



DWIGHT WAY/CALIFORNIA STREET INTERSECTION PROJECT

COMMUNITY MEETING ON MAY 12, 2021, 6:00 PM

TRANSPORTATION DIVISION OF CITY OF BERKELEY – PUBLIC WORKS DEPT.

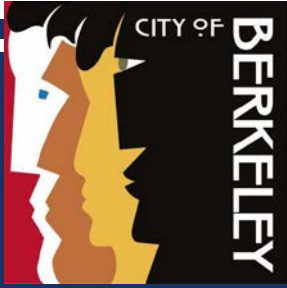
Presenters:

Ken Jung, Project Manager (kjung@cityofberkeley.info)

Farid Javandel, Transportation Manager (fjavandel@cityofberkeley.info)

Meeting Host:

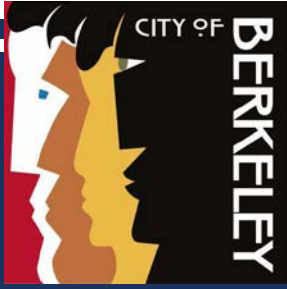
Jesse Peoples, Traffic Engineer (jpeoples@cityofberkeley.info)



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I. WELCOME AND INTRODUCTIONS

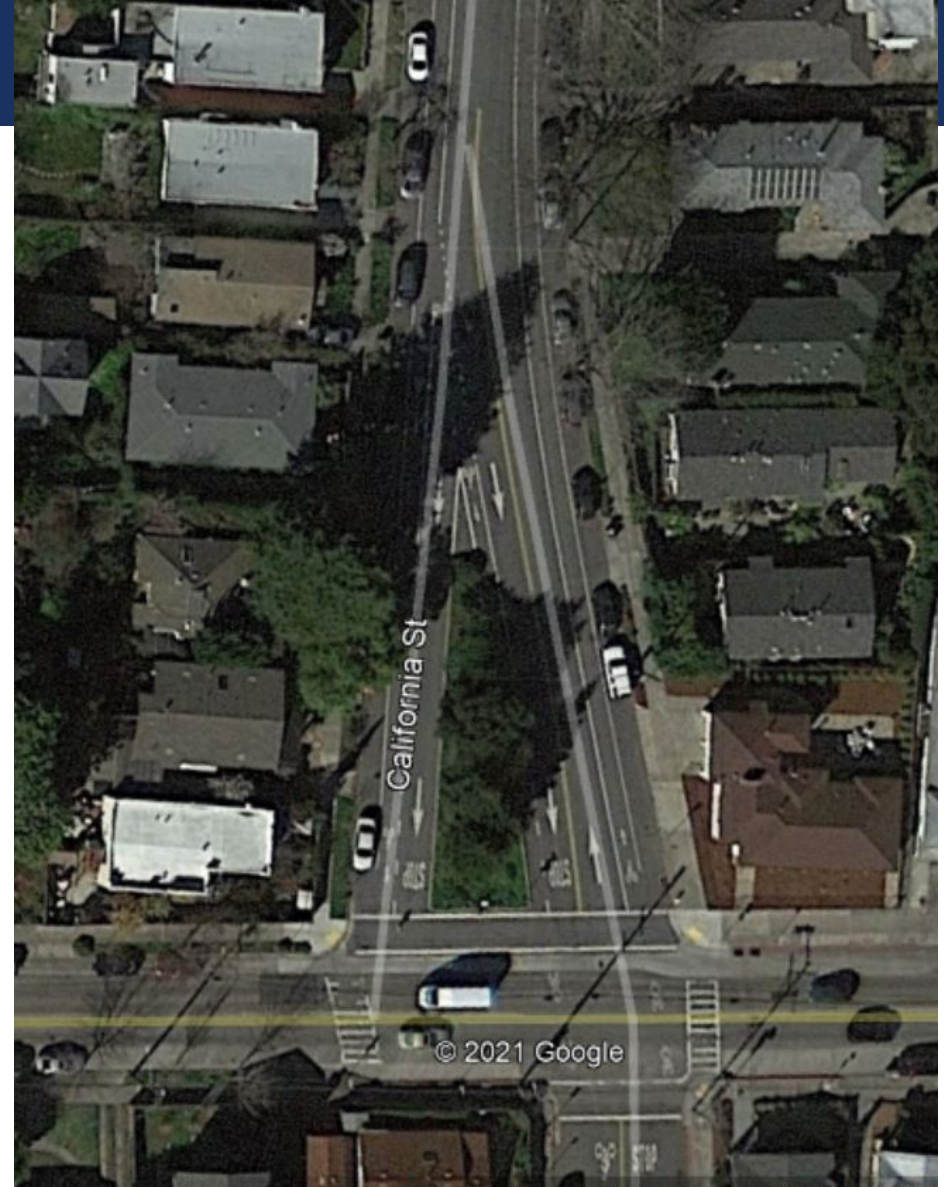


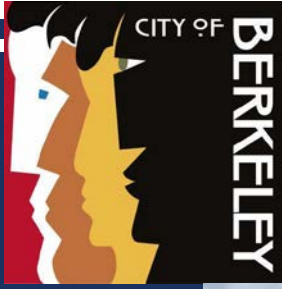


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MEETING AGENDA

1. Welcome and introductions
2. Project background and purpose
3. Evaluation of needs and design objectives
4. Phased approach
5. Concept Plans
6. Public Comments
7. Response to Comments/Closing Remarks

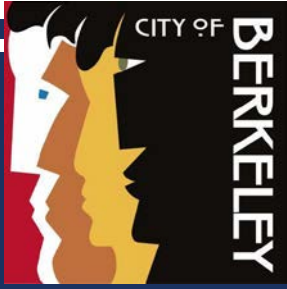




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2. PROJECT BACKGROUND & PURPOSE





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2. PROJECT BACKGROUND & PURPOSE

