

# **OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT**

**PRESENTATION TO COMMISSION ON DISABILITY**

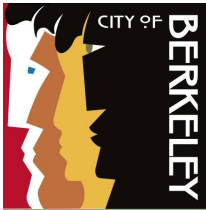
**SEPTEMBER 13, 2023**

Presented by:

**Ken Jung**

Project Manager

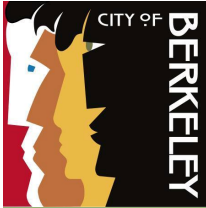
City of Berkeley Public Works Department – Transportation Division



# OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

## PROJECT SUMMARY: SCOPE



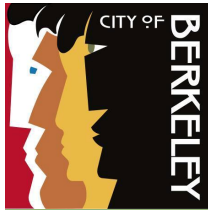


# OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

## **SUMMARY OF DESIGN CONSIDERATIONS**

### Pathway Design Standards

- Caltrans Highway Design Manual (HDM)
- California Manual on Uniform Traffic Control Devices (MUTCD)
- California Building Code (CBC)
- Public Right of Way Accessibility Guidelines (PROWAG)
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
- Caltrans Design Information Bulletin 89-02
- California Fire Code



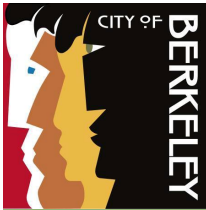
## OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

# SUMMARY OF DESIGN CONSIDERATIONS

Some pertinent pathway issues:

- Pathway currently operates as a shared use path and will continue to operate as such
- Current pathway widths range from 8' (at Cedar Rose Park) to 11' (Rose to Hopkins)
- Bicycle Plan recommends widening to 12' where feasible
- Project will widen pathway to 12' (14' from Virginia to Cedar). Width of pathway through Cedar Rose Park will remain 8'.



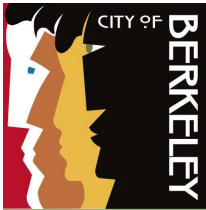


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# SUMMARY OF DESIGN CONSIDERATIONS

- Per State standards, shared use path must be at least 8' wide (10' preferred)
- Pathway grading will comply with ADA to the extent practicable
  - Grading may remain as existing where physical constraints exist: terrain or infrastructure, notable natural feature, or similar physical constraints





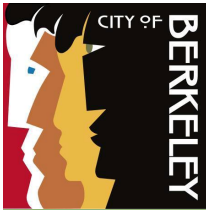
## OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

# SUMMARY OF DESIGN CONSIDERATIONS

- Separated use path requires minimum 17' width per Federal standards
- Numerous constraints restrict pathway width
  - Mature trees, preservation of park space, property boundaries, drainage structures, public art, pathway lighting, etc.



Ohlone Greenway in Albany, CA



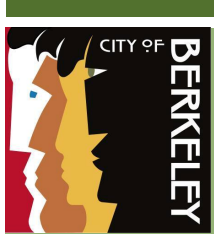
# OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

