

Councilmember Sophie Hahn
City of Berkeley, District 5

CONSENT CALENDAR

March 21, 2023

TO: Honorable Members of the City Council
FROM: Councilmember Hahn (Author); Councilmember Taplin (Co-Sponsor);
 Councilmember Wengraf (Co-Sponsor)
SUBJECT: Pedestrian Safety Upgrades for Arlington Avenue

RECOMMENDATION

In support of the City's Vision Zero Action Plan and Pedestrian Plan goals, refer to the Fiscal Year 2024 Budget Process an allocation of \$35,000 for traffic control measures on Arlington Avenue from The Circle to Mendocino Avenue, to enhance pedestrian safety at hidden crosswalks and where paths cross mid-block, and refresh painted markings that narrow lanes and encourage reduced speeds.

FINANCIAL IMPLICATIONS

Cost Estimate is for \$31,000 (See Attachment B); Amount requested is \$35,000 to account for potential adjustments to the program in the field.

CURRENT SITUATION AND ITS EFFECTS

Arlington Avenue is identified in Berkeley's Vision Zero Action Plan as a High-Injury Street. Current conditions on Arlington Avenue between The Circle and Mendocino Avenue create unsafe conditions for pedestrians that will be improved by the implementation of a variety of traffic calming treatments recommended by the City's Transportation Division. The street is a major thoroughfare and is unusually configured, with single-lane upper and lower tiers divided by a steep median that includes concrete curbs and walls of varying heights, with trees and vegetation that can block sight-lines. Paths from the City's [paths network](#) cross this segment of Arlington mid-block, and the street curves, rises, and dips along contours of the hill, creating additional visibility challenges at crosswalks.

Transportation Division staff have completed a traffic calming study (Attachment A) and prescribed a suite of improvements to support safe crossings for pedestrians (Attachment B and C). To complete these important safety upgrades and support the City's Pedestrian and Vision Zero plans, staff has requested an allocation of \$35,000.

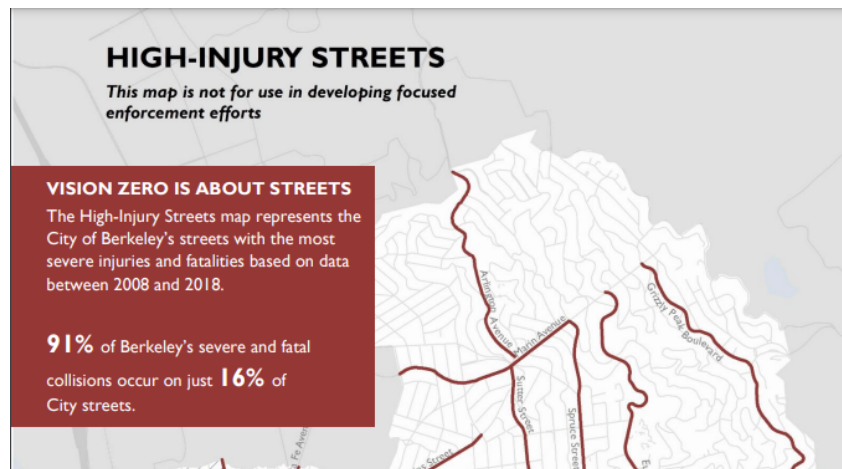
BACKGROUND

The Arlington is a main thoroughfare originating from The Circle in North Berkeley and stretching for six miles through Kensington, El Cerrito, and Richmond. The segment of Arlington Avenue between The Circle and Mendocino Avenue carries a high volume of traffic, both local and regional. It bisects an area with many families and young children as well as older residents. Over several decades, [Berkeley's network of paths](#) has been significantly improved, and more and more residents, as well as many visitors to Berkeley, use the paths to get to and from work and transit, or for recreation.

Over the years, the Public Works Department and District 5 office have received reports of dangerous conditions from community members living on and around The Arlington. A lack of visibility at pedestrian crossings paired with vehicles regularly driving faster than the speed limit has created an unsafe environment. A formal request for a traffic calming study was submitted by community members in April of 2022.

The Transportation Division recently completed the study and concluded that the average speed of vehicles traveling both north and southbound on this stretch exceed the minimum criteria set by the traffic calming program, indicating that traffic calming is warranted in the area (see Attachment A). Transportation Division staff have recommended a variety of immediate safety upgrades including improved signage, repainted crosswalks and other road markings, and reflectors (see Attachment B and C). Electronic speed feedback signs are being considered for installation, but would take longer to implement than the immediate safety upgrades recommended by Transportation staff. A companion budget referral is being submitted to obtain funds for the speed feedback signs.

Berkeley's [Vision Zero Action Plan](#) designates Arlington Avenue as a "High-Injury Street," based on data about severe injuries and fatalities.



The Vision Zero Plan includes important goals that are supported by the improvements to Arlington Avenue recommended by Transportation staff including:

- Safety is our highest priority. Human life is more important than speed, convenience, or property. We will evaluate trade-offs and make both proactive and reactive engineering decisions about street design based on this value.
- Traffic deaths and severe injuries are preventable and unacceptable. Using holistic, data-driven, systems-level approach to street design, we will treat fatal and severe collisions as preventable and unacceptable incidents that can and must be addressed.
- People make mistakes. We will design our streets so that mistakes do not result in death or severe injury.
- Slower streets are safer streets. We will design, construct, and operate our streets for slower speeds with the goal of eliminating all fatal and severe collisions, and protecting our most vulnerable street users.
- We will create safer transportation options for people who walk, bike, and take transit. Creating safer and more comfortable transportation options for people to walk, bike, and take transit can make these modes more attractive and reduce the number of car trips in Berkeley. Fewer car trips can mean fewer severe and fatal collisions.