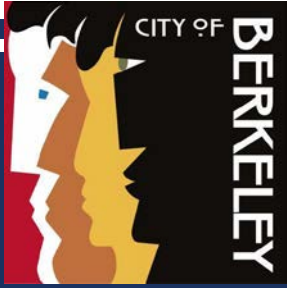




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3. NEEDS & DESIGN OBJECTIVES



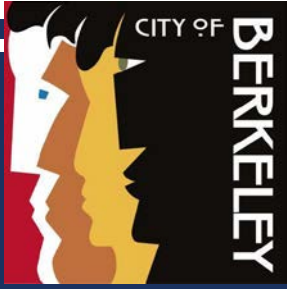


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VISION ZERO PLAN

- Dwight Way and California Street are identified High-Injury Streets in an Equity Priority Area






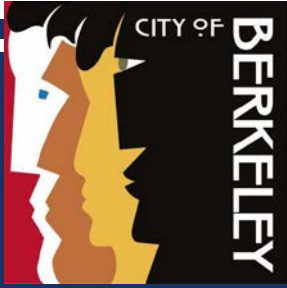
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GENERAL PLAN

- Dwight Way is classified as a Major Street, with historic daily vehicle traffic volumes greater than 11,000 (2005 data)

LEGEND	
	Major Street
	Collector Street

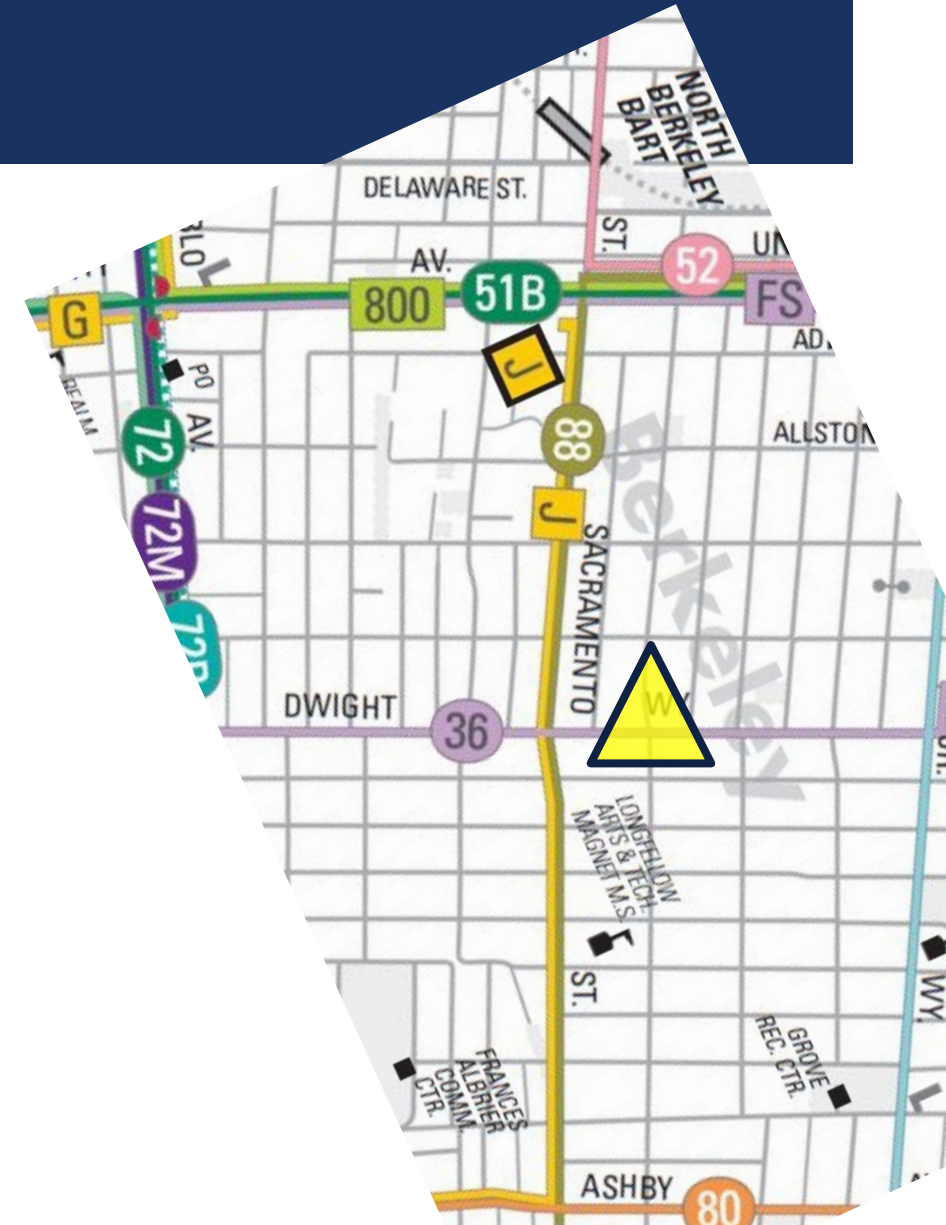


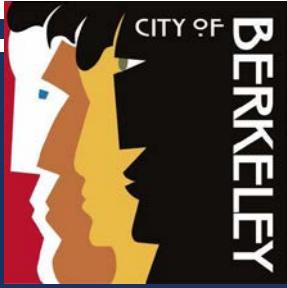


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TRANSIT FIRST POLICY

- General Plan, Policy T-4: Transit-First Policy
Gives priority to alternative transportation and transit over single-occupant vehicles on Transit Routes identified on the Transit Network map
- AC Transit #36 runs on Dwight Way

