



Parker-Addison Mobility + Safety Improvements Project

Public Information Session | December 1, 2022 | 5:30 pm

Agenda



- Introductions
- Project Funding
- Project Background & Goals
- Project Elements
 - *Sidewalk gap closure + new curb ramps*
 - *Traffic calming*
 - *Bicycle Boulevard treatments*
- Wrap up + Questions

Introductions



Ian Bronswick, PE
Associate Civil Engineer
City of Berkeley

Project Manager

Juan (Guillermo) Jaramillo
Assistant Traffic Engineer
City of Berkeley

Ashley Haire, PhD, PE
Alta Planning + Design



Project Funding

- Associated with the State of California Affordable Housing and Sustainable Communities (AHSC) grant-funded project: “Improvements Related to 2527 San Pablo Avenue, The Blake Apartments”.
- **\$1,420,302** in grant funding to construct sustainable transportation infrastructure (STI) and transit-related amenities (TRA) improvements.
 - **\$870,000** allocated to cover design and construction costs
 - City will fund remaining project costs using Measure BB (Bike/Pedestrian) funds.





Project Background & Goals

- Initiated as a result of the Council approved Berkeley Bike Plan (2017) and Pedestrian Plan (2020).

PRIMARY GOALS:

- Improve the safety and mobility of bicyclists and pedestrians along the corridor.
- Expand the City’s interconnected network of bikeways and connecting neighborhoods in the disadvantaged West Berkeley area to the Ohlone Greenway, North Berkeley BART station, and other desirable locations throughout Berkeley.
- Connect the community to Berkeley’s parks and open green spaces with new, low-stress bikeways.
- Close an existing sidewalk gap along Acton Street, between Parker Street and Carleton Street.

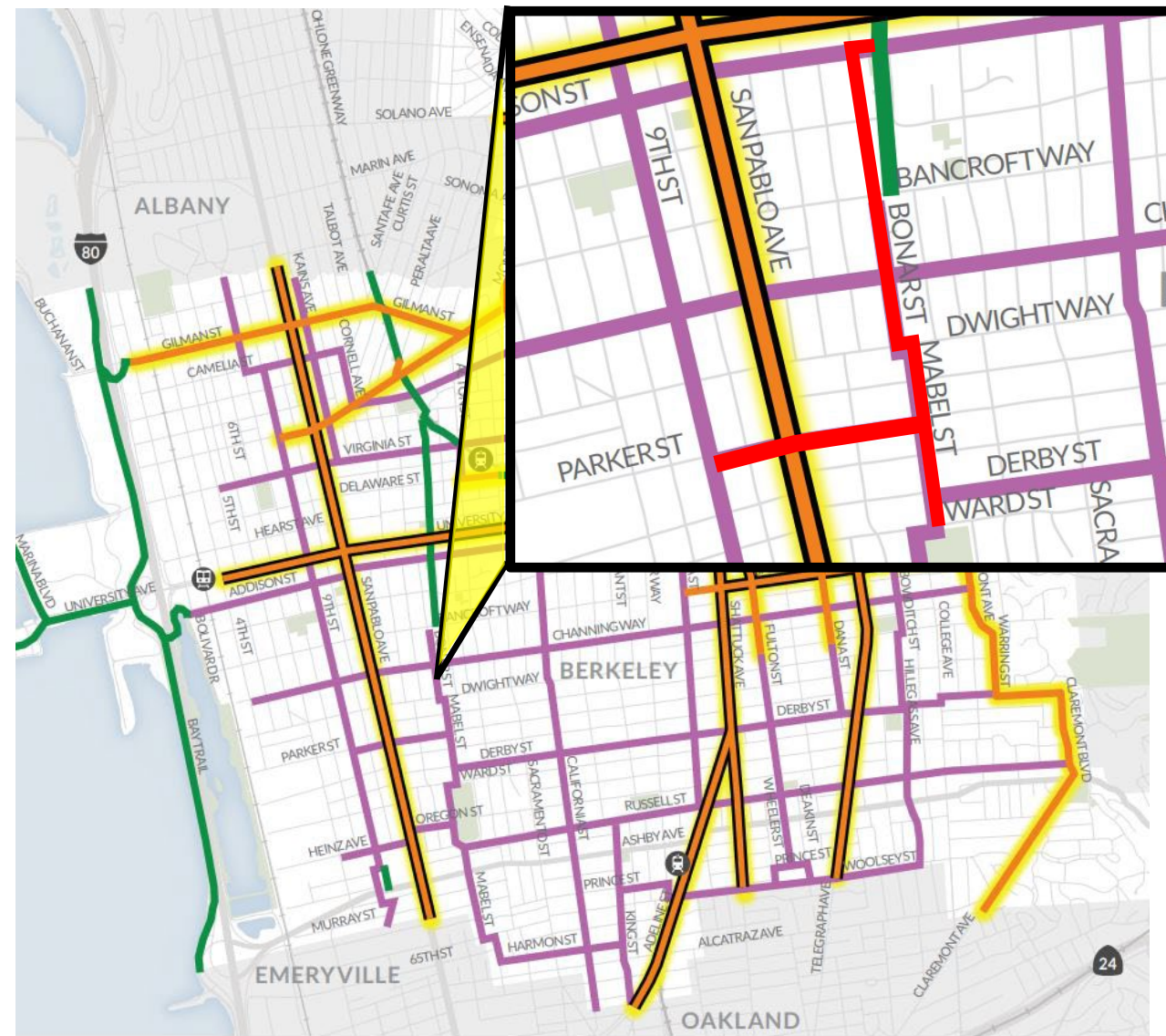
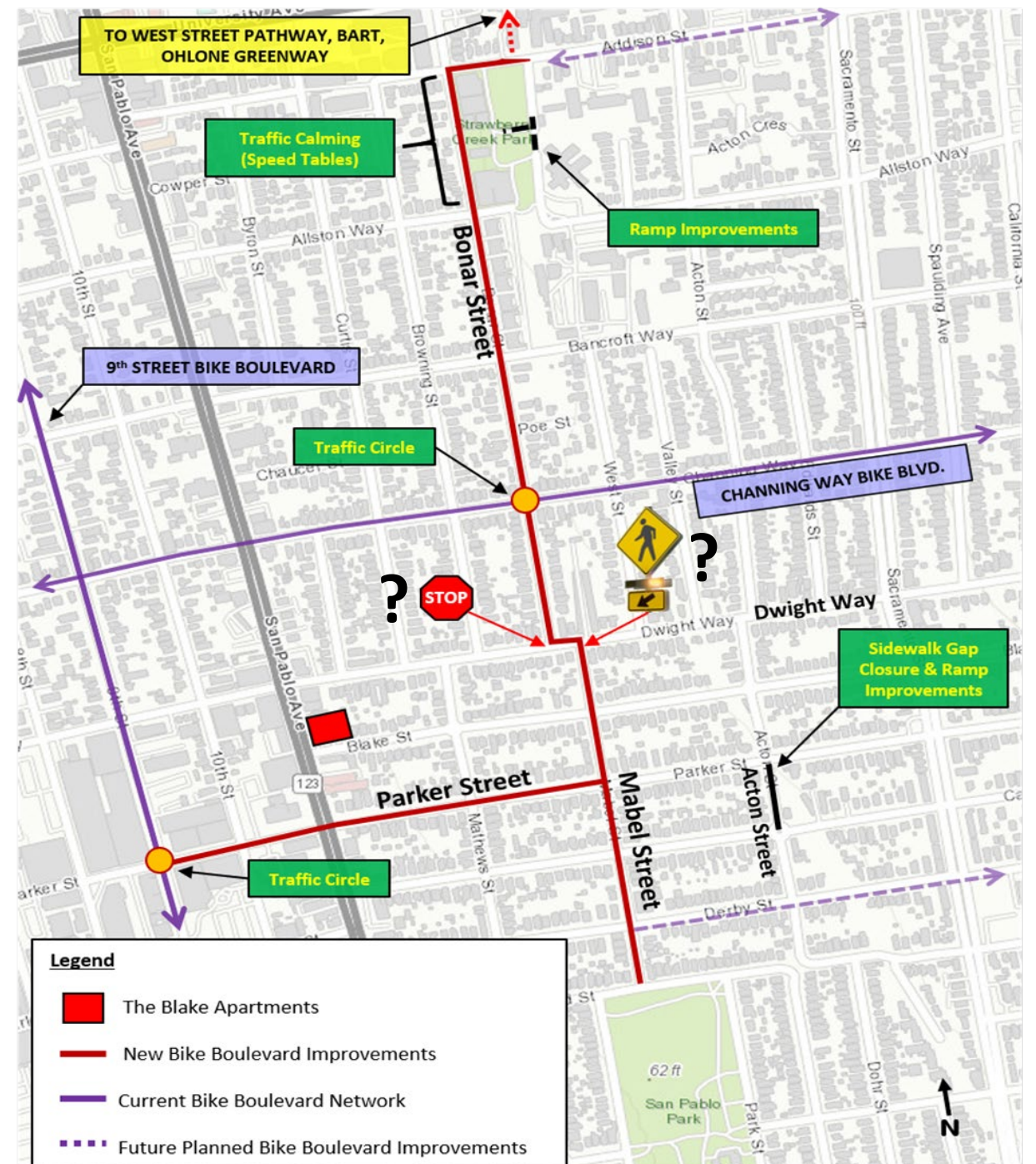


