

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

TRANSPORTATION & INFRASTRUCTURE COMMISSION MEETING

JANUARY 18, 2024

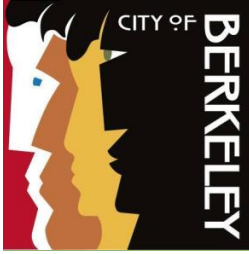
PUBLIC WORKS DEPARTMENT - TRANSPORTATION DIVISION

Presented by:

Ken Jung

Project Manager, City of Berkeley



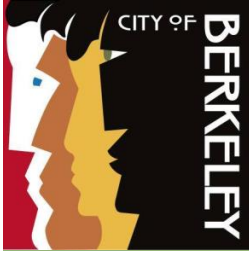


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PURPOSE OF PRESENTATION

1. Update the TIC on significant project issues
2. Address public misinformation about the project
3. Respond to any commissioner's questions








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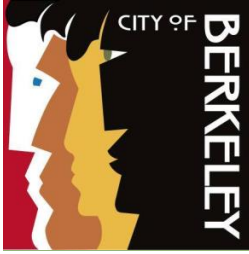
PROJECT OVERVIEW

- Operational and safety improvements along 1/2-mile long portion of Ohlone Greenway
- Project goals:
 - Upgrade as low-stress bike and pedestrian pathway
 - Better accommodate needs of all users
 - Improve safety, especially at intersections and non-daylight hours



Legend

-  Project Area
-  Excluded from Project Area
-  Park Spaces



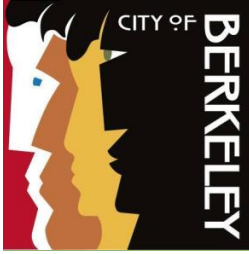
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PUBLIC OUTREACH

Previous and upcoming public outreach activities:

- Project website: <https://berkeleyca.gov/your-government/our-work/capital-projects/ohlone-greenway-safety-improvements-project>
- November 2022: Hand-delivered letters to residences on Peralta Ave. and the Hopkins-Peralta apartments.
- November 2022 - January 2023: Emails and discussions with community gardens along Peralta.
- February 2 and 4, 2023: In-person events in Cedar Rose Park.
- February 8 – March 6, 2023: Online survey. City received over 500 responses.
- February 22, 2023: Online public meeting
- August 2023: Updated concepts for Rose St., Peralta Ave., and Gilman St.
- September 13, 2023: Presentation to Commission on Disability.
- January 18, 2024: Presentation to Transportation & Infrastructure Commission.
- TBD: City Council meeting to approve final plans and award construction contract.

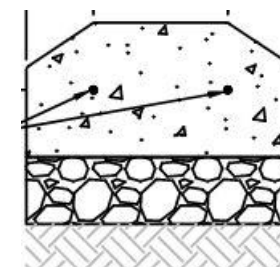




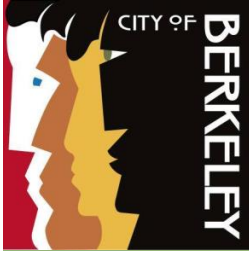
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BERKELEY FIRE DEPARTMENT

- Project has been reviewed by BFD
- Continued coordination with BFD will occur throughout design process
- Access & operation:
 - Minimum lane width of 10.5'
 - Clear space around hydrants
 - Cedar St., Rose St., and Hopkins St. are emergency access routes
 - Vehicle turn movements at intersections
 - Raised buffers between vehicle lane and bicycle cycletrack to be mountable by emergency vehicles



Proposed detail
of concrete
mountable buffer

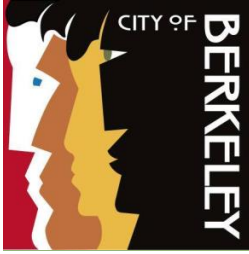


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PATHWAY GEOMETRY & OPERATION

- Operates as 2-way **shared-use** pathway
- Current widths 10-12' (8' in Cedar Rose Park)
- Proposed widths 12-14' (unchanged in Cedar Rose Park)
- Unable to design as **separated-use** pathway due to insufficient available space
 - State standards require minimum 16' width
 - Constraints include mature trees, fences, property boundaries, etc.