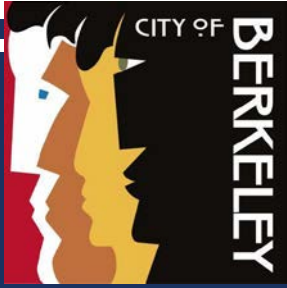




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PEDESTRIAN PLAN

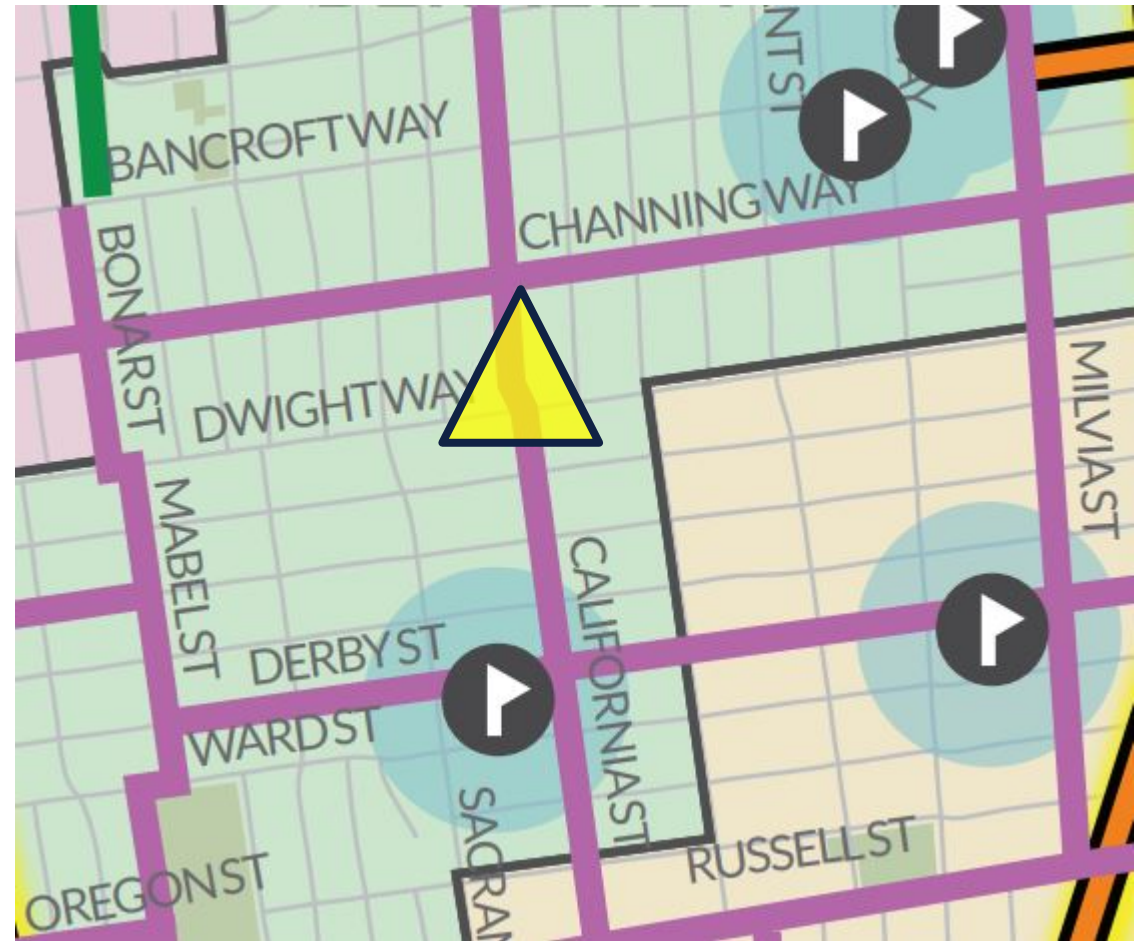
- Directional ADA ramps – where technically feasible
- Crosswalks – upgrading and adding enhanced crosswalks
- Sidewalks – maintain a high degree of sidewalk quality.
Goal of 5' or wider sidewalks.