[Berkeley's Pedestrian Plan](#) envisions Berkeley as a model walkable city where traveling on foot or with an assistive device is safe, comfortable, and convenient for people of all races, ethnicities, incomes, ages and abilities. The Plan's goals provide direction for achieving the vision. These goals are:

- Increase safety and comfort for people walking
- Increase equity and transportation choices for all
- Improve public health and environmental sustainability

The pedestrian safety improvements recommended by the Transportation Division support the vision and goals of these City plans.

OUTCOMES AND EVALUATIONS

Implementation of prescribed traffic calming measures will reduce the speed of traffic, enhance the visibility of crosswalks, and increase overall pedestrian safety on the Arlington.

ENVIRONMENTAL SUSTAINABILITY

Pedestrian safety is paramount to encouraging community members to walk to their destinations, which reduces GHG emissions and supports health.

CONTACT PERSON

Sophie Hahn - Council District 5 - 510-981-7150

ATTACHMENTS:

- A - Berkeley Traffic Calming Study Arlington
- B - Traffic Calming Estimate Arlington
- C - Arlington Signage and Striping Improvements



Transportation Division

September 29, 2022

Subject: Neighborhood Request for Physical Traffic Calming Measures

Dear Arlington Avenue Residents,

This correspondence has been prepared in response to the neighborhood request for a traffic calming study and evaluation for physical traffic calming measures on Arlington Avenue between The Circle and Mendocino Avenue in accordance with City Council Resolution No. 64-732-N.S.

Traffic Calming Criteria:

We considered the following criteria to determine the feasibility of installation of traffic calming devices:

Minimum Criteria to Qualify for Traffic Calming	
SHALL meet the following two conditions:	AND at least <u>one</u> of these conditions:
<p>1) Any residential street area; AND</p> <p>2) 50% + 1 of households within the petition area defined by City staff support the proposal.</p>	<ul style="list-style-type: none"> - Where the 85th percentile speed profile is greater than 5 mph over the speed limit; OR - Proximity to school or park (within two blocks), or senior center (within one block) combined with 85th percentile speed profile greater than 3 mph over the speed limit; OR - Mitigate a documented collision pattern (bike, pedestrian, motor vehicle); OR - Where there is a documented problem of a significant or inappropriate number of “through” motor vehicles on the street or in the neighborhood, per ITE volume guidelines for neighborhood streets (2500 vpd average)

Reported Concerns:

The residents of Arlington Avenue between The Circle and Mendocino Avenue have the following concerns:

- Speeding
- Pedestrian Safety
- Bicycle Safety

Existing Conditions:

- According to the City of Berkeley General Plan, Arlington Avenue within the study area is classified:
 - A north-south collector roadway,
 - A secondary transit route.
- Curbside parking is available on both sides of the street (starting from the first crosswalk which is located 140' north of The Circle);
- There are four ladder crosswalks between Mendocino Avenue and The Circle;
- There is a landscaped middle island along Arlington Avenue between Mendocino Avenue and The Circle;
- Indian Rock Park is 300' away from Arlington Avenue;
- Arlington Avenue contains white traffic edge lines in both directions (NB/SB) that outline and separate the travel lane from the shoulder. The traffic edge lines narrows the travel lane, which is used as a traffic calming measure on this stretch;
- Arlington Avenue contains yellow traffic edge lines in both directions (NB/SB) that outline and separate the existing landscaped middle island from the travel lane;
- There are three W11-2 (crosswalk signs) on Arlington Avenue (NB) within the study area. There are two W11-2 (crosswalk signs) on Arlington Avenue (SB) within the study area;
- There are four AC Transit bus stops within the study area:
 - Two bus stops (NB/SB) located at the intersection of Arlington Avenue and Indian Rock Path.
 - Two bus stops (NB/SB) located at the intersection of Arlington Avenue and Mendocino Avenue.
- To the south of the study area, Arlington Avenue (NB/SB) intersects with The Circle. The following traffic control devices have been installed at the intersection:
 - STOP sign and STOP pavement (right side of the median) on Arlington Avenue (SB) and The Circle;
 - YIELD sign and YIELD pavement (left side of the median) on Arlington Avenue (SB) and The Circle;
 - Triple - 4 crosswalks at the intersection of Arlington Avenue and The Circle;
 - 50' red curb on Arlington Avenue (NB) before Indian Rock Avenue;

- There is a southbound travel lane on Arlington Avenue (right side of the median) for vehicles exiting Indian Rock Avenue (SB);
- Two 50' double yellow centerlines are provided along Arlington Avenue (NB) before Indian Rock Avenue (north of The Circle).
- To the north of the study area, Arlington Avenue forms a three-way intersection with Mendocino Avenue. The following traffic control devices have been installed at the intersection:
 - Ladder crosswalk on Arlington Avenue (left and right side of the median) at the intersection of Mendocino Avenue;
 - Standard crosswalk on Mendocino Avenue at the intersection of Arlington Avenue;
 - W11-2 crosswalk sign at the median (on Arlington Avenue);
 - Red curb markings for pedestrian visibility on Arlington Avenue (south/north of Mendocino Avenue);
 - Landscaped middle island along Arlington Avenue (north/south of Mendocino Avenue);
 - A 30' buffer area across from the red curb marking (south of Mendocino Avenue).
- The speed limit is 25 mph within the study area.

