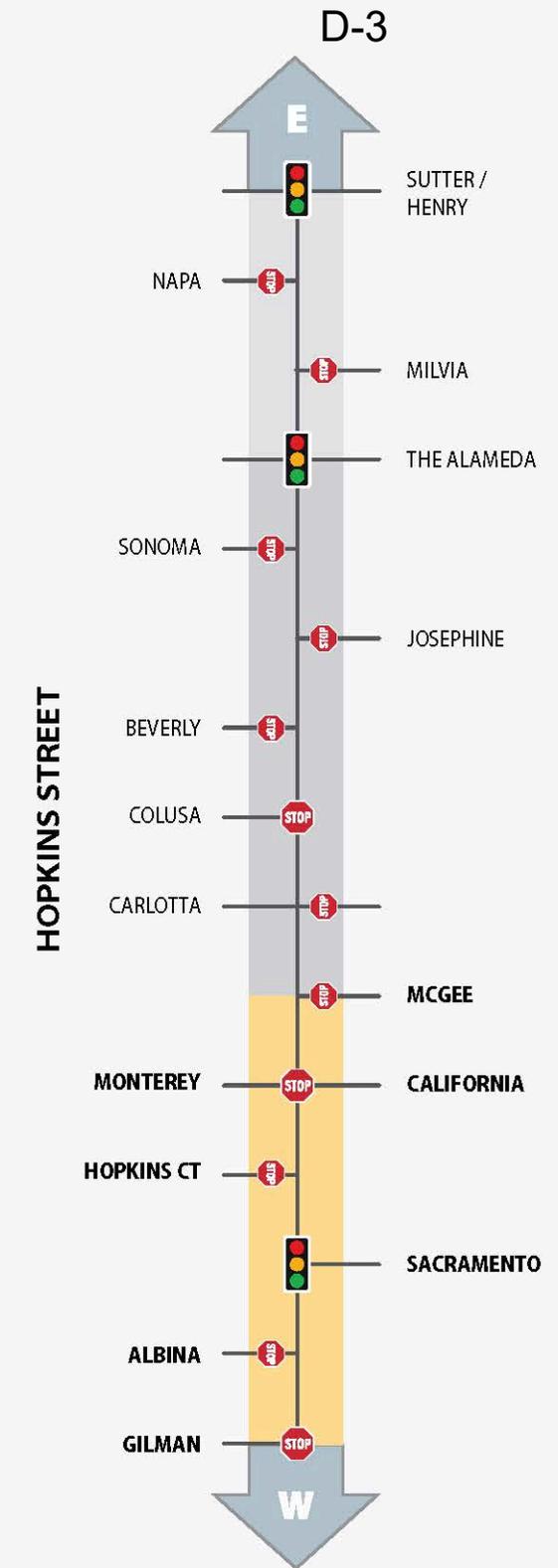
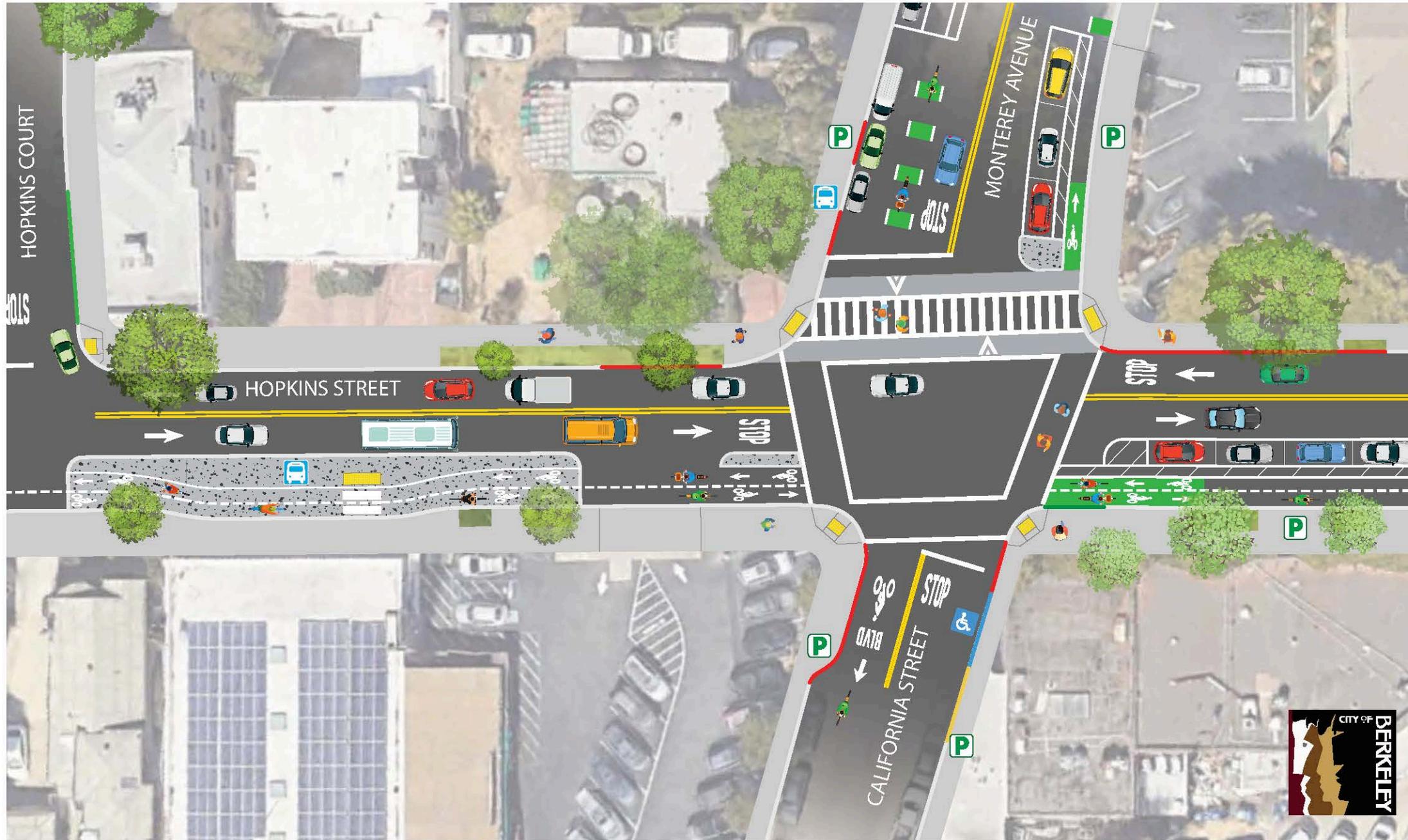
D-3

HOPKINS STREET



Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Hopkins Street and Monterey Avenue Intersection



RECOMMENDED DESIGN CONCEPT - ADVANTAGES

- Provision of **separate space** along the roadway for drivers, pedestrians and bicyclists
- **Reduction of conflict points** between road users along the corridor and at the Sacramento intersection
- **More predictable travel** along the roadway due to expected lower speeds and understanding of where drivers and bicyclists might be expected
- **Enhanced visibility** of all road users
- **Traffic calming, lane width reduction and increase in public space** at Monterey intersection
- **Retention of majority of parking** in front of commercial block

NEXT STEPS

NEXT STEPS

- Virtual Community Meetings:



- **Segment 1 – Sutter Street to The Alameda**

Tuesday, March 1, 2022 / 6:00-7:30pm



- **Segments 2 – The Alameda to McGee Avenue**

Monday, March 7, 2022 / 6:00-7:30pm



- **Segment 3 – McGee Avenue to Gilman Street**

Monday, March 14, 2022 / 6:00-7:30pm

- Email your question or comment to:

- Ryan Murray: RPMurray@cityofberkeley.info

- Beth Thomas: BAThomas@cityofberkeley.info

- Staff recommendation at City Council meeting on **April 26, 2022**

Q&A