



CONSENT CALENDAR

May 23, 2023

To: Honorable Mayor and Members of the City Council

From: Councilmember Taplin

Subject: Budget Referral: Vision Zero Improvements at 6th & Addison Intersection

RECOMMENDATION

Refer \$600,000 to the budget process for HAWK (High-intensity Activated crossWalk) beacons and a median refuge island at 6th and Addison Streets.

CURRENT SITUATION AND ITS EFFECTS

At the March 9th, 2021 Regular Session of the Berkeley City Council, Councilmember Taplin's budget referral for the funding of Rectangular Rapid Flashing Beacons (RRFB) at the intersection of Sixth & Addison Street was referred for funding consideration under the FY 21-22 budget process.<sup>1</sup> However, this budget referral was not prioritized in light of limited resources, which lack is compounded by the failure of Measure L in 2022. The funding and eventual construction of traffic calming projects at these intersections would be an important improvement for pedestrian and cyclist safety along this heavily trafficked street in West Berkeley.

On June 23, 2022, the Zoning Adjustments Board (ZAB) approved two Use Permits at 2213 Fourth Street and 747 (787) Bancroft Way, directly adjacent to this intersection: **#ZP2021-0043** "to demolish three existing non-residential buildings and one existing duplex and construct a new 128,143-square-foot, four and one-half level parking garage containing 412 off-street automobile parking spaces and one loading space to serve uses in the vicinity of the project site"; and **#ZP2021-0096** "to demolish six existing buildings and construct a 159,143-square-foot, three-story building containing 124,539 square feet of research and development space and 34,604 square feet of light manufacturing space, and a surface parking lot containing 76 off-street parking spaces and five loading spaces."

To mitigate concerns of increased traffic impacts, the project applicant offered to provide \$40,000 for the installation of traffic safety infrastructure at 6th and Addison. However, this does not cover the full costs of needed improvements.

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<sup>1</sup><https://berkeleyca.gov/sites/default/files/documents/2021-03-09%20Item%2015%20Budget%20Referral%20Funding%20Rectangular.pdf>

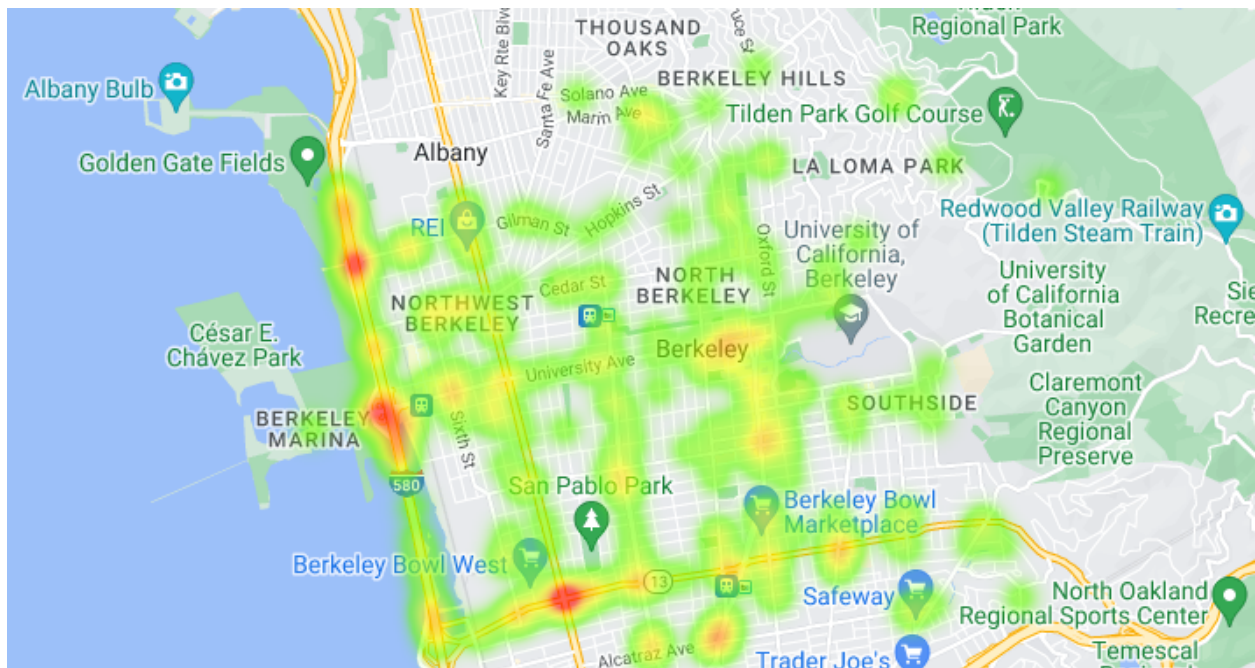
As neighbors have noted, this intersection “is a primary pedestrian and bicycle access point for The Lab, Berkeley Commons, Aquatic Park, Berkeley Marina, McLaughlin Eastshore State Park, the San Francisco Bay Trail/Pedestrian Bridge, and the 4th Street business district.”