Data Collection Summary:

- Vehicular volume and speed data were collected for a duration of one week from Monday, April 11, 2022 through Sunday, April 17, 2022. Following is a summary of vehicular volume and speed data:

Location	Direction	Average Daily Traffic (vehicles)	85 th ile Speed* (mph)
Arlington Avenue between The Circle and Mendocino Avenue	North	4300	33
	South	4558	29

*The 85th percentile is the speed that 85% of the traffic is traveling at or below. It is a very common tool for monitoring and comparing traffic operations, and for setting speed limits.

- The midblock and intersection reported collision records over the 5-year period (collision data available from July 1, 2016 to June 30, 2021) show that seven (7) collisions were recorded in the study area. Following is the summary of reported collisions:

Location	Total # of Collisions	Vehicle Involved with	Primary Collision Factor
Arlington Ave/The Circle	1	Other motor vehicle	Improper Passing
Arlington Ave/Mendocino Ave	3	Fixed Object Fixed Object Other motor vehicle	Unsafe Speed Driving Under Influence Unsafe Starting/Backing
Arlington Ave Between Mendocino Ave and The Circle	3	Parked motor vehicle Other motor vehicle Fixed Object	Driving Under Influence Unsafe Speed Wrong Side of Road

Summary of Evaluations:

- Speeding – The speed limit within the study area is 25 mph. The 85th percentile speed data collected in the field (31 mph) exceeds the minimum criteria set by the traffic calming program, indicating that traffic calming is warranted in the study area.
- Pedestrian and bicyclist safety – The reported collision records over the 5-year period shows zero (0) collision involving a pedestrian. The reported collision records over the 5-year period shows zero (0) collision involving a bicycle. The collision criterion is not met for the study area.

Conclusion:

Arlington Avenue between The Circle and Mendocino Avenue qualifies for physical traffic calming measures based on the speed criteria established in City Council Resolution No. 64-732-N.S. Staff has determined the following traffic calming option to consider:

- Install radar speed feedback signs in each direction on Arlington Avenue.

The next step is to hold a virtual neighborhood meeting to present the results of this study and select the most suitable option for the neighborhood. You will be hearing from me within the next few months with proposed dates/times for the meeting. Please take into consideration that I'm currently working on a large queue of traffic calming virtual neighborhood meetings before I get to the one on Arlington Avenue. Once a time is agreed upon, all affected residents will be invited by mail. The traffic calming option that is selected during the meeting will then be included in the Traffic Calming Capital Improvement Projects list during the annual budget process.

We appreciate your time and interest in this matter.

Sincerely,

J. Guillermo Jaramillo
Assistant Transportation Engineer
City of Berkeley, Transportation Division
1947 Center Street, 4th Floor
Berkeley, CA 94704

Fremont Office
 43650 Osgood Road
 Fremont, CA. 94539
 Phone: (510) 656-2840
 Fax: (510) 656-2397



CL No. 374600
 DIR No. 100000306
 A General Engineering
 C-13 Fence, Wire, Wood
 C-32 Highway Improvement
 Union Contractor / No Minority Status
 Bond Rate 1.2%

To: City Of Berkeley	Contact: Juan Guillermo Jaramillo
Address: 2180 Milvia St # 3 Berkeley, CA 94704 ALAMEDA	Phone: (510) 981-6300
	Fax:
Project Name: ROADWAY THERMOPLASTIC MARKINGS 2022-2024 EW-4	Bid Number: 56885-4
Project Location: Alameda Co, Berkeley	Bid Date: 1/30/2023

Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
01	No Passing Zone (Detail 22)	120.00	LF	\$2.13	\$255.60
02	Left Edge Line (Detail 25A)	2,360.00	LF	\$0.97	\$2,289.20
03	Right Edge Line (Detail 27B)	2,400.00	LF	\$0.86	\$2,064.00
04	Yield Line (24" X 36")	90.00	LF	\$10.97	\$987.30
05	Reflective Pavement Markers	246.00	EACH	\$5.87	\$1,444.02
06	Curb Painting (White/Blue/Green/Gray/Red)	400.00	LF	\$2.55	\$1,020.00
07	Crosswalk Ladder (Basic 12" Stripes)	1,120.00	LF	\$5.49	\$6,148.80
08	Crosswalk Triple Four	182.00	LF	\$12.77	\$2,324.14
09	Stripe 8" Hashing (White/Yellow)	165.00	LF	\$3.66	\$603.90
10	Type I 10`	2.00	EACH	\$76.58	\$153.16
11	Type VII	1.00	EACH	\$144.73	\$144.73
12	STOP/ONLY	1.00	EACH	\$178.68	\$178.68
13	Furnish And Install Signs W/Core (Typically 24"x30" Or 30"x30")	6.00	EACH	\$440.32	\$2,641.92
14	Furnish & Install W11-1 And W16- 1p Signs W/Core	17.00	EACH	\$529.66	\$9,004.22
15	Posting Of No Parking Signs	4.00	HR	\$197.82	\$791.28
16	Posting Door Notices	4.00	HR	\$223.35	\$893.40