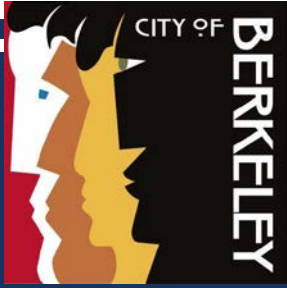


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BICYCLE PLAN

- California Street is part of the City's Bicycle Boulevard Network

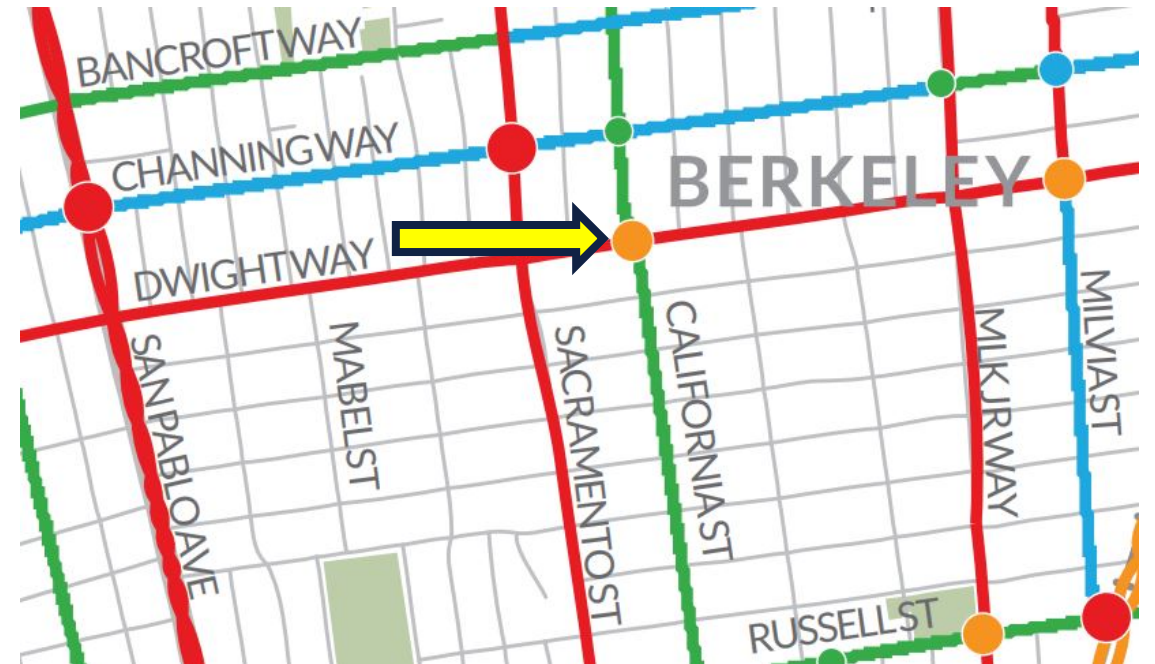




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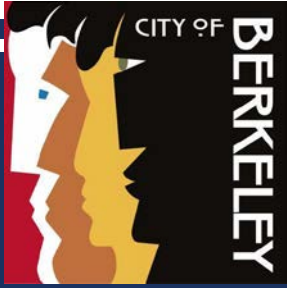
BICYCLE PLAN

- The Dwight Way/ California Street intersection currently has an LTS of 3, meaning only about 16% of Berkeley bicyclists would feel comfortable crossing Dwight Way



LEVEL OF TRAFFIC STRESS INTERSECTIONS

- LTS 1 - ALL AGES AND ABILITIES
(Up to 90% of Berkeley residents)
- LTS 2 - INTERESTED BUT CONCERNED
(Up to 79% of Berkeley residents)
- LTS 3 - ENTHUSIASTIC AND CONFIDENT
(Up to 16% of Berkeley residents)
- LTS 4 - STRONG AND FEARLESS
(Up to 3% of Berkeley residents)



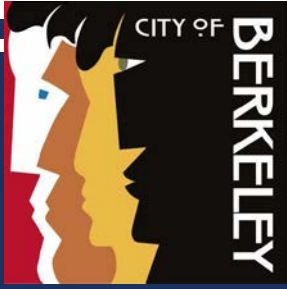
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BICYCLE PLAN

- Toolbox of potential intersection crossing treatments provides options for reducing the LTS
- The LTS of the intersection can be reduced to LTS 2 by installing either a median island or an RRFB on Dwight Way

Bicycle Boulevard Crossing Treatment Recommendations

CROSSING TREATMENT	TRAFFIC VOLUME	
	MEDIUM	
	Up to 3 lanes	4 or 5 lanes
Marked Crossing	LTS 3	LTS 3
Median Refuge Island ¹	LTS 2	LTS 3
RRFB ^{2,3}	LTS 2	LTS 3
RRFB with median ^{1,2,3}	LTS 1	LTS 2
Pedestrian Hybrid Beacon (HAWK) ²	LTS 1	LTS 1
Traffic Signal ²	LTS 1	LTS 1



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BICYCLE PLAN

■ Overview of crossing treatment options

LTS 3

❖ Marked Crossing

LTS 2

❖ Median Refuge Island

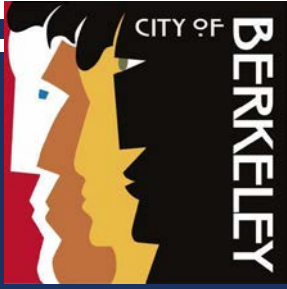
❖ RRFB

LTS 1

❖ RRFB with Median

❖ Pedestrian Hybrid Beacon (HAWK)

❖ Traffic Signal



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BICYCLE PLAN

- Median Refuge Island



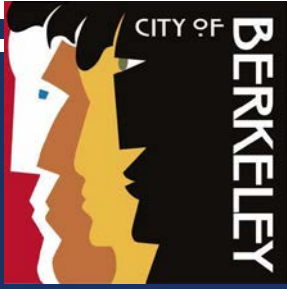


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BICYCLE PLAN

■ RRFB





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BICYCLE PLAN

■ Overview of crossing treatment options

LTS 3

❖ Marked Crossing

LTS 2

❖ Median Refuge Island

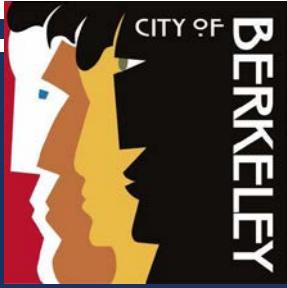
❖ RRFB

LTS 1

❖ RRFB with Median

❖ Pedestrian Hybrid Beacon (HAWK)

❖ Traffic Signal

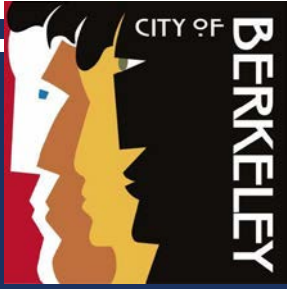


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BICYCLE PLAN

- Pedestrian Hybrid Beacon (HAWK)





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BICYCLE PLAN

■ Overview of crossing treatment options

LTS 3

❖ Marked Crossing

LTS 2

❖ Median Refuge Island

❖ RRFB

LTS 1

❖ RRFB with Median

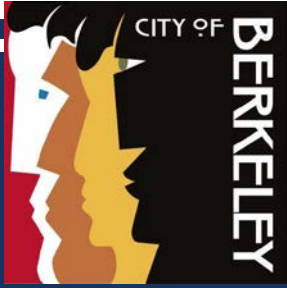
❖ Pedestrian Hybrid Beacon (HAWK)

❖ Traffic Signal

■ Also considered but not applicable:

➤ All-way Stop

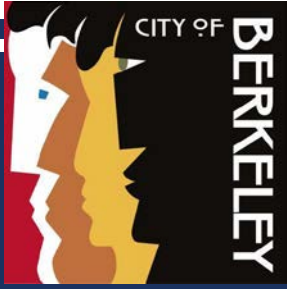
➤ Speed table



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4. PHASED APPROACH

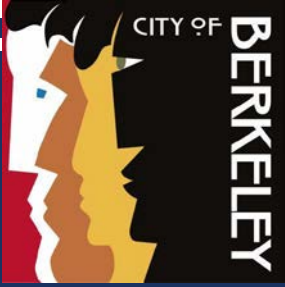




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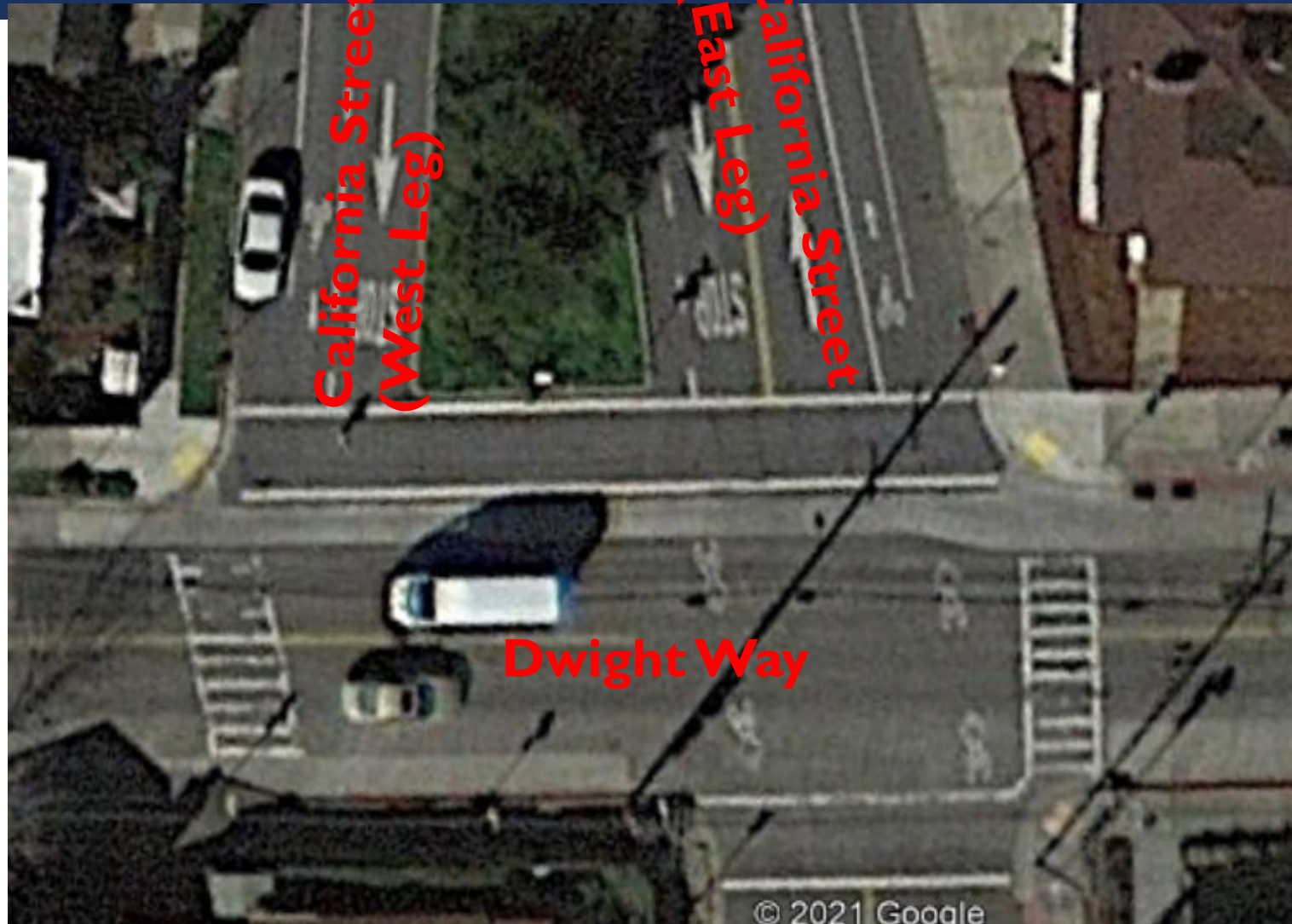
5. CONCEPT PLANS

- 2 design alternatives being evaluated
 - Both would result in pedestrian and biking improvements and a decrease in intersection LTS from 3 to 2
-
- Alternative 1. Median Refuge
 - Alternative 2. RRFB