Neighbors’ petition requesting HAWK beacons at 6th & Addison, signed by residents as well as nearby schools and businesses, is included in Attachment 1.

## BACKGROUND

Sixth Street remains classified as a “High-Injury Street” as well as an “Equity Priority Area” under the City’s Vision Zero Action Plan.<sup>2</sup> The fact that Sixth Street falls under both of these categories indicates that not only is Sixth among the most dangerous streets in Berkeley where traffic injuries are a regular occurrence, but that its current condition and perpetual disinvestment is a symptom of the historic discrimination against West Berkeley’s African-American community.

As data from UC Berkeley’s Transportation Injury Mapping System (TIMS)<sup>3</sup> shows, Sixth Street has continued to see significant collisions between motor vehicles and other road users, particularly between Cedar Street and Dwight Way. For example, on February 21, 2020, the Berkeley Police Department reported a collision between an automobile and a motorcycle on 6th St, 117 feet north of the intersection with Addison at 12:10pm. The Primary Collision Factor (PCF) in the report is listed as “Improper Turning” by the driver of the automobile. This indicates that the lack of visibility and unimpeded speeds of vehicles at this intersection may pose an increased safety risk for road users. Fortunately, the two victims on the motorcycle sustained only minor injuries.



<sup>2</sup><https://berkeleyca.gov/sites/default/files/2022-02/Berkeley-Vision-Zero-Action-Plan.pdf>

<sup>3</sup><https://tims.berkeley.edu/>

*Fig. 1: Traffic collision heat map, 2020-2022. UC Berkeley Transportation Injury Mapping System (TIMS), using data from California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS).*

RRFB and medians at both Sixth & Addison and Sixth & Channing are also specifically called for under the City's Bicycle Plan due to the street having "one lane in each direction and high traffic volumes" which indicate a need for pedestrian warning improvements and physical pedestrian refuge infrastructure.<sup>4</sup>

### FISCAL IMPACTS

The City of Berkeley's 2017 Bicycle Plan estimated \$3,500-40,000 for one median refuge island.<sup>5</sup> In 2021, the City of Oakland estimated a cost of \$300,000 per unit for HAWK beacons, and \$52,000 for a median refuge. Given significant escalation in construction costs over the previous years, \$600,000 is the high end of estimated costs for this project.

### ENVIRONMENTAL IMPACTS

Establishing a network of safe streets for pedestrians and bicycles, promoting bicycle literacy, and distributing bicycles to those in need incentivize nonautomobile travel, reducing greenhouse gas emissions. The City estimates that transportation-related emissions accounts for approximately 60% of our community's total annual greenhouse gas emissions.<sup>6</sup> By encouraging alternatives to car transportation by making pedestrian and cyclist infrastructure safer and more accessible, these improvements stand to lower the emissions from our community's dominant source of carbon emissions.