Total Bid Price: \$30,944.35

Notes:

-
- NO RETENTION TO BE TAKEN ON CONTRACTS LESS THAN \$5,000.00
- **1 Move- In(s) included. Additional Move- Ins \$3,500.00**
- Chrisp Company reserves the right to withdraw proposal if written acceptance is not received within 30 days of bid date
- Clean, clear and unobstructed access required for Chrisp Co. work
- Final PAY QTYS presented by owner MUST be agreed by Chrisp Co.
- After receiving contract 10 working days written notice required prior to scheduling of work
- EXCLUDE: Special Insurance Requirements,(i.e. Railroad Insurance,_____)
- This quotation excludes Primary Liability Insurance greater than \$2,000,000.
- This quotation excludes all work associated with the project SWPP and WPCP.
- ALL Bid items shall NOT be adjusted or removed without written / or verbal permission.
- Retainage percentage on monthly progress payments to be no greater than the percentage retained by the Owner on its payment to the Contractor. If Owner reduces the retainage percentages on payments to the Contractor, the Contractor shall likewise reduce the retainage percentage on payment to Chrisp Company. Full retention to be released no later than thirty, (30) Days after completion of Chrisp Companies work. Excessive or delinquent retainage will be subject to the highest interest rate allowed by law.
- Chrisp Company shall be reimbursed the full amount for bonds upon submission to General Contractor. Retention shall not be held from bond reimbursement.
- THIS QUOTATION IS BASED ON A STANDARD MONDAY THROUGH FRIDAY WORK WEEK. ADDITIONAL COSTS WILL OCCUR FOR WORK PERFORMED ON WEEKENDS
- CHRISP COMPANY WILL USE EXISTING EMPLOYEE POOL TO PERFORM ALL WORK ON THIS PROJECT. IF THERE ARE ANY HIRING GOALS FOR THIS PROJECT THIS WILL BE EXCLUDED
- EXCLUDE: ALL Safety Training, Badging, Drug Testing and Orientation (To be paid at time and material Cal-Trans
- EXCLUDE: REMOVAL OF USA MARKINGS

Fremont Office
 43650 Osgood Road
 Fremont, CA. 94539
 Phone: (510) 656-2840
 Fax: (510) 656-2397



CL No. 374600
 DIR No. 100000306
 A General Engineering
 C-13 Fence, Wire, Wood
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 Union Contractor / No Minority Status
 Bond Rate 1.2%

To: City Of Berkeley	Contact: Juan Guillermo Jaramillo
Address: 2180 Milvia St # 3 Berkeley, CA 94704 ALAMEDA	Phone: (510) 981-6300
	Fax:
Project Name: ROADWAY THERMOPLASTIC MARKINGS 2022-2024 EW-4	Bid Number: 56885-4
Project Location: Alameda Co, Berkeley	Bid Date: 1/30/2023

<p>ACCEPTED: The above prices, specifications and conditions are satisfactory and are hereby accepted.</p> <p>Buyer: _____</p> <p>Signature: _____</p> <p>Date of Acceptance: _____</p>	<p>CONFIRMED: Chrisp Company</p> <p>Authorized Signature: _____</p> <p>Estimator: Carlos Recinos 510-754-7846 crecinos@chriscopco.com</p>
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13

12

16

10

ARLINGTON

18

THE CIRCLE

MENDOCINO

11

14

9

15

6

17

7

19

3

1

4

2

8

5

Arlington Ave

San Mateo Rd

Indian Rock Path

Arlington Ave

Arlington Ave

Solano Ave

Los Angeles Ave

Marin Ave

Shaftuck Ave

Indian Rock Park
Rock climbing areas & panoramic views

Christina Michas
Landscape Design

The Fountain
at The Circle

N

- REFRESH ENTIRE CROSSWALK.
- REFRESH MIDDLE YELLOW ISLAND.
- REFRESH WHITE NOSE.

THE CIRCLE

ARLINGTON

LOCATION: THE CIRCLE AND ARLINGTON

N

1



- REFRESH DOUBLE YELLOW LINES.
- REFRESH WHITE EDGE LINE.
- REFRESH WHITE ARROWS (3).

INDIAN ROCK



ARLINGTON

LOCATION: ARLINGTON AND INDIAN ROCK

2



- **REFRESH CROSSWALK.**
- **INSTALL W11-2 AT CROSSWALK**
- **INSTALL R1-5 (AS SHOWN).**
- **INSTALL YIELD LINES (AS SHOWN)**
- **INSTALL REFLECTIVE PAVEMENT MARKERS OUTSIDE OF THE CROSSWALK (2 MARKERS AT THE EDGE OF EACH BAR).**



