



CONSENT CALENDAR  
April 26, 2022

To: Honorable Mayor and Members of the City Council

From: Councilmember Ben Bartlett (Author), Mayor Jesse Arreguin (Co-Sponsor)

Subject: Convert 62nd Street between King St, and Adeline St. into a cul de sac with a marked bicycle lane connecting Adeline St. to the bicycle boulevard on King St.

#### RECOMMENDATION

Refer to the Fiscal Year 2022/2023 Budget Process, an allocation of \$300,000 to convert 62nd Street between King St. and Adeline St. into a cul de sac with a marked bicycle lane connecting Adeline St. to the bicycle boulevard on King St.

#### CURRENT SITUATION

The short block of 62nd Street and the intersection of 62nd Street and King Street between Adeline and King Streets has been plagued by dangerous driving behavior that threatens pedestrians, cyclists, and motorists. These observed behaviors include speeding, not stopping at stop signs, and not yielding to pedestrians, all of which have led to near-miss collisions. These conditions increase the risks of car accidents and endanger pedestrians and bicyclists. The risk to bicyclists is especially dangerous in this area because 62nd Street feeds directly into the bicycle thoroughfare on King Street. Residents at this intersection have observed near misses almost every day, particularly during rush hours when both cars and bicyclists commute through the 62nd Street and King Street intersection on a regular basis.

In August 2021, the section of 62nd Street between Adeleine and King Street was converted to a one-way street in the direction of Adeleine in an attempt to mitigate this dangerous situation and prevent accidents, particularly involving cyclists on bicycle boulevards and pedestrians. The residents of the neighborhood are grateful to the city for taking this step and, if the one-way street was legally observed by drivers, would be an excellent solution to the safety problems. Unfortunately, dozens of cars each day ignore the one-way designation and the clear signage and drive the wrong way down the one-way street. The residents of the neighborhood have worked hard to educate drivers about the one-way street, purchasing bright cones to mark the signs, adding Do Not Enter signs, and talking to drivers to let them know it is now one-way. In this effort, residents have often been met with belligerence and aggression from many drivers who simply don't care and who want to drive the wrong way down the street as a cut-through. In addition to personal vehicles, UPS, Amazon delivery trucks, and ride-sharing services such as Uber and Lyft drivers regularly drive the wrong way down the one-way street.

This unforeseen disregard for the one-way designation of the block has created a particularly dangerous situation as there is now one lane for traffic going both directions. There have been countless near-misses and a tragic head-on collision is simply a matter of time. Cars coming off Adeleine are often illegally coming into the block fast and there is now no stop sign directing them to stop at the 62nd Street and King Street intersection of bicycle boulevard (because no one is expected to be driving in that direction). There is now regular, illegal (wrong way) and unexpected traffic driving across bicycle boulevard in the wrong direction without a protective stop sign.

This area receives significant traffic by pedestrians, cars, and bicyclists, particularly on Farmers Market Days (Tuesdays), and furthermore, there are a total of seventeen children and numerous families with pets that live on 62nd Street. Multiple pedestrians and bicyclists have already been injured as a result of traffic issues. By sheer luck, none of these accidents have been fatal, but the City must support infrastructure that promotes pedestrian safety and reduces traffic collisions in order to avoid a tragedy.

### BACKGROUND

The intersection of 62nd Street and King Street, which is located near the border of Oakland, has had numerous issues with crime. In recent years, illegal dumping, gunfire, and various traffic violations have proliferated. There have been regular cases of gun-related crimes at this intersection. Most recently, there were drive-by shootings that occurred on Nov, 29, 2021<sup>1</sup>.

In order to deter traffic violations, traffic circles and stop signs have been installed. Unfortunately, as mentioned previously, these measures have been insufficient in curbing the issue of reckless driving and preventing traffic collisions and confusion. Further work needs to be done in order to deter traffic violations and ensure pedestrian and bike safety. The residents of the neighborhood that is plagued by dangerous and illegal driving want to see clear safe passage marked for pedestrians and bicyclists.

