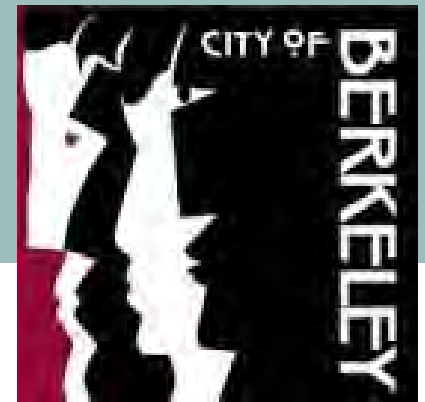