LOCATION: ARLINGTON AND INDIAN ROCK

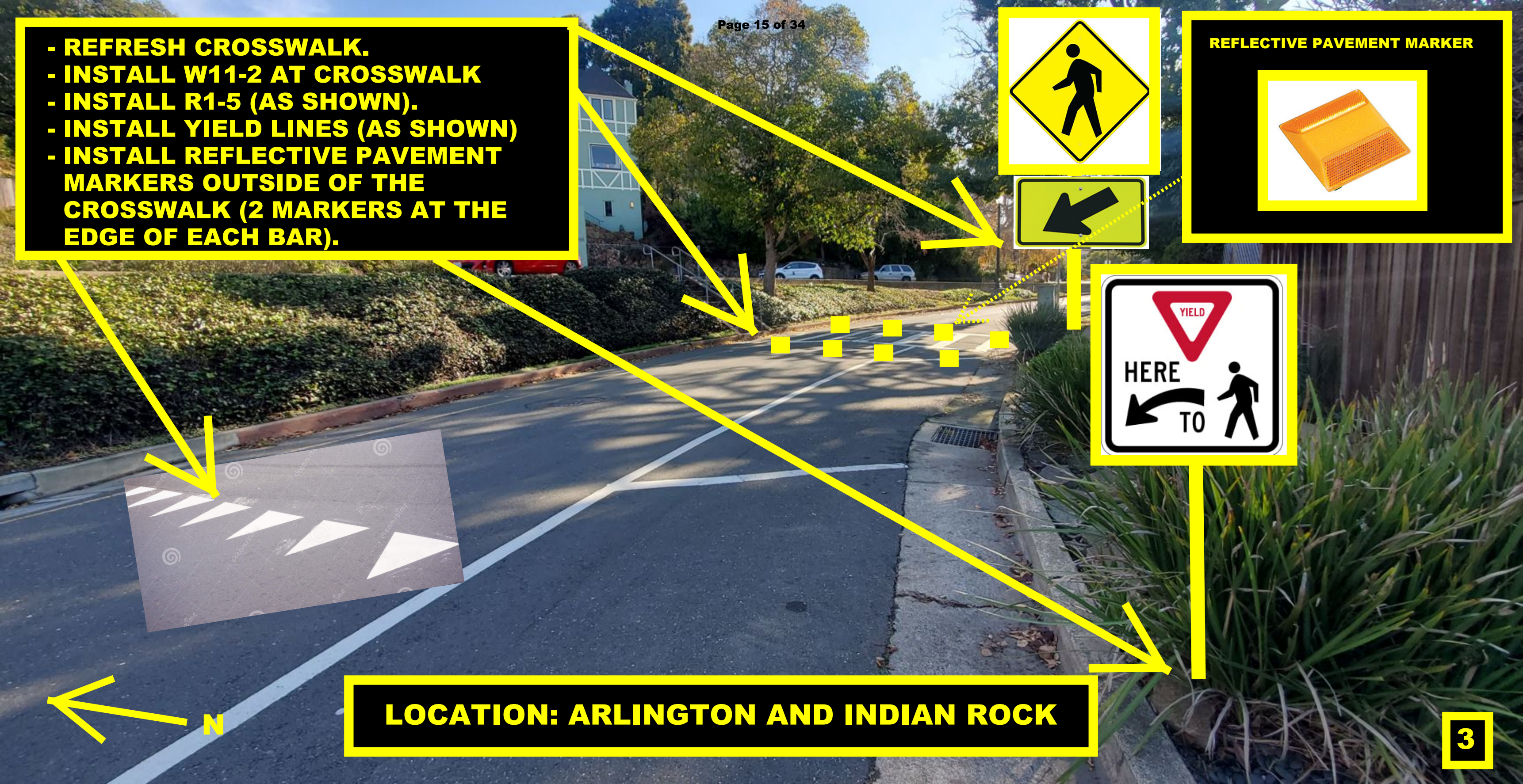
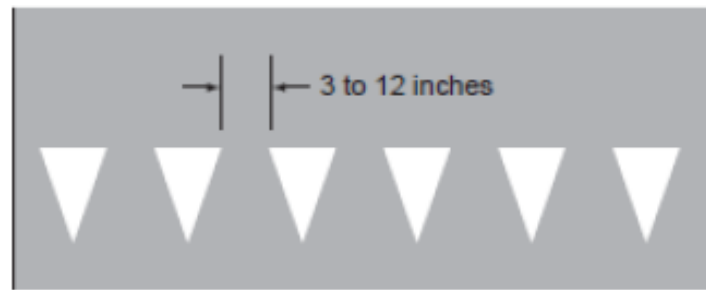
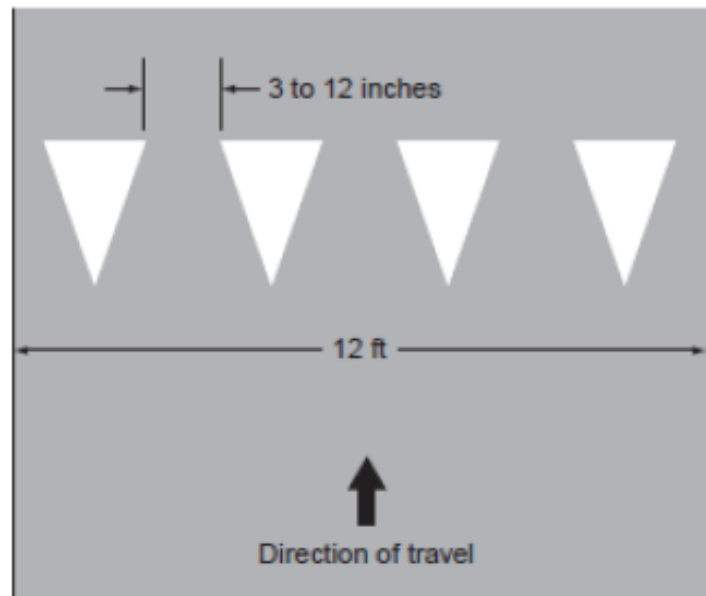
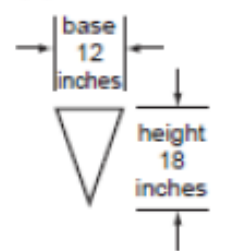