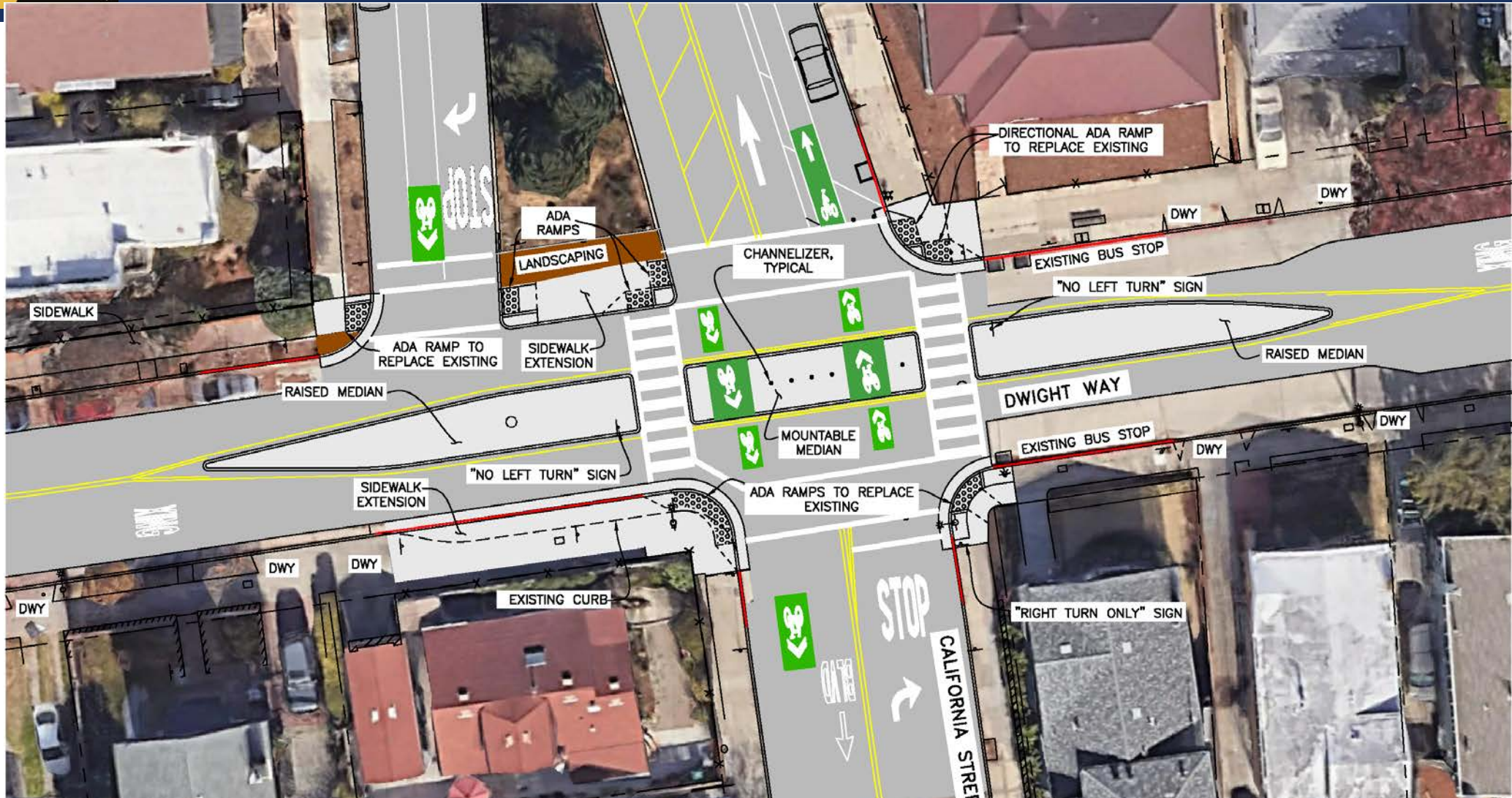
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5. CONCEPT PLANS



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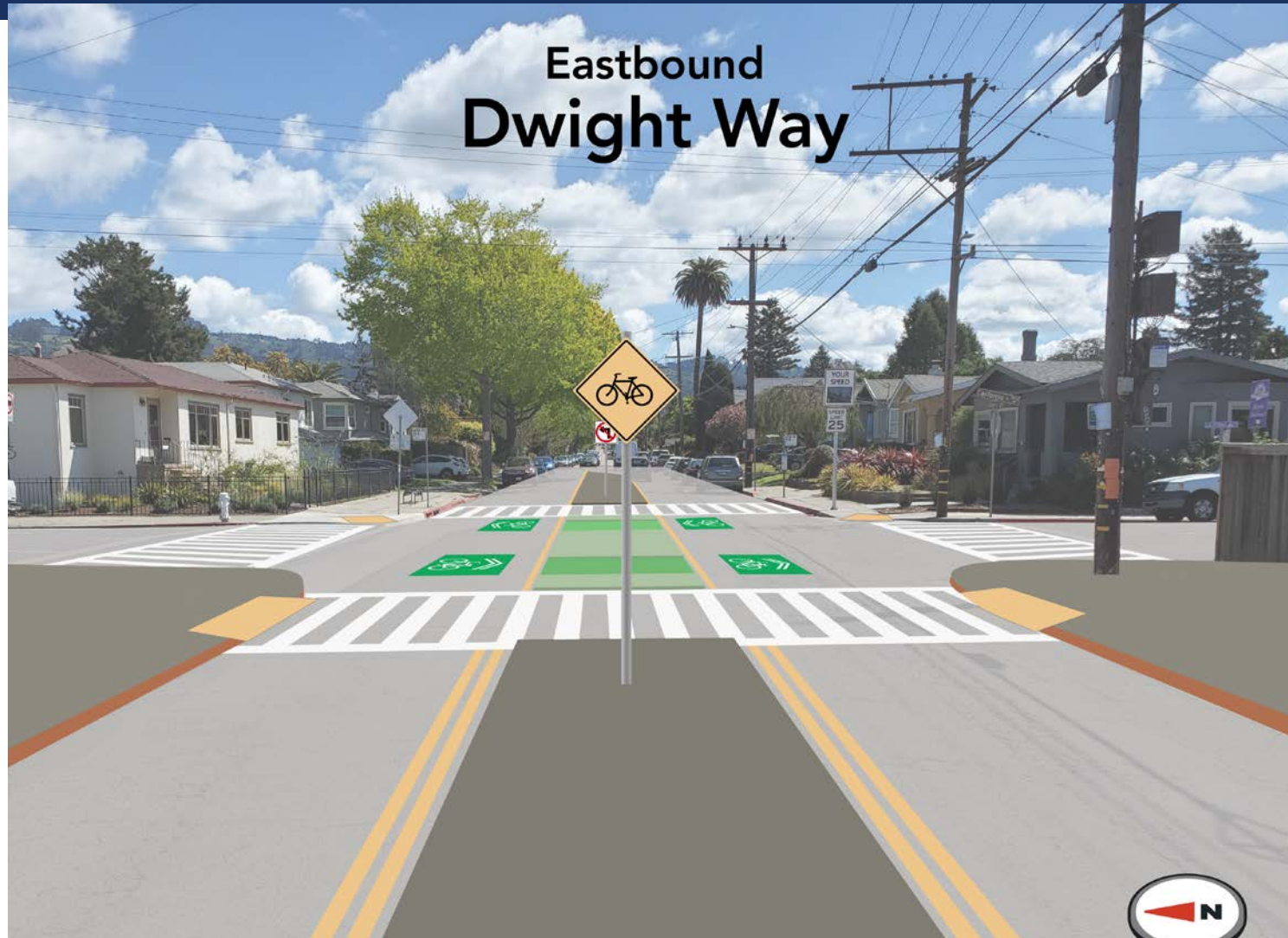
5. CONCEPT PLANS – ALTERNATIVE I