## SUMMARY OF DESIGN CONSIDERATIONS

### Shared use vs. separated use

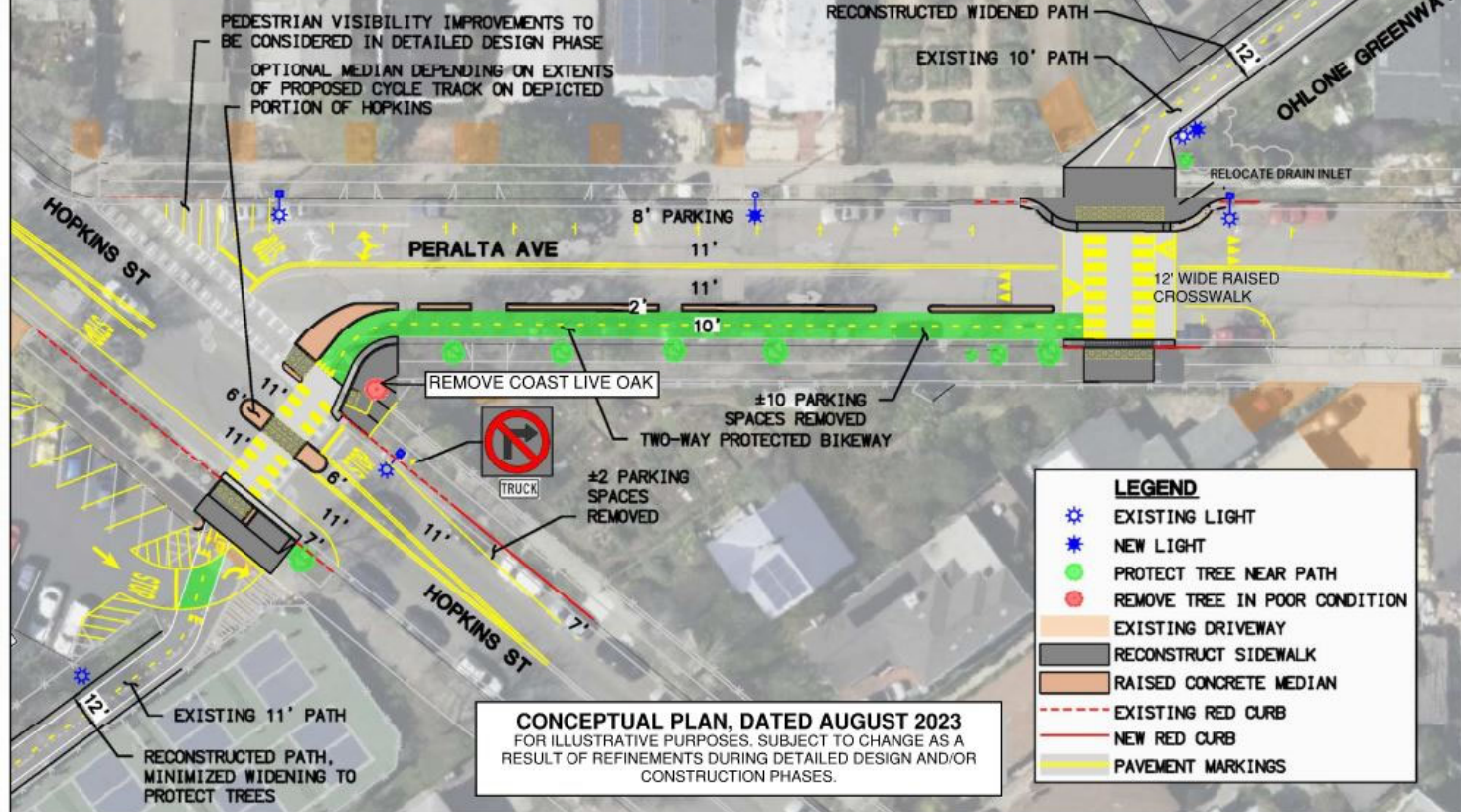
- Accessibility issues?
- Input from City Legal Department and disability consultant:
  - Design per ADA
  - City legally immune via Gov. Code Section 831.4, which provides that a public entity is not liable for an injury caused by a condition of a trail used for recreational purposes





In order to preserve the existing Coast Live Oak trees along the east and west sides of Peralta Avenue, the proposed crosswalk across Peralta Street would be located slightly north of the previous location (as presented during the public outreach events). Coast Live Oak trees are protected by City ordinance, except under certain circumstances when such tree is a potential danger to the public or property due to its condition. The Coast Live Oak tree at the northeast corner of the Peralta/Hopkins intersection would be removed due to its poor condition.

**THIS SHEET FOR REVIEW & COMMENT**  
 Please send any comments via email to [ohlonegreenway@berkeleyca.gov](mailto:ohlonegreenway@berkeleyca.gov) by Friday, August 25, 2023.



CITY OF BERKELEY  
**OH LONE GREENWAY MODERNIZATION AND SAFETY PROJECT**  
**PERALTA AVENUE AND HOPKINS STREET**  
**CONCEPT 3**