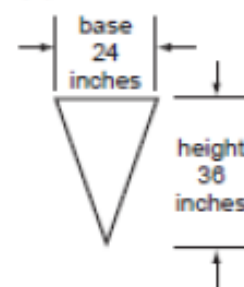
Figure 3B-16. Recommended Yield Line Layouts



(a) Minimum Dimensions



(b) Maximum Dimensions

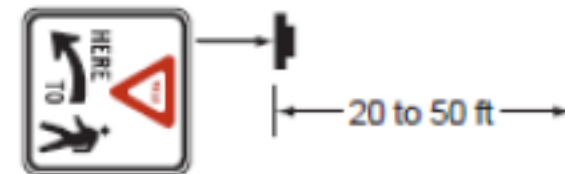


Notes:
Triangle height is equal to 1.5 times the base dimension.

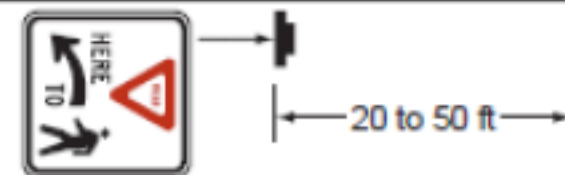
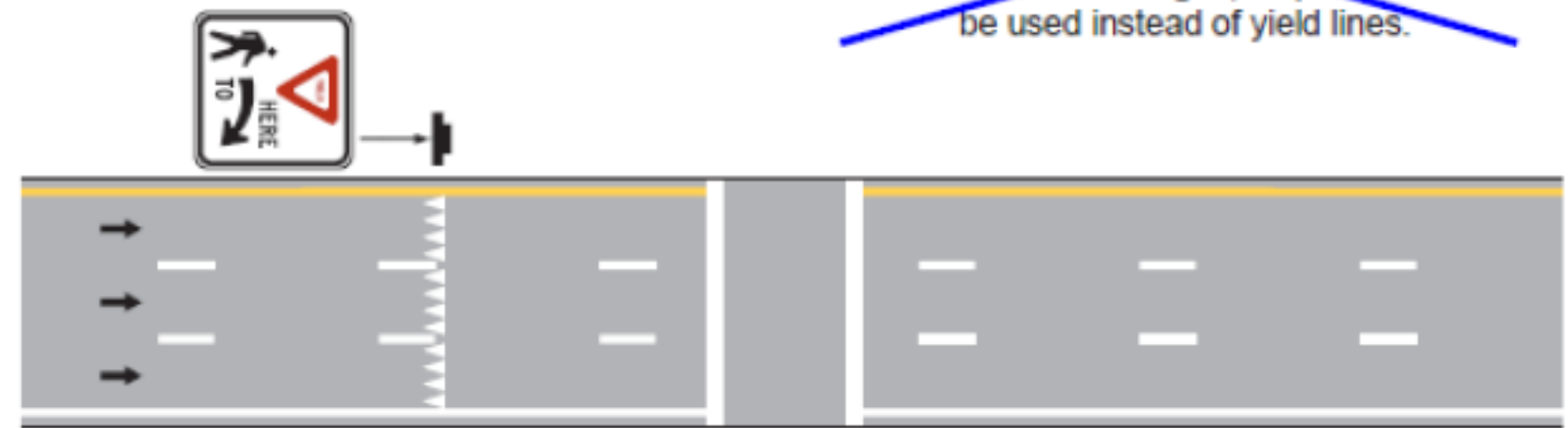
Yield lines may be smaller than suggested when installed on much narrower, slow-speed facilities such as shared-use paths.