Based on community consultations, many people have supported transitioning this busy intersection into a cul-de-sac, including all the residents who are at the most dangerous parts of the 62nd Street corridor between Adeline and King Street. Doing this would contain the traffic flow, make it easier for pedestrians to cross the street, and decrease the number of traffic violations. Those wishing to access the neighborhood can do so a half block from 62nd and Adeline by making a right turn at Adeline and King St. Here, the turn is more likely to slow traffic coming into the neighborhood because it is a sharper right turn rather than a gentle turn that does not promote slowing down. Although this item is not a silver bullet in addressing all of the problems, it is a needed step in order to bring much needed safety to the area.

The Council should refer to the Public Works Department to formulate a plan that would convert 62nd Street into a cul-de-sac at Adeline St. to block off motorists while providing an accessible biking path. Residents have shared substantive drawings, proposals, pictures, and concepts with Public Works staff on January 14, 2022. If this item passes, the Department should move forward with this request once its staff has addressed their immediate priorities.

### RATIONALE FOR RECOMMENDATION

In Berkeley, street safety is a priority. Based on consultations with constituents and reported crimes, action must be taken to substantially decrease traffic violations and prevent the potential for serious injury at this intersection. The urgency for this action is particularly high given the number of young children who live at or near this intersection as well as patrons of the Farmers Market, and cyclists who use the King St. bike boulevard.

### REVIEW OF EXISTING PLANS, PROGRAMS, POLICIES, AND LAWS

In December of 2013, the City Council adopted the Complete Streets Policy which is determined to create a “comprehensive, integrated transportation network with infrastructure and design

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<sup>1</sup> <https://www.dailycal.org/2020/08/17/berkeley-police-department-responds-to-reports-of-gunfire/>

that allows safe and convenient travel”<sup>2</sup> for all users. This includes pedestrians, persons with disabilities, motorists, bicyclists, users, and operators of public transportation, seniors, children, youth, and families.

The Complete Streets Policy goal is to “provide safe, comfortable, and convenient travel along and across streets.”<sup>3</sup> If the City is dedicated to creating a community of traffic safety that protects all pedestrians from auto-related accidents, the Council should look into transitioning parts 62nd Street and Adeline into a cul-de-sac, which would create a valuable connecting corridor for bicyclists from Adeline onto King Street.

#### CONSULTATION OVERVIEW

The District 3 Office and the Berkeley Police Department have met with constituents to discuss the rampant issues in this neighborhood. Constituent concerns with safety, along with their demands on converting 62nd Street and Adeline into a cul-de-sac, have informed this recommendation. The Berkeley Police Department have offered their support of the cul-de-sac in a meeting with residents on January 14, 2022, stating that emergency vehicle access have viable and pragmatic alternative in accessing this area quickly via King Street just a half block from the intersection. Residents have shared substantive drawings, proposals, pictures, and concepts with Public Works staff in the same January 14, 2022 meeting.

As mentioned earlier, there are many bikes that use this street as a connection to the King Street bicycle boulevard, or to get to the Oakland bike path on 61st street. One proposal is to convert part of 62nd street into a bike lane. This would act as a safe corridor for bicyclists coming off Adeline Street to easily access bicycle boulevard, a safe crossing for pedestrians and ensure that the street and space are actively used to prevent the creation of “inactive space” that could be used for loitering or partying by liquor store patrons (an issue already).

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<sup>2</sup> <https://www.cityofberkeley.info/completestreetspolicy/>

<sup>3</sup> [https://www.cityofberkeley.info/uploadedFiles/Public\\_Works/Level\\_3\\_-\\_Transportation/Berkeley%20Complete%20Street%20Resolution%2012%2011%2012.pdf](https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley%20Complete%20Street%20Resolution%2012%2011%2012.pdf)



ENVIRONMENTAL SUSTAINABILITY

No adverse effects on the environment. A cul-de-sac conversion will help mitigate traffic, promote pedestrian safety, and create a safer intersection for families, pedestrians, and bicyclists. Drivers heading east onto Adeline can easily do so by accessing 63rd street, one block away.

FISCAL IMPACTS

Staff time and additional costs are to be determined by the Public Works Department. The \$300,000 allocation represents \$50,000 to \$100,000 for design including small scale community engagement, plus the remainder to construct. If additional street lights may be required, this could be raised to \$300,000.

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