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5. CONCEPT PLANS – ALTERNATIVE I

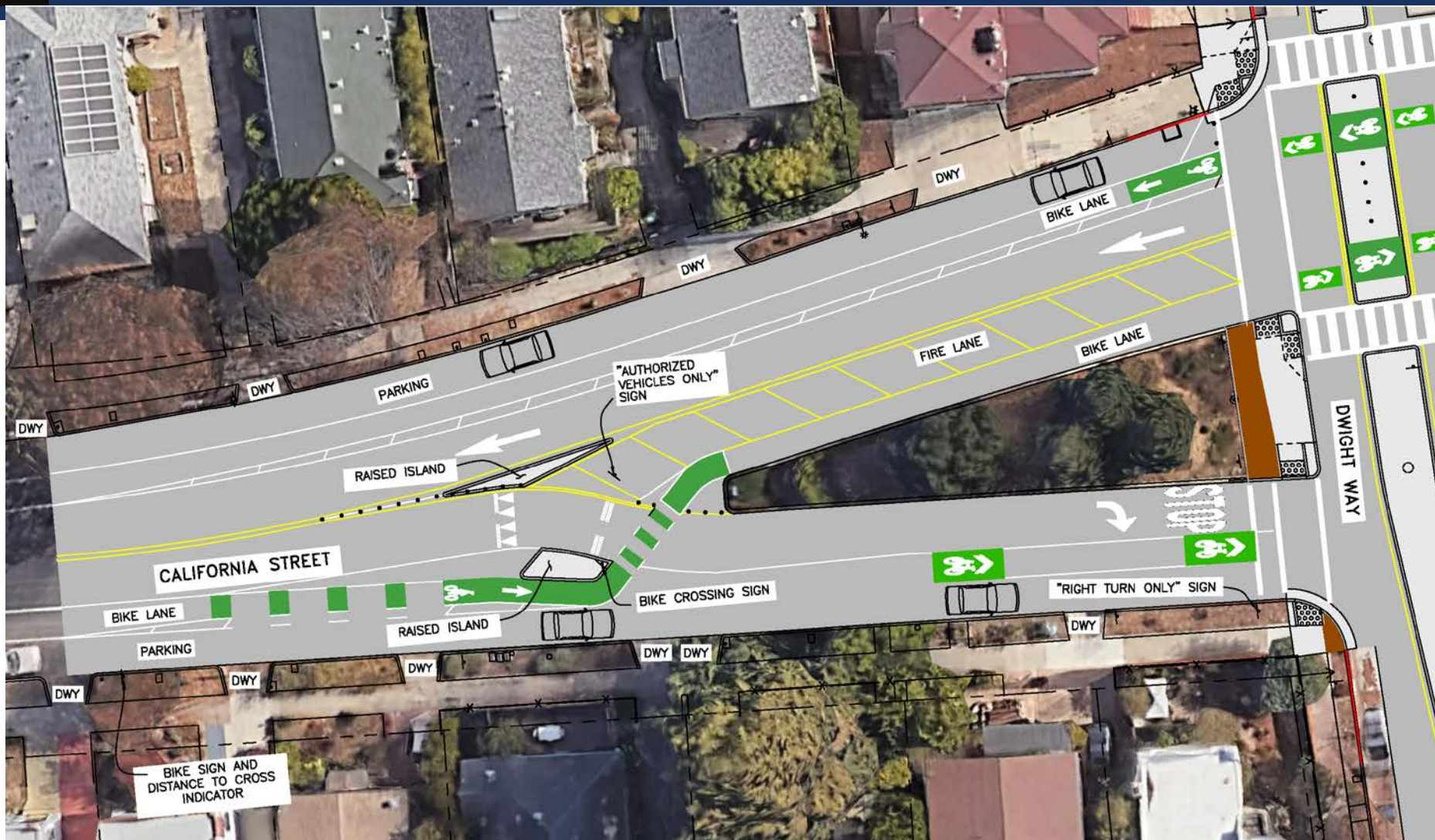




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5. CONCEPT PLANS – ALTERNATIVE I