FIGURE 5-1: LOW-STRESS BIKEWAY NETWORK VISION





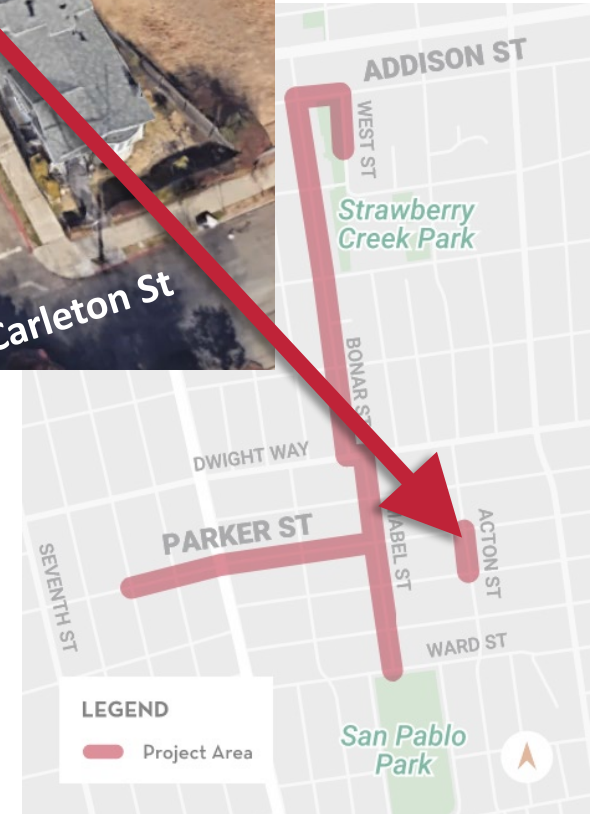
Layout of Proposed Improvements





Project Elements

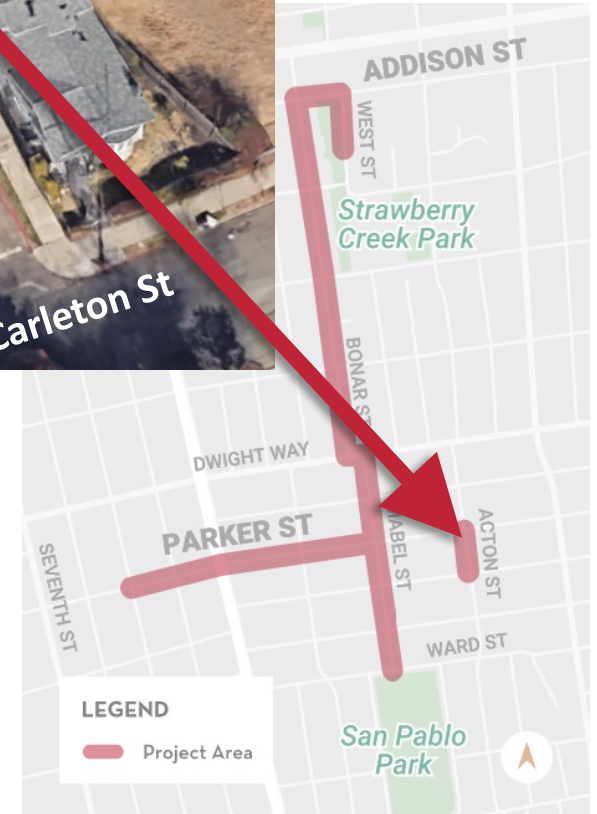
- Sidewalk gap closure + new curb ramps
- Traffic calming
- Bicycle Boulevard treatments





Tree Removal

- Scope of work includes removal of an existing pine tree located across from 2614 Acton Street

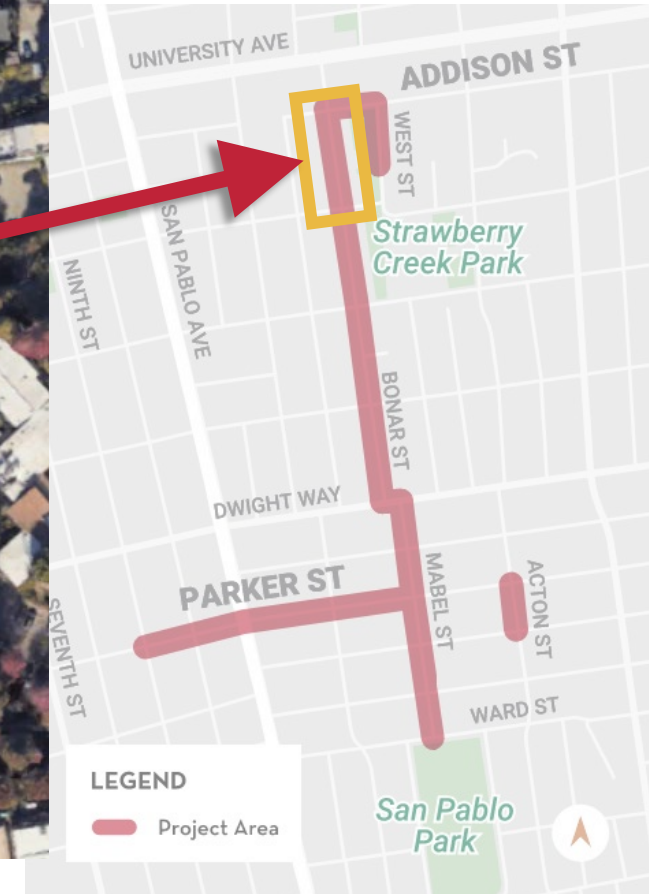
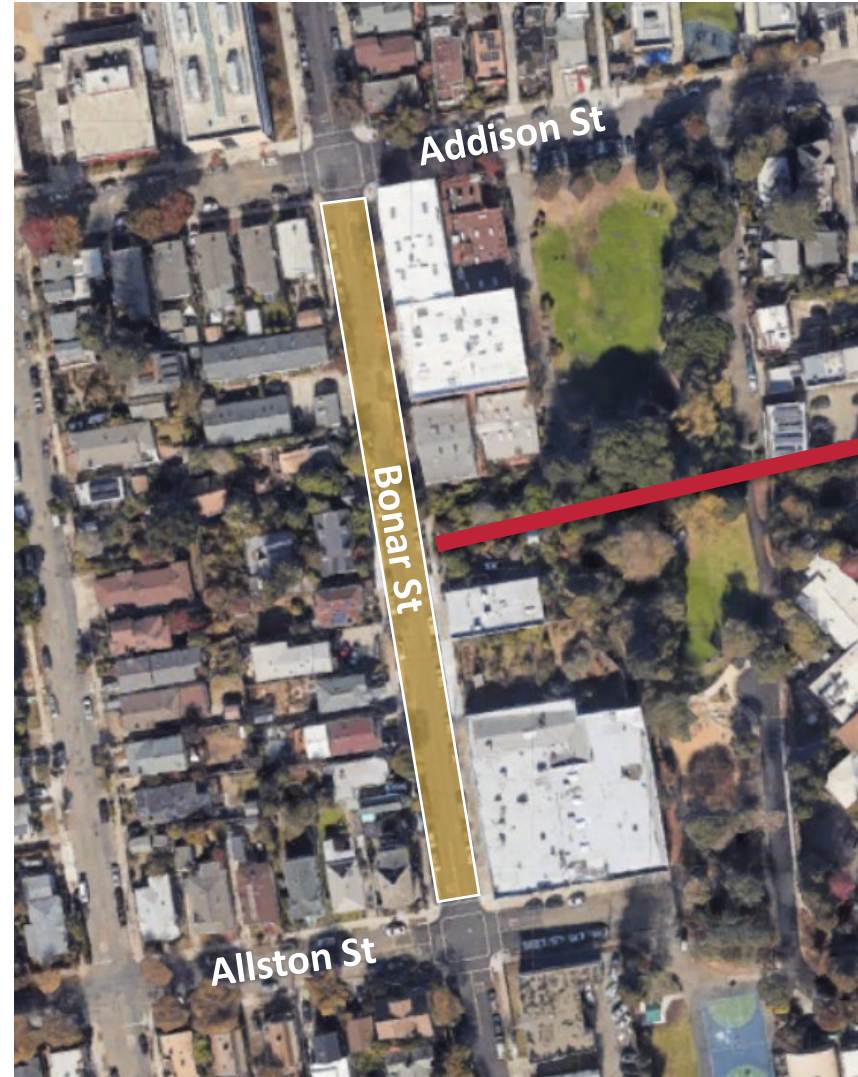




Traffic Calming Study on Bonar Street

Project Elements

- Sidewalk gap closure + new curb ramps
- **Traffic calming**
- Bicycle Boulevard treatments





Traffic Calming Study on Bonar Street

Minimum Criteria to Qualify for Traffic Calming

SHALL meet the following two conditions:

AND at least one of these conditions :

1) Any residential street area; AND

- 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

2) 50% + 1 of households within the petition area defined by City staff support the proposal.