Figure 3B-17. Examples of Yield Lines at Unsignalized Midblock Crosswalks

A - Two-way roadway



B - One-way roadway



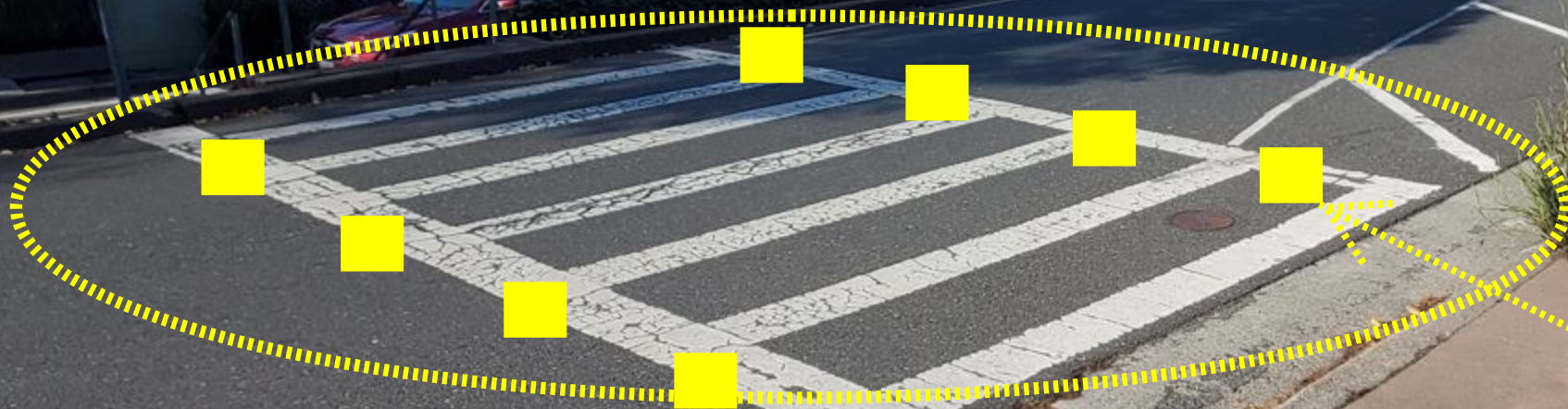
~~Note: If Stop Here for Pedestrians signs are used instead of Yield Here to Pedestrians signs, stop lines shall be used instead of yield lines.~~

Legend
→ Direction of travel

- REFRESH CROSSWALK.
- INSTALL W11-2 AT THE EDGE OF CROSSWALK (AS SHOWN).
- INSTALL REFLECTIVE PAVEMENT MARKERS OUTSIDE OF THE CROSSWALK (2 MARKERS AT THE EDGE OF EACH BAR).



ARLINGTON



N

REFLECTIVE PAVEMENT MARKER



INDIAN ROCK

LOCATION: ARLINGTON AND INDIAN ROCK

- REFRESH CROSSWALK.
- REFRESH STOP BAR AND STOP LEGEND.

INDIAN ROCK

ARLINGTON



LOCATION: ARLINGTON AND INDIAN ROCK

- REFRESH CROSSWALK.
- INSTALL W11-2 AT CROSSWALK
- INSTALL R1-5 (AS SHOWN).
- INSTALL YIELD LINES (AS SHOWN).
- INSTALL 20' OF RED CURB.
- INSTALL REFLECTIVE PAVEMENT MARKERS OUTSIDE OF THE CROSSWALK (2 MARKERS AT THE EDGE OF EACH BAR).



ARLINGTON

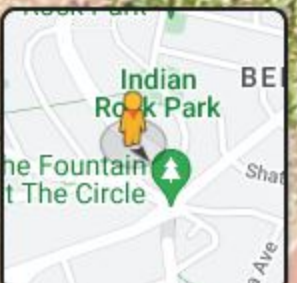
LOCATION: ARLINGTON (260' FROM INDIAN ROCK)



- REFRESH CROSSWALK.
- INSTALL W11-2 AT CROSSWALK
- INSTALL R1-5 (AS SHOWN).
- INSTALL YIELD LINES (AS SHOWN).
- INSTALL REFLECTIVE PAVEMENT MARKERS OUTSIDE OF THE CROSSWALK (2 MARKERS AT THE EDGE OF EACH BAR).



LOCATION: ARLINGTON (280' FROM INDIAN ROCK)



**- INSTALL W11-2 AND W16-9P
- REFRESH RED CURB**

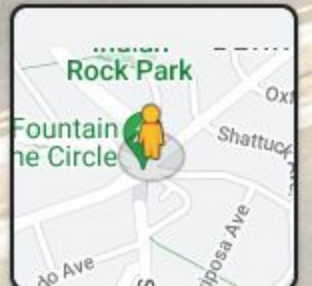
INDIAN ROCK



LOCATION: ARLINGTON AND INDIAN ROCK

ARLINGTON

8

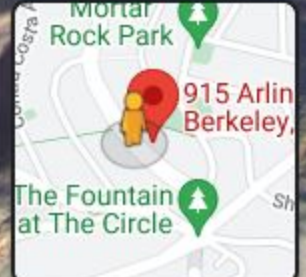


- REFRESH CROSSWALK / RED CURB.
- INSTALL W11-2 AT CROSSWALK.
- INSTALL R1-5 (AS SHOWN).
- INSTALL YIELD LINES (AS SHOWN).
- INSTALL REFLECTIVE PAVEMENT MARKERS OUTSIDE OF THE CROSSWALK (2 MARKERS AT THE EDGE OF EACH BAR).



ARLINGTON

LOCATION: 899 ARLINGTON



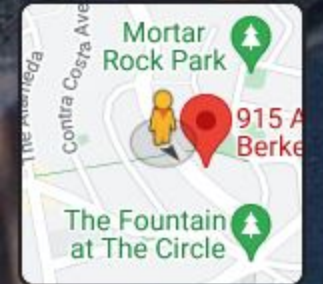
- REFRESH CROSSWALK / RED CURB.
- INSTALL W11-2 AT CROSSWALK.
- INSTALL R1-5 (AS SHOWN).
- INSTALL YIELD LINES (AS SHOWN).
- INSTALL REFLECTIVE PAVEMENT MARKERS OUTSIDE OF THE CROSSWALK (2 MARKERS AT THE EDGE OF EACH BAR).