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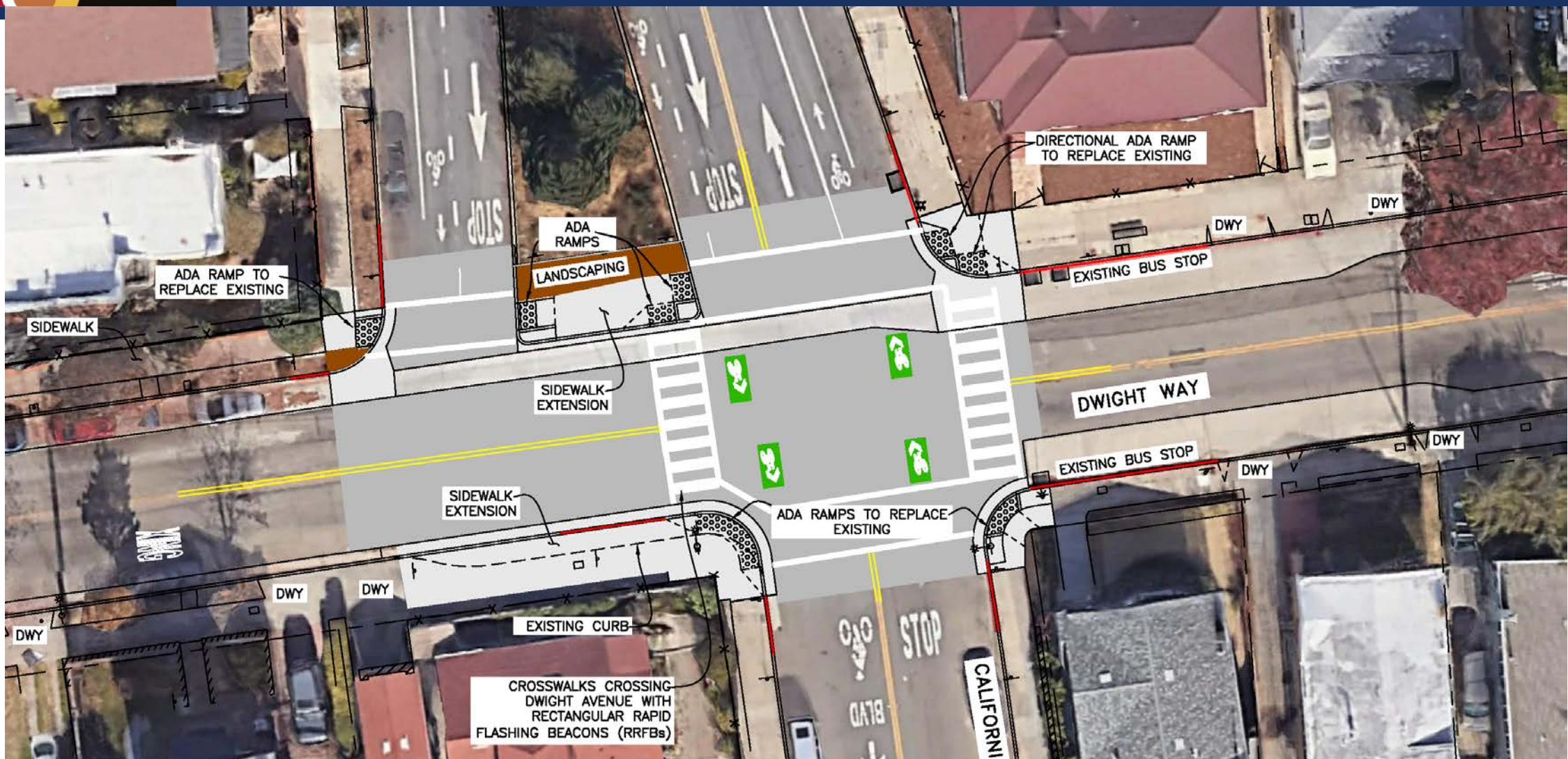


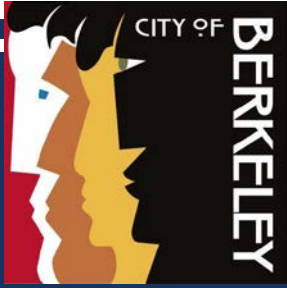


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5. CONCEPT PLANS – ALTERNATIVE 2






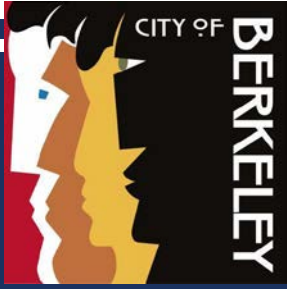
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5. CONCEPT PLANS

Feature Alter- native	Reconfigured Crosswalks	Directional Curb Ramps	Sidewalk Extensions	Pavement Rehabilitation – Dwight Way	Pavement Rehabilitation – California Street	Pavement Markings – Intersection	Pavement Markings – California Street	Median Refuge	Narrower Lanes on Dwight Way	RRFB	Within Current Budget?	Completion by end of summer 2021?	Completion by end of spring 2022?
1	✓	✓	✓	✓	✓	✓	✓	✓	✓		~\$100k over		✓
2	✓	✓	✓	✓		✓				✓	✓		✓

 Green circles represent items of work that can be complete by end of summer 2021.

Estimated cost and schedule to complete are preliminary at this time and are subject to change.

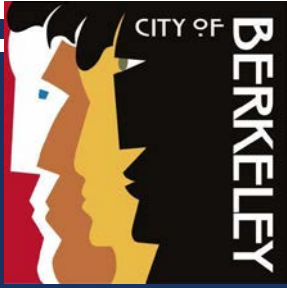


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5. CONCEPT PLANS

Decision criteria: Alternative 1 vs. Alternative 2

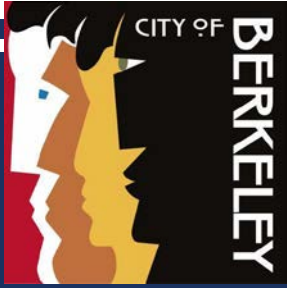
- Preference is for Alternative 1, but City staff need to address grading and drainage and construction cost issues
 - May be able to build a portion of the work (pedestrian improvements) this summer



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6. PUBLIC COMMENTS





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7. RESPONSE TO COMMENTS/CLOSING REMARKS

Thank You

www.cityofberkeley.info/californiadwight/

Ken Jung, Project Manager (kjung@cityofberkeley.info)

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Jesse Peoples, Traffic Engineer (jpeoples@cityofberkeley.info)