- 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)





Traffic Calming Study on Bonar Street

Data collected between 11/01/2021 and 11/07/2021:

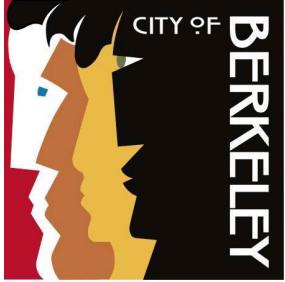
Location	Direction	Average Daily Traffic (vehicles)	85 th ile Speed* (mph)
Bonar Street between Addison Street and Allston Way	North	466	28
	South	613	29

*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.

Oxford School is within the study area:

Based on 85th percentile criteria, this traffic study is warranted for traffic calming implementation since Oxford School is located within 2 blocks of the study. The minimum 85th percentile in this case will be 29 (25 + 4).





Traffic Calming Study on Bonar Street

TWO SPEED TABLES ON BONAR ST BETWEEN ADDISON ST AND ALLSTON WAY



Advantages:

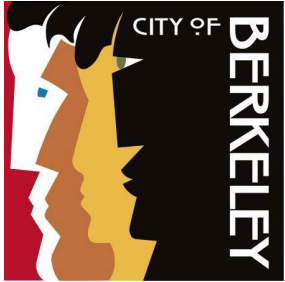
- Shown to reduce vehicle speeds
- Indicates to motorists that this is a residential street

Disadvantages:

- Can contribute to vehicle noise heard by adjacent residents
- When used too frequently can impact transit and emergency response times

Location:

- On Bonar St between Addison St and Allston Way
- The locations of these two speed tables will be approximately 180' and 400' from Allston Way.



Traffic Calming Study on Bonar Street

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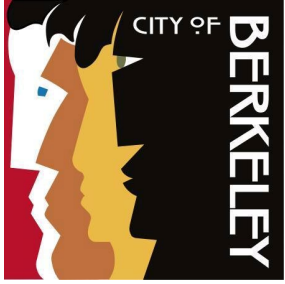
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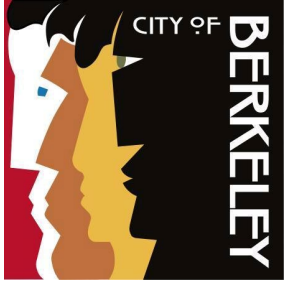


Traffic Calming Study on Bonar Street

SPEED TABLE ON BONAR (Location #1)

A photograph of a residential street, Bonar Street, showing a speed table overlay. The overlay is a black trapezoidal shape on the road surface with two white triangles pointing towards each other. A yellow text box is overlaid on the image.

PROPOSED SPEED TABLE #1 TO BE PLACED IN FRONT OF 2128 BONAR ST

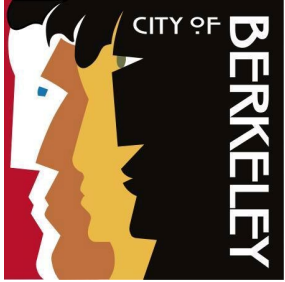


Traffic Calming Study on Bonar Street

SPEED TABLE ON BONAR (Location #2)

PROPOSED SPEED TABLE #2 TO BE PLACED IN FRONT OF 2120 BONAR ST





Traffic Calming Study on Bonar Street

Summary

Traffic calming recommendations and implementation:

- **Install two speed tables on Bonar Street between Addison Street and Allston Way.**
 - The locations of these two tables will be approximately 180' and 400' from Allston Way.
 - Speed tables must be approved by Fire Department and are currently under FD review.



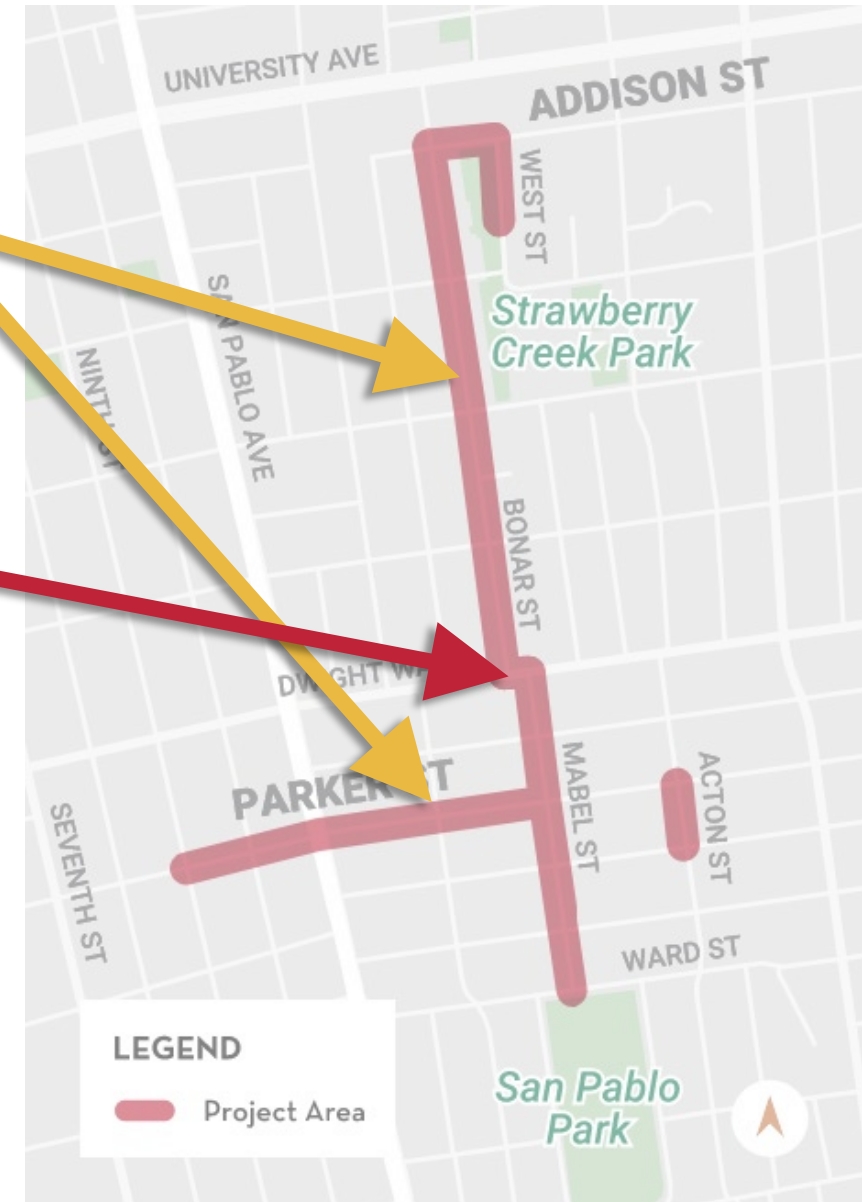
Bike Boulevard Goals:

Create *safe, low-stress routes* for people to ride bicycles on streets with *low traffic volumes and low traffic speeds*

Facilitate *safe, low-stress crossings* of larger streets

Project Elements

- Sidewalk gap closure + new curb ramps
- Traffic calming
- **Bicycle Boulevard treatments**