ARLINGTON

LOCATION: 900 ARLINGTON

10

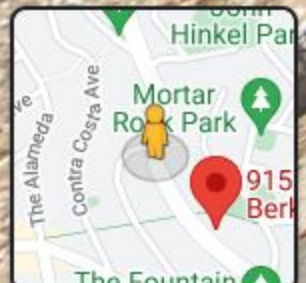


- REFRESH CROSSWALK / RED CURB.
- INSTALL W11-2 AT CROSSWALK.
- INSTALL R1-5 (AS SHOWN).
- INSTALL YIELD LINES (AS SHOWN).
- INSTALL REFLECTIVE PAVEMENT MARKERS OUTSIDE OF THE CROSSWALK (2 MARKERS AT THE EDGE OF EACH BAR).

LOCATION: 863 ARLINGTON



ARLINGTON

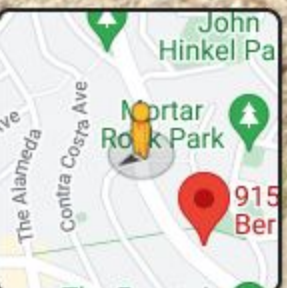


- REFRESH CROSSWALK / RED CURB.
- INSTALL W11-2 AT CROSSWALK.
- INSTALL R1-5 (AS SHOWN).
- INSTALL YIELD LINES (AS SHOWN).
- INSTALL REFLECTIVE PAVEMENT MARKERS OUTSIDE OF THE CROSSWALK (2 MARKERS AT THE EDGE OF EACH BAR).



ARLINGTON

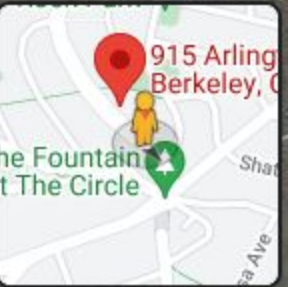
LOCATION: 852 ARLINGTON



- REFRESH WHITE EDGE LINE ALONG ARLINGTON AVE BETWEEN THE CIRCLE AND MENDOCINO AVE (SB/NB).
- REFRESH YELLOW EDGE LINE ALONG ARLINGTON AVE BETWEEN THE CIRCLE AND MENDOCINO AVE (SB/NB).
- REFRESH ALL BUFFER AREAS ALONG ARLINGTON AVE BETWEEN THE CIRCLE AND MENDOCINO AVE (SB/NB).
- REFRESH ALL RED CURBS ON ARLINGTON BETWEEN THE CIRCLE AND MENDOCINO AVE (SB/NB)



LOCATION: ARLINGTON (BETWEEN THE CIRCLE AND MENDOCINO)



- INSTALL W11-2 AND W16-9P

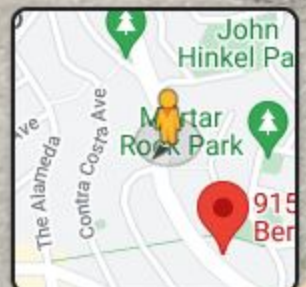
MENDOCINO



AHEAD

LOCATION: ARLINGTON AND MENDOCINO

ARLINGTON

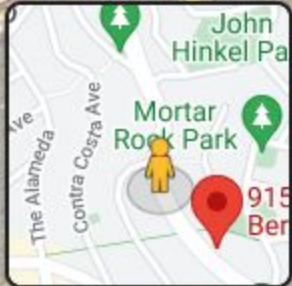


- INSTALL W11-2 AND W16-9P



ARLINGTON

LOCATION: 875 ARLINGTON

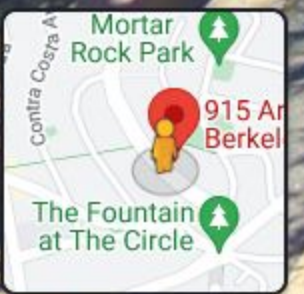


- INSTALL W11-2 AND W16-9P



ARLINGTON

LOCATION: 915 ARLINGTON



- INSTALL W11-2 AND W16-9P

ARLINGTON

LOCATION: 886 ARLINGTON



AHEAD



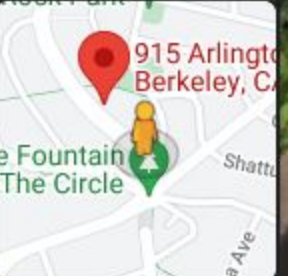
Mortar Rock Park
915 A Berke
The Fountain at The Circle

- INSTALL W11-2 AND W16-9P



ARLINGTON

LOCATION: 973 ARLINGTON



- INSTALL W11-2 AND W16-9P



AHEAD

ARLINGTON

LOCATION: 928 ARLINGTON

18



- INSTALL W11-2 AND W16-9P



ARLINGTON

LOCATION: 962 ARLINGTON



REFLECTIVE PAVEMENT MARKERS TO BE INSTALLED AT EACH BAR OUTSIDE OF THE CROSSWALK. 2 MARKERS PER BAR. (AS SHOWN). TO BE APPLIED TO ALL CROSSWALKS ALONG ARLINGTON BETWEEN THE CIRCLE AND MENDOCINO AVE



REFLECTIVE PAVEMENT MARKER



852 Arlington Ave
Berkeley, California
Google
Street View - Jun 2022

Mortar Rock Park
915 Arlington
Berkeley, CA
The Fountain
The Circle
Shattuck

Navigation controls: compass, zoom in (+), zoom out (-)