



BERKELEY CITY COUNCILMEMBER
TERRY TAPLÍN
DISTRICT 2

**SUPPLEMENTAL
AGENDA MATERIAL
For Supplemental Packet 2**

Meeting Date: March 9th, 2021

Item Number: 16

Item Description: Budget Referral: George Florence Park Traffic Calming

Submitted by: Councilmember Taplin

Amendment would make the following additions to the referral:

- Movement of fourth speed table from the south intersection of Allston Way and Tenth Street to the middle of Tenth Street between Allston and Bancroft
- Addition of note that speed tables will require consultation from the Berkeley Fire Department



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CONSENT CALENDAR

March 9, 2021

To: Honorable Mayor and Members of the City Council

From: Councilmember Terry Taplin (Author) and Mayor Jesse Arreguín (Co-Sponsor)

Subject: Budget Referral: George Florence Park Traffic Calming (Tenth Street between University Avenue and Bancroft Way)

RECOMMENDATION

That the City Council refers to the budget process the funding of traffic calming measures on Tenth Street between University Avenue and Bancroft Way including but not limited to:

1. The addition of “SLOW CHILDREN AT PLAY” signs approaching George Florence Park and the West Berkeley YMCA
2. Following consultation from the Berkeley Fire Department, the addition of four speed tables:
 - a. Two speed tables on Tenth Street between Addison and Allston approaching George Florence Park
 - b. One speed table in front of the West Berkeley YMCA
 - c. One speed table on Tenth Street between Allston and Bancroft
3. Repainting of crosswalks along this section of Tenth Street
4. Bulb outs at each corner of Tenth Street and Addison Street

BACKGROUND

The residential area encompassed by Tenth Street between University Avenue and Bancroft Way is home to dozens of residents, the West Berkeley YMCA, Rosa Parks Elementary School, and George Florence Park, making it a heavily trafficked and highly desired stretch of West Berkeley. Residents and pedestrians report constant violation of the speed limit and stop signs, disregard for pedestrians, and numerous close calls when families were almost struck by vehicles. This area has seen more than just close calls in the past. According to the City of Berkeley's Vision Zero Action Plan, a bicyclist was severely injured at the intersection of Tenth and Addison since 2008 and the report identifies Addison Street as a “High Injury Street”¹. In addition, the slow traffic on Ninth Street under the Healthy Streets program as well as regular construction along

¹https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley_Vision_Zero_Action_Plan_Approved_03102020.pdf

University Avenue and San Pablo Avenue diverts a significant amount of traffic onto Tenth Street.

The City of Berkeley's Traffic Calming Program provides for a method by which residents can request for physical traffic calming measures on residential streets². Pursuant to this program, residents of the area around Tenth Street between University Avenue and Bancroft Way completed their request in writing using the City's Neighborhood Request for Traffic Calming Study form, collected and submitted petition signatures as requested by the Transportation Division of the Public Works Department, and awaited staff collection of speed and traffic volume data as the next step of the program.

During the COVID-19 pandemic, the City of Berkeley has placed the Traffic Calming Program on hold in order to deploy and maintain the Healthy Streets network and ensure that pedestrians and bicyclists can comply with social distancing guidelines while travelling. This hold on the Traffic Calming Program interrupted the process residents of the Tenth Street area were undertaking to request traffic calming measures on their street. The prioritization of pedestrian and cyclist infrastructure that ensures maximum safety from the COVID-19 virus is important, but has not decreased the need for traffic calming measures on Tenth Street. Even as use of the West Berkeley YMCA and Rosa Parks Elementary School has declined during the pandemic, the traffic threat to residents and users of George Florence Park, which has become more desirable during the pandemic, is still in need of prioritized remediation.

RATIONALE FOR RECOMMENDATION

On top of supporting the safety of residents along Tenth Street, traffic calming measures are necessary in order to ensure the safety of the children, families, and employees who use and work at the West Berkeley YMCA, Rosa Parks Elementary School, and George Florence Park. Upon the eventual end of the stay-at-home order as mass-vaccinations bring Berkeley out of the COVID-19 pandemic, Tenth Street should have traffic calming measures already present so that the sudden influx of traffic does not endanger the children, families, and workers that make up the pedestrians on this street.

Speed tables, improved signage, repainting of crosswalks, and bulb outs is the least that the City can do to ensure that pedestrians are safe now and in the future when the end of the pandemic brings a return to high traffic levels. Should the residents of this area wait for the hold on the Traffic Calming Program to end after the pandemic, there will likely be months of increased traffic endangering pedestrians without any remediation.

Taking prioritized and proactive action to make this area safe for the community that regularly walks and bikes it is not only in line with Berkeley's Vision Zero, Pedestrian Plan, and Bicycle Plan, it is specifically called on by them:

² https://www.cityofberkeley.info/Public_Works/Transportation/Traffic_Calming_in_Berkeley.aspx

- As a High-Injury Street, Vision Zero calls for Addison Street to receive proactive capital-intensive building and “quick-build safety projects”³.
- As a “Historically Underserved Area”, the Pedestrian Plan, Vision Zero, and the Bicycle Plan all target this area for the rectification of historic underinvestment⁴.
- And as a “Tier 1 Priority Project” and part of the “Bicycle Boulevard Network”, the Bicycle Plan envisions Addison Street as a street “where bicycling is safe, comfortable, and convenient for people of all ages and abilities” and where “traffic calming treatments such as traffic circles, diverters, and chicanes, sometimes in place of existing stop signs, can help prioritize bicycle through-travel and discourage cut-through motor vehicle traffic”⁵.

ENVIRONMENTAL IMPACTS

No environmental sustainability impact. Slower traffic.

FISCAL IMPACTS

Staff time and costs associated with the traffic calming measures:

1. Staff time and sign purchase of “SLOW CHILDREN AT PLAY SIGNS”
2. Estimated \$60,000 for four speed tables⁶
3. Staff time for repainting crosswalks
4. Estimated \$160,000 for bulb outs at Tenth and Addison⁷

CONTACT

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ATTACHMENTS

1. Community Traffic Calming Program petition
2. Letter from Rosa Parks Elementary School
3. Letter from Nia House Learning Center
4. Letter from West Berkeley YMCA

³https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley_Vision_Zero_Action_Plan_Approved_03102020.pdf

⁴https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley%202020%20Pedestrian%20Plan_Draft_2020-10.pdf

⁵https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley-Bicycle-Plan-2017-Executive%20Summary.pdf

⁶ https://www.cityofberkeley.info/Public_Works/Transportation/Traffic_Calming_in_Berkeley.aspx

⁷ https://www.cityofberkeley.info/Public_Works/Transportation/Traffic_Calming_in_Berkeley.aspx