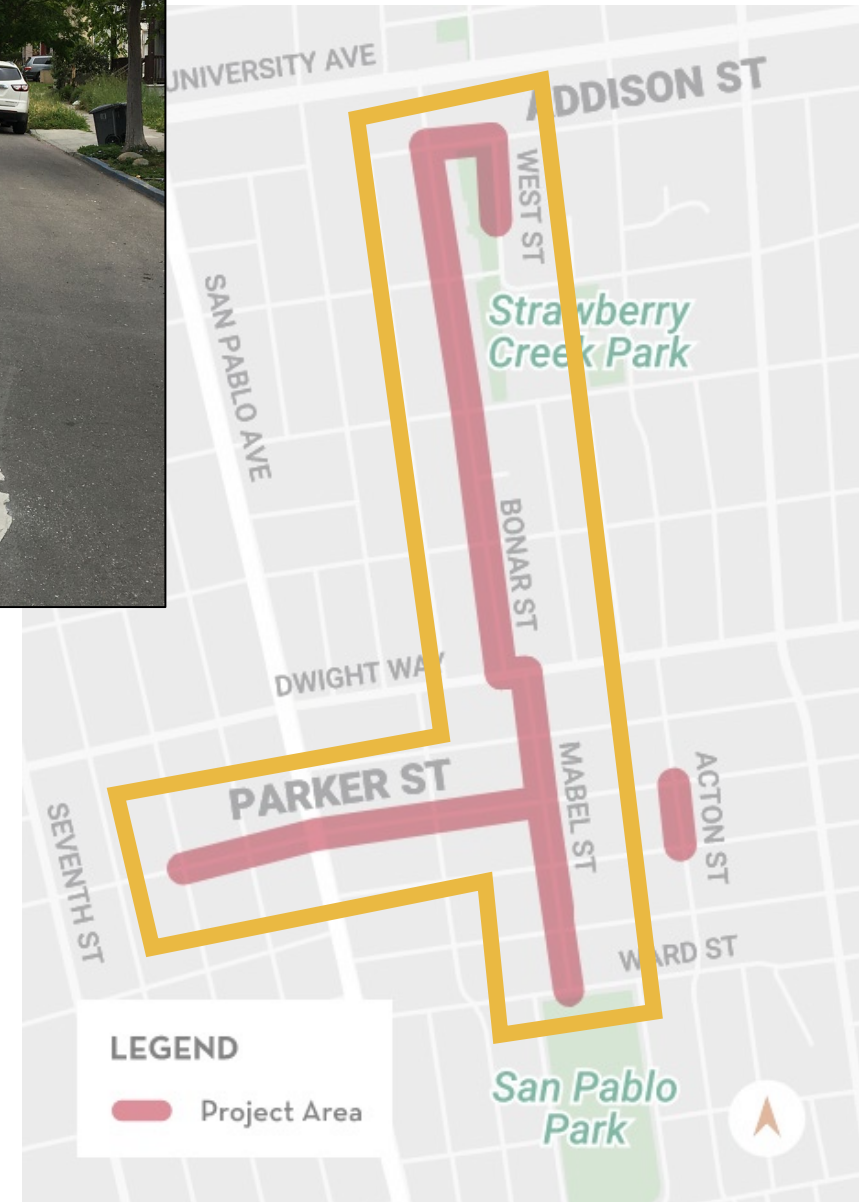




***Bike Boulevard
Pavement
Markings
Throughout***

Project Elements

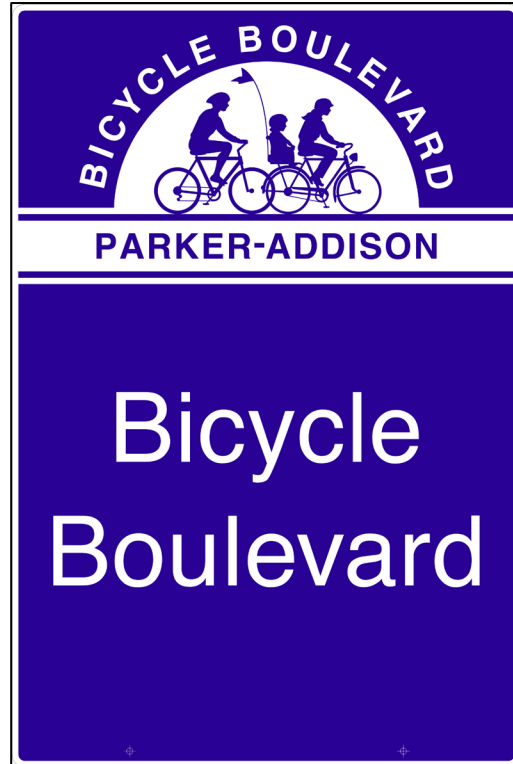
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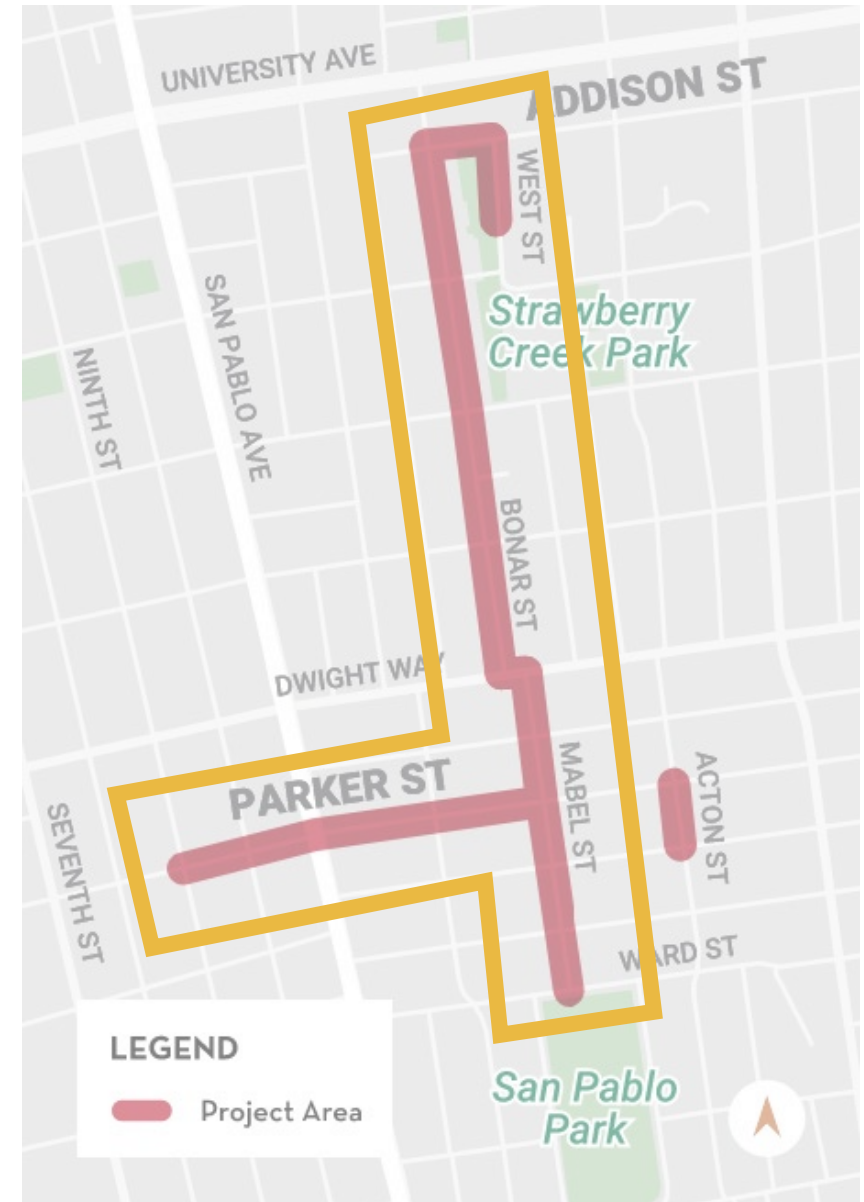


Project Elements

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*Bike Boulevard
Wayfinding
Signage
Throughout*