### CONTACT

Terry Taplin, Councilmember, District 2, (510) 981-7120

### ATTACHMENTS

1. Petition: "WEST BERKELEY NEIGHBORS DEMAND ACTION ON 6TH AND ADDISON CROSSWALK"

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<sup>4</sup>[https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017\\_Ch5\\_ProposedBikewayNetwork.pdf](https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017_Ch5_ProposedBikewayNetwork.pdf)

<sup>5</sup> [https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017\\_AppendixF\\_Facility%20Design%20Toolbox.pdf](https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017_AppendixF_Facility%20Design%20Toolbox.pdf)

<sup>6</sup><https://berkeleyca.gov/sites/default/files/2022-04/2022-02-08%20Item%2017%20Greenhouse%20Gas%20Emissions%20Inventory.pdf>

## Taplin, Terry

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**From:** Eric Wiesner <ejwiesner@gmail.com>  
**Sent:** Monday, April 24, 2023 10:59 AM  
**To:** Berkeley Mayor's Office; Manager, C; Javandel, Farid; All Council; Kesarwani, Rashi; Taplin, Terry; Bartlett, Ben; Harrison, Kate; Hahn, Sophie; Wengraf, Susan; Robinson, Rigel; Humbert, Mark  
**Cc:** Nathan Sullivan  
**Subject:** WEST BERKELEY NEIGHBORS DEMAND ACTION ON 6TH AND ADDISON CROSSWALK

**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.

April 24, 2023

To:

Jesse Arreguin, Mayor  
Dee Williams-Ridley, City Manager  
Farid Javandel, Deputy Director of Public Works  
Berkeley City Council

We the undersigned are West Berkeley neighbors, businesses, and non-profit organizations who are concerned with traffic safety in our community and are asking the City of Berkeley to take immediate action to address the dangerous crosswalk at 6th and Addison Streets. Sixth Street is already one of the busiest thoroughfares in the City, especially as it approaches University Avenue and the freeway entrance, yet the pedestrian crosswalk at 6th and Addison does not have any stop lights or stop signs to protect the many neighbors who cross on foot or bicycle each day. This intersection has been the site of several serious car accidents in the past several years, and vehicles frequently do not stop or slow down even when pedestrians are waiting to cross.

The uncontrolled 6th and Addison Street crossing is a primary pedestrian and bicycle access point for The Lab, Berkeley Commons, Aquatic Park, Berkeley Marina, McLaughlin Eastshore State Park, the San Francisco Bay Trail/Pedestrian Bridge, and the 4th Street business district. The intersection is frequented by populations of all ages, including Lifelong Medical Care health center, Black Pine Circle and Rosa Parks schools, and Build House, "an innovative community-based home in Berkeley for individuals with significant developmental disabilities." Families from all over Berkeley and beyond, including many young children, utilize the crosswalk on a daily basis.

In the next year, West Berkeley will see the addition of two research and development and life sciences developments: Berkeley Commons and The Lab. We are excited for their openings because they will bring beautification, jobs and energy to our enclave. The projects will also add more than 1500 vehicle parking spaces, not to mention shipping and receiving, services, and short-term visitors in multiple transit modes. There is no doubt that the 6th Street Corridor will see a substantial increase in vehicle traffic, which will make the Addison Street intersection even more dangerous for pedestrians. The time for the City to take action is now before these projects are completed and traffic in the neighborhood spikes.

At the June 23, 2022 Zoning Adjustment Board meeting, Steelwave, the developer of "The Lab," a major project on 5th Street nearby, agreed to pay the City for pedestrian improvements along Sixth Street, and specifically a pedestrian beacon signal at the Addison Street intersection. Since, Steelwave has attempted to pay the City to complete the project, but the City has not delivered. The Lab is now open and Berkeley Commons construction continues, with no measures taken to address the impending impact to the intersection

and neighborhood. We sincerely hope that it will not take a neighbor getting severely hurt or worse by a speeding vehicle for the City to take this issue seriously and take action.

We write to request that the City take immediate concrete steps to accept the funding that Steelwave agreed to provide nearly a year ago and begin installation of a HAWK beacon for the 6th and Addison crosswalk. We further request a written response from the City within 30 days to update us as to the current status of this project with a projected timeline as to its completion. We greatly appreciate your time and attention to this critical safety issue for our community.