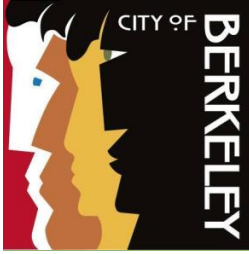


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E-BIKES AND MOTORIZED SCOOTERS

- **E-bike** use governed by State AB 1096
 - Class 1 and 2 (up to 20 mph) allowed on bikeways
 - Class 3 (up to 28 mph) prohibited on bikeways
- **Motor scooter** use governed by California Vehicle Code:
 - Limited to 15 mph
 - Allowed on bikeways

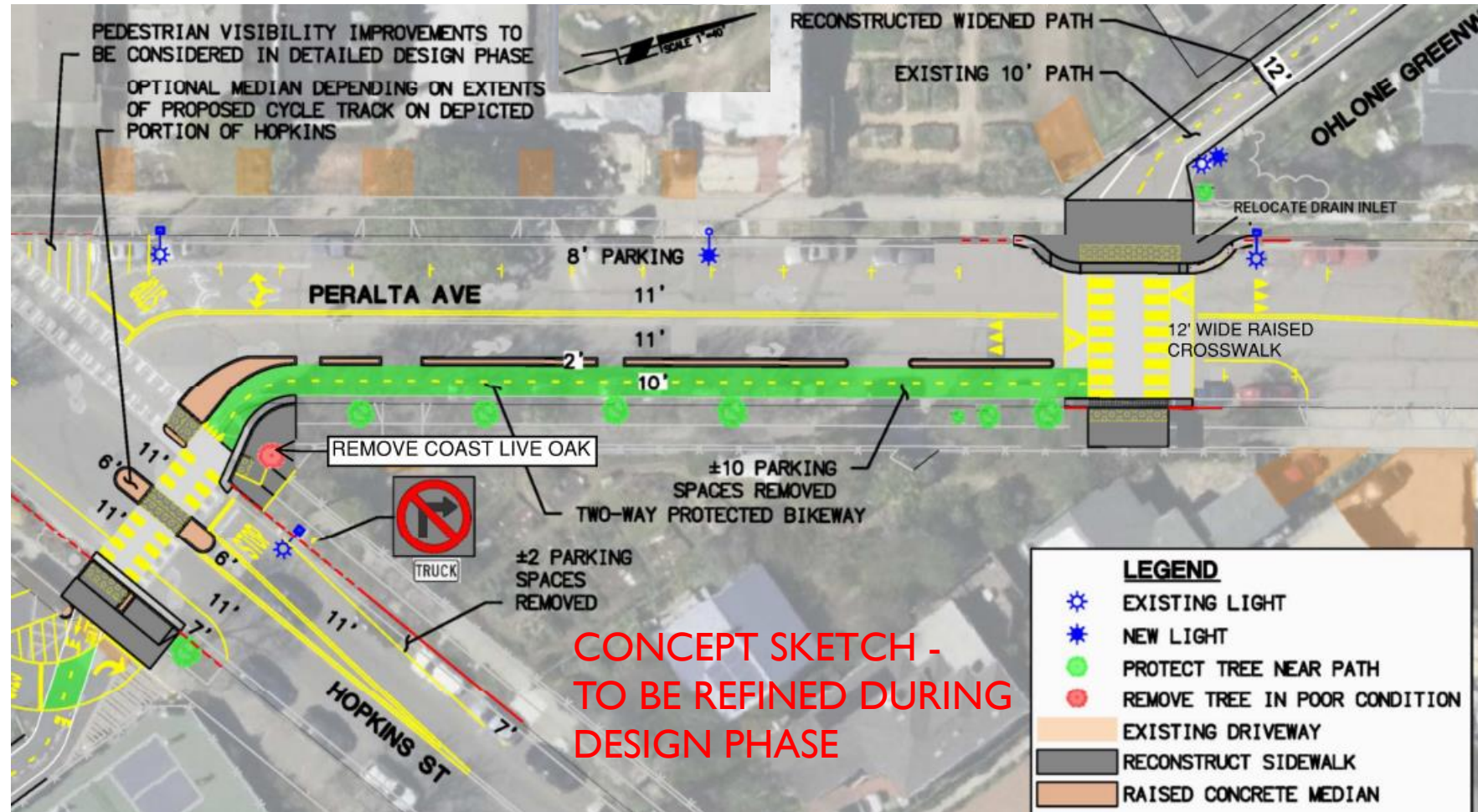


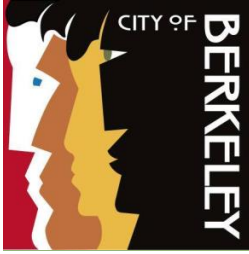


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PERALTA ST. CYCLETRACK

- Proposed 200'-long cycletrack on east side of Peralta as per Citywide Bike Plan recommendation
- Maintain parking along west side, adjacent to houses
- Remove parking along east side
- Access to driveways (including community gardens) unaffected





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QUESTIONS/COMMENTS