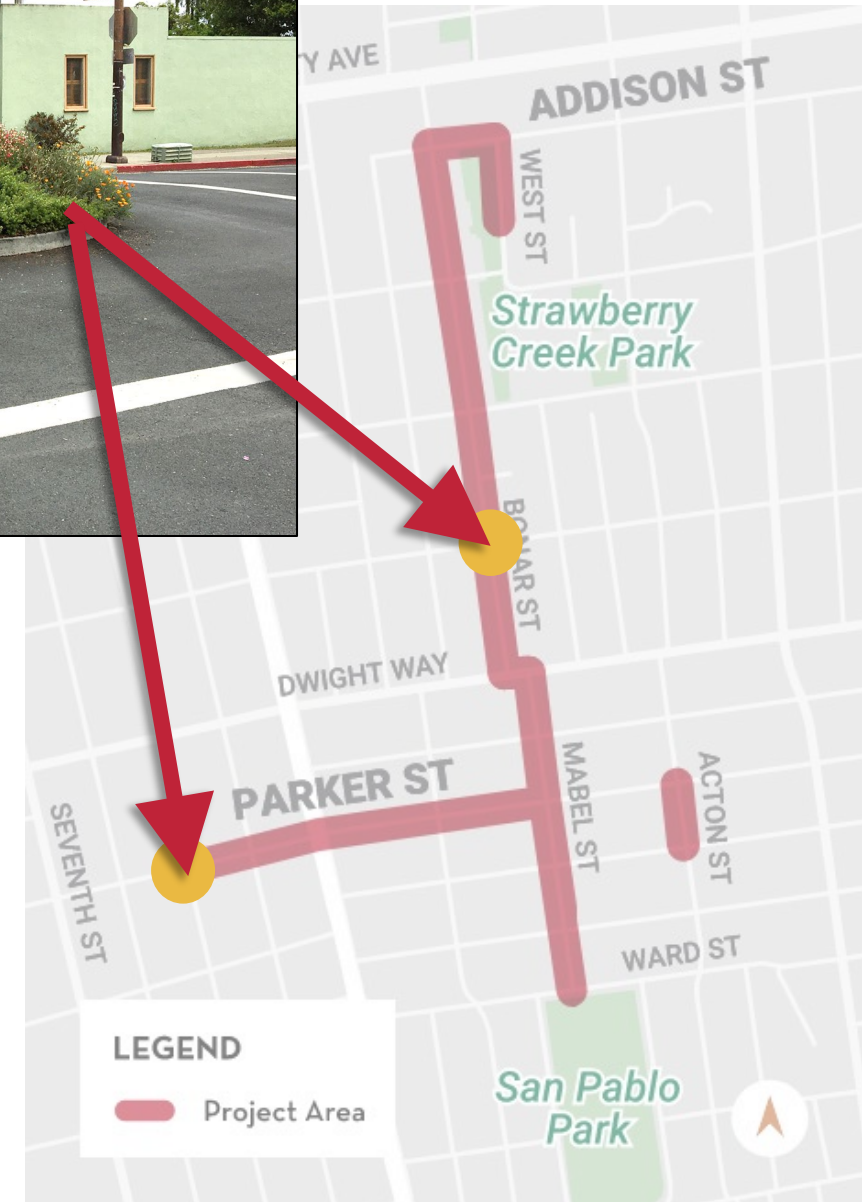


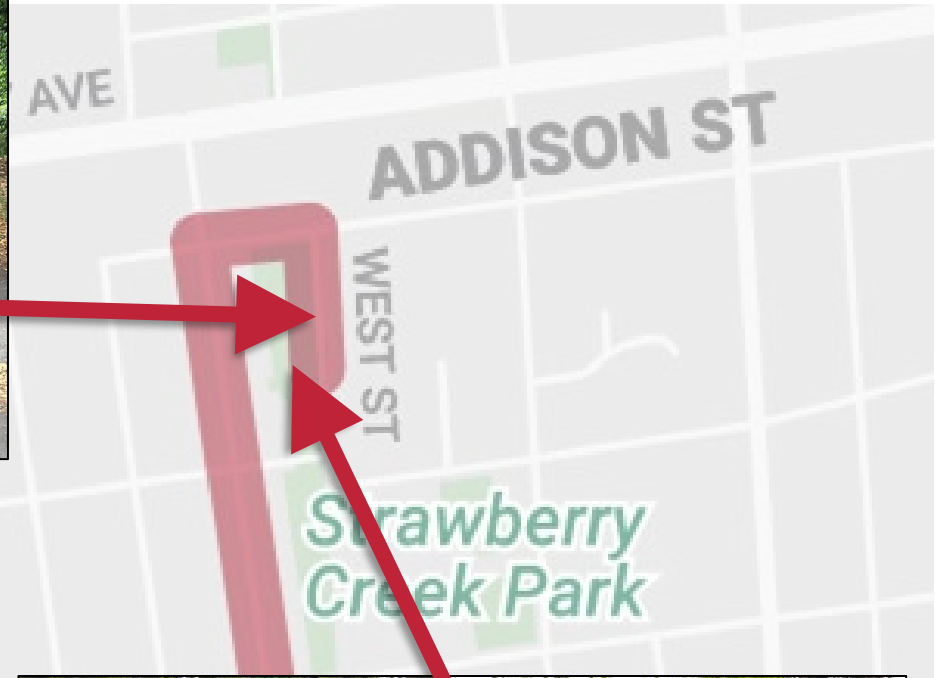
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*Traffic circles at
Parker/9th and
Bonar/Channing*





Project Elements

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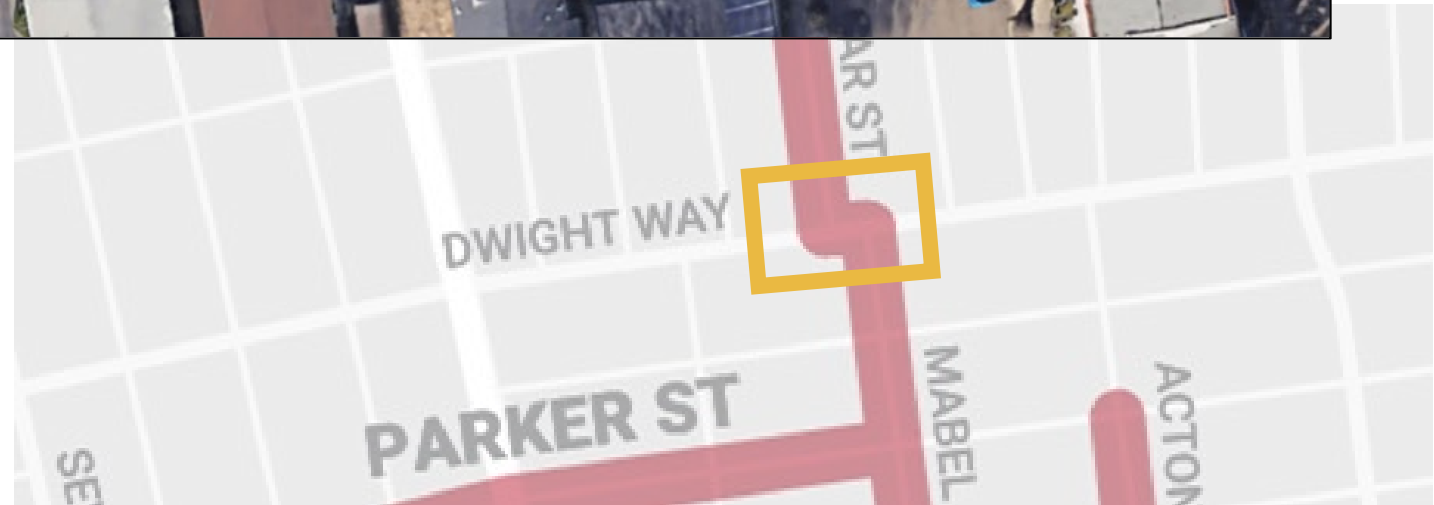
Improving access on West Street + to the park





Evaluating Design Alternatives at Dwight Way

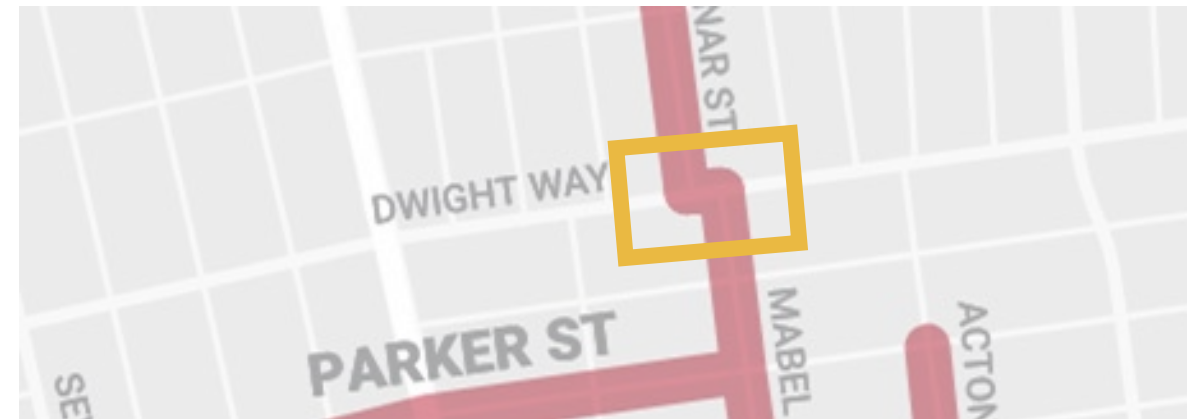
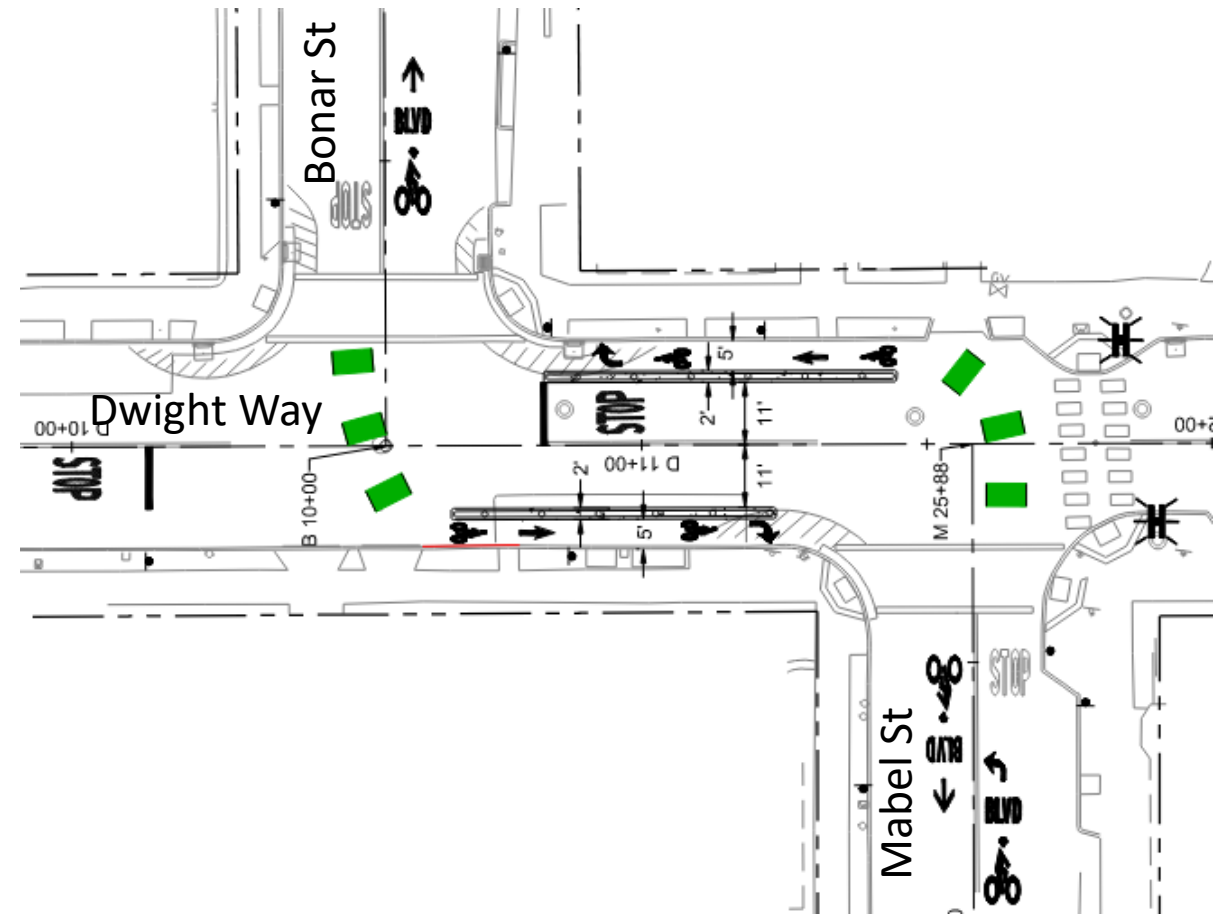
- Options to cross bicyclists safely from Mabel Street to Bonar Street
 - Protected bike lanes (aka “Class IV” bike lanes)
 - “Super” sharrows
 - Stop signs
 - Rectangular Rapid Flashing Beacon (RRFB)





Evaluating Design Alternatives at Dwight Way

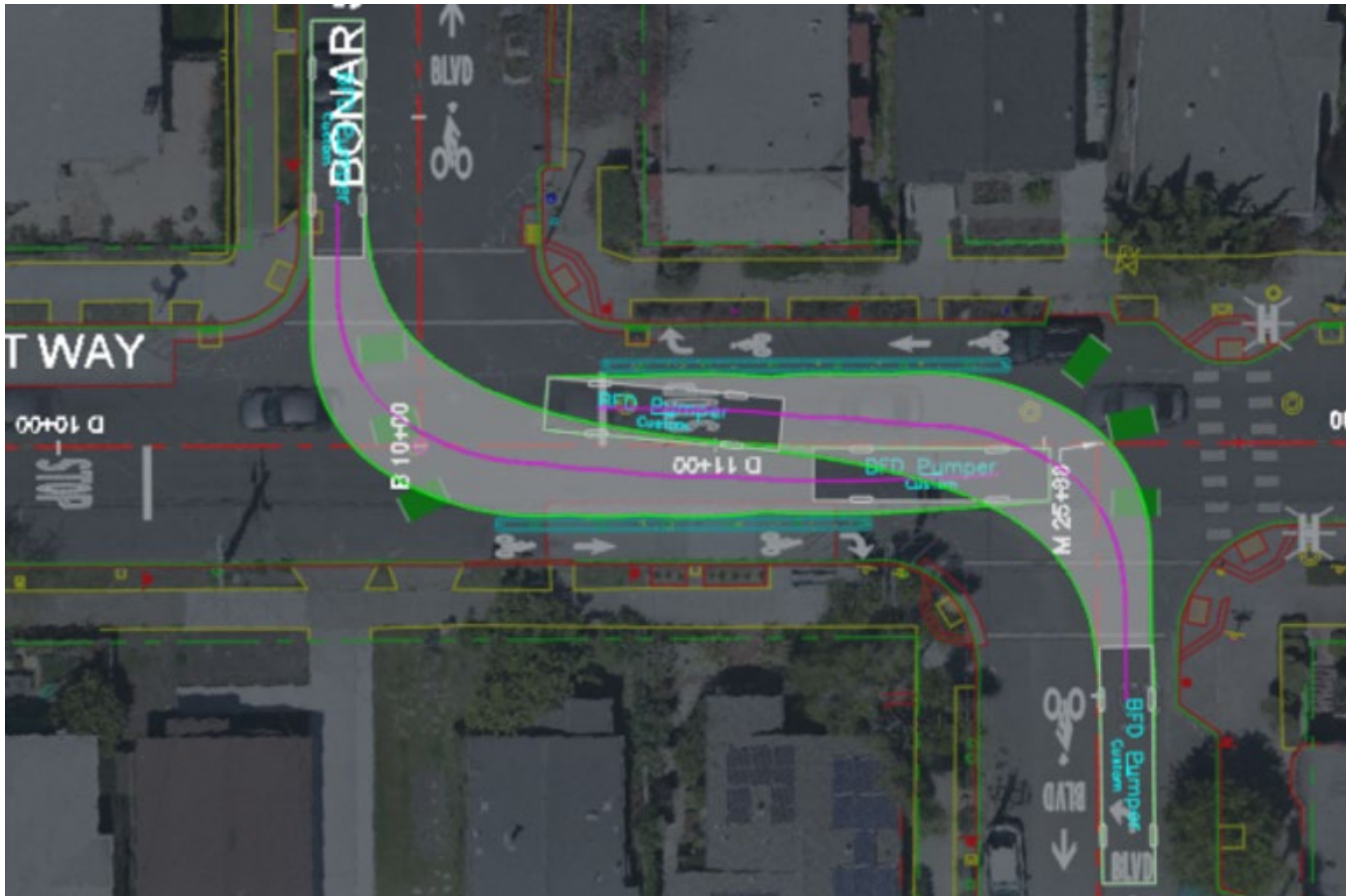
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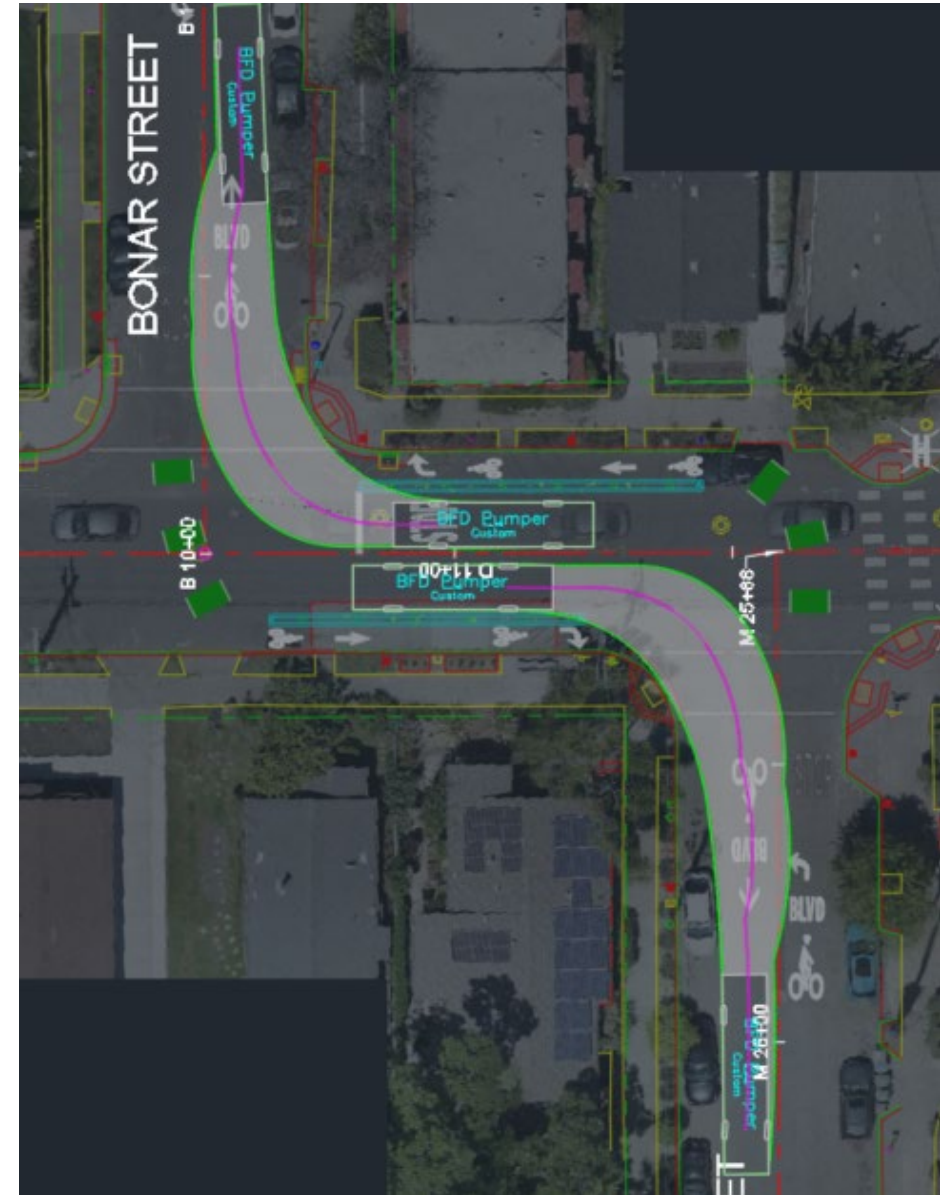


Design Alternatives at Dwight Way

Turning Maneuvers for Fire Truck with Protected Bike Lanes



Left Turns

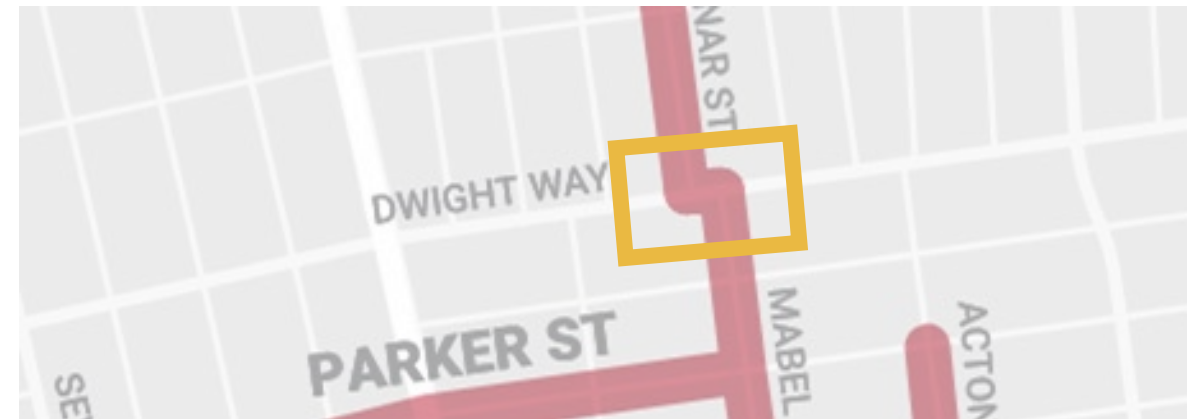
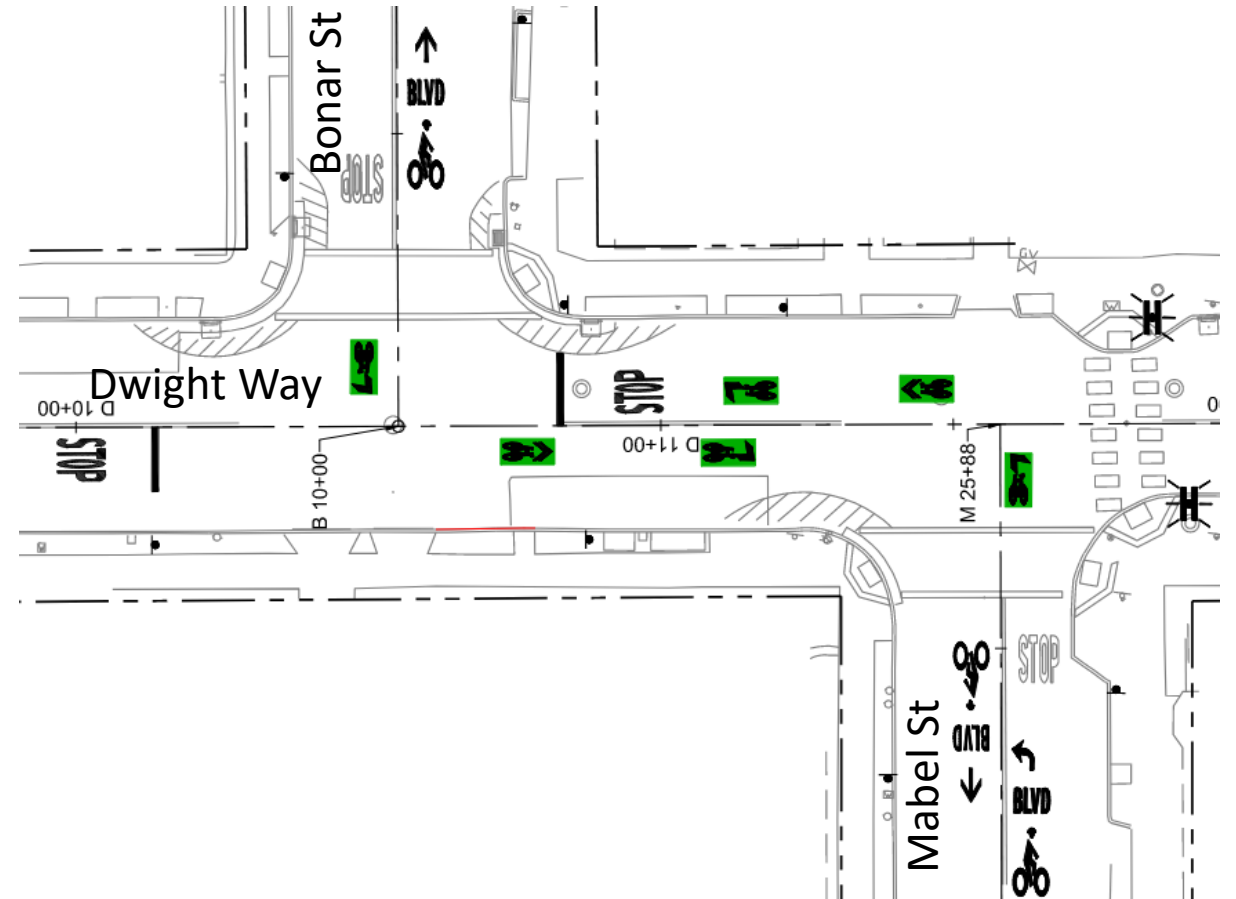


Right Turns



Evaluating Design Alternatives at Dwight Way

- Options to cross bicyclists safely from Mabel Street to Bonar Street
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 - **“Super” sharrows**
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 - Stop signs

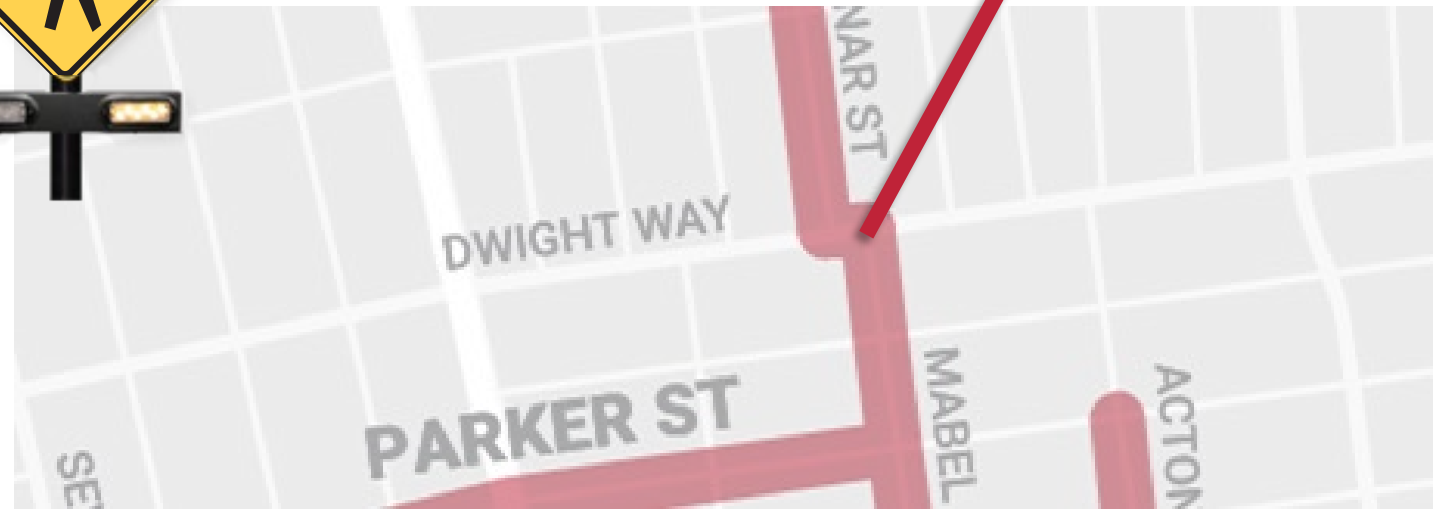




Rectangular Rapid Flashing Beacons (RRFBs) added to existing crosswalk OR All-way Stop

Project Elements

- Sidewalk gap closure + new curb ramps
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- **Bicycle Boulevard treatments**

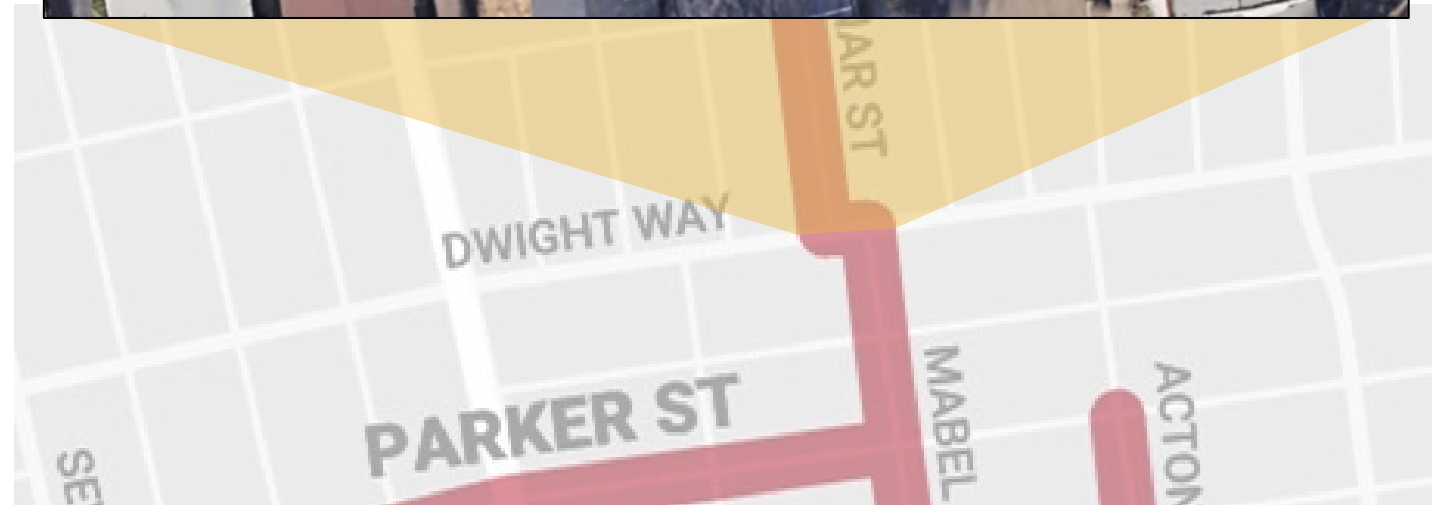




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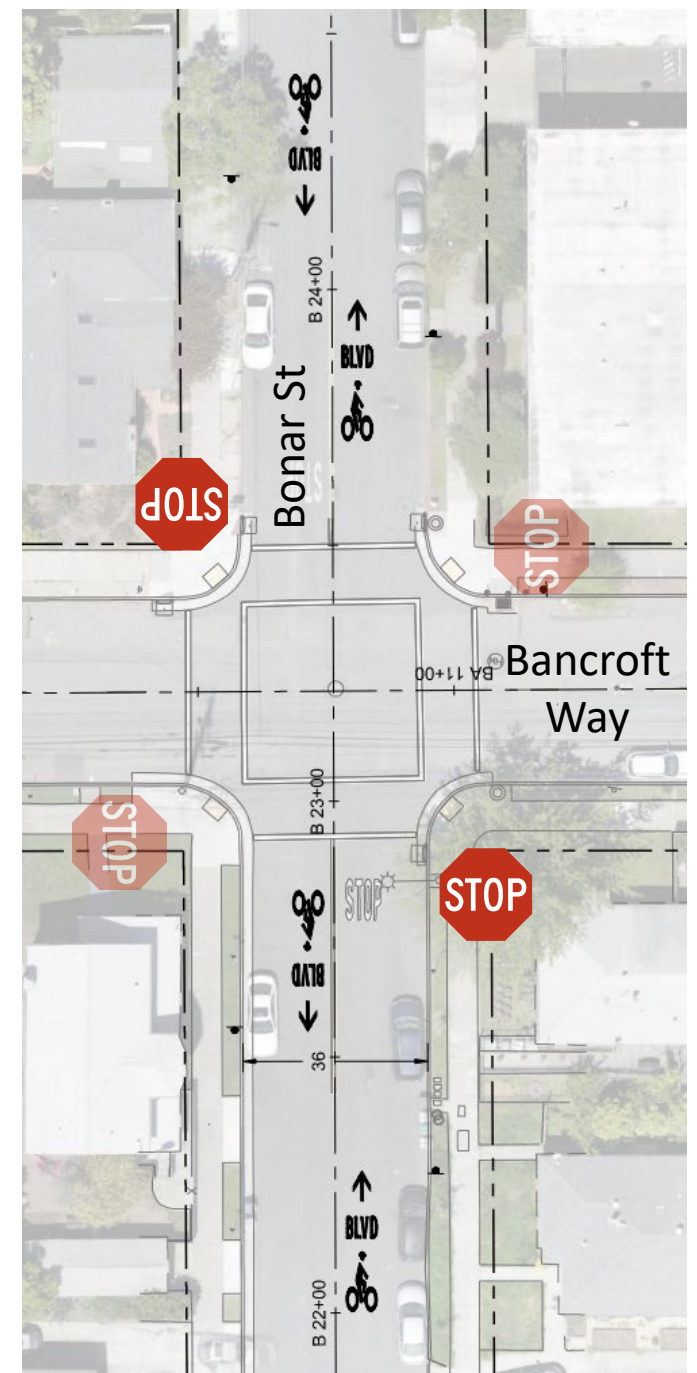




Additional Project Elements

Other planned improvements and action items

- City will evaluate placement of additional red curb at intersections along the corridor to increase visibility of bicyclists and pedestrians.
- City will evaluate adding a 4-way stop at Bonar Street / Bancroft Way
 - City to also investigate “Flipping the stop sign” to support the proposed bike boulevard route at this location.





Project Timeline

- Design Phase underway
- Environmental clearance early 2023
- Finalize design Summer 2023
- Construction late 2023





Questions?

Thank you for attending!

Contact: Ian Bronswick, PE

City of Berkeley Public Works

ibronswick@CityofBerkeley.info

(510) 981-6399

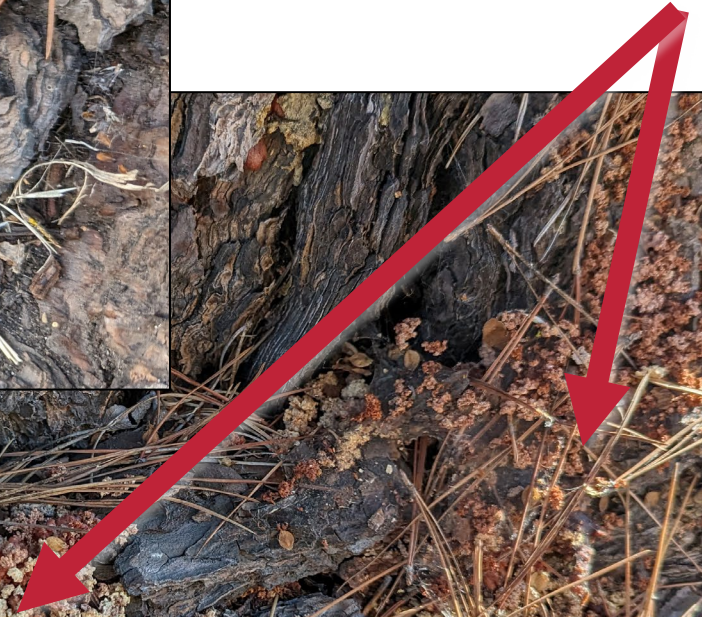




FUNGUS



BEETLES



Monterey Pine (Acton Street)

Beetle and fungus infestation

City Arborist recommends removal