Signed By,

Local Businesses

Black Pine Circle School  
John Carlstroem, Head of School

BuILD House  
Racquel Robinson, MPA, Executive Director

Franklin Brothers Market  
Jennifer Freese, Owner

Kids "N" Clay Pottery Studio  
Chelsea and Matthew Duke, Owners

LifeLong Medical Care  
David B. Vliet, Chief Executive Officer

Nia House Learning Center  
Eve Uberman, Executive Director  
Residents

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- 2.
3. Hans Moore, District 2
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7. Ashley McClure, District 2
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11. Sharla Sullivan, District 2
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15. Nathan Hood, District 2
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19. Elijah Medina, District 2
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23. Noelle Hood, District 2
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27. Jonah Hood, District 2
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31. Monica Campbell, District 2
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35. Eric Wiesner, District 2
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39. Gabriel Wiesner, District 2
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43. Heather Mulhall, District 2
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47. Eric Savoia, District 2
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51. Ana Savoia, District 2
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55. Steven Grind, District 1
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59. Sheridan Pauker, District 1
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63. Jane Ellis, District 2
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67. Jack Litewka, District 2
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- 71. Michele Guide, District 2
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- 75. Alex Sharenko, District 2
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- 79. Margo Schueler, District 1
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- 83. Paul Cox, District 1
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- 87. Tam Crane, District 2
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- 91. Joshua Paul, District 2
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- 95. Madeleine Emodi, District 1
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- 99. Nathaniel Emodi, District 1
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- 103. Jenny Lederer, District 2
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- 107. Nick Lederer, District 2
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- 111. Andy Davis, District 2
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- 115. Mila Matos, District 2
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- 119. Remi Matos, District 2
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- 123. Dorian Matos, District 2
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- 127. Stacey Lewis, District 2
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- 131. Brandon Baunach, District 2
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- 135. Lawrence Baunach, District 2
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- 139. Leon Baunach, District 2
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- 143. Carol Baunach, District 2
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- 147. Renaye Brown, District 2
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- 151. Susan Springborg, District 2
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- 155. Greg Martin, District 2
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- 159. Cancion Soto, District 2
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- 163. Matthew Rosen, District 2
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- 167. Dan Sobel, District 2
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- 171. Lisa Wehmeier, District 2
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- 175. David Skolnick, District 2
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- 179. Celia Jackson, District 2
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- 183. Chilezie Nnadi, District 2
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- 187. Katherine Nnadi, District 2
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- 191. David Nicholls, District 2
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- 195. Anna Nicholls, District 2
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- 199. Tawny Reynolds, District 1
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- 203. Megan Bates, District 2
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- 207. Joey Gottbrath, District 2
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- 211. Sara Pierre, District 2
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- 215. Brie Fulton, District 2
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- 219. Orion Fulton, District 2
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- 223. Sarah Roggero, District 2
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- 227. Brian Price, District 2
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- 231. Amy Campos, District 2
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- 235. Olivia Price, District 2
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- 239. Casper Price, District 2
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- 243. Sarah Abigail Ejigu, District 2
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- 247. Keith Berry, District 2
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- 251. Sika Gasinu, District 2
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- 255. Sam Kronick, District 2
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- 259. Manya Sheps, District 2
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- 263. Hong Ly, District 2
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- 267. Arun Chawan, District 2
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- 271. Deborah Sommers, District 1
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- 275. Andrew Gilbert, District 2
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- 279. Gabriela Quiros, District 2
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- 283. Becca Schonberg, District 2
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- 287. Julia Goodman, District 2
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- 291. Michael Hall, District 2
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- 295. Dale Goodman, District 2
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- 299. Michael Rodriguez, District 2
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- 303. Bonnie Rauscher, District 2
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- 307. Eric Rauscher, District 2
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- 311. Rebecca Herman, District 2
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- 315. Zena Barakat, District 2
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- 319. Terry Betts, District 2
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- 323. Ilata Barakat, District 2
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- 327. Albert Brown, District 2
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- 331. Toni Mester, District 2
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- 335. Thomas Paul, District 2
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- 339. Michael Hall, District 2
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- 343. Amy Hill, District 2
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- 347. Joshua Paul, District 2
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- 351. Adam Whyte, District 2
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- 355. Maureen Clearfield, District 2
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- 359. Sophia C. Whyte, District 2
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- 363. Marcy Rein, District 2
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- 367. Sherline Long, District 2
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- 371. Jeanette Wagner, District 2
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- 375. David Wagner, District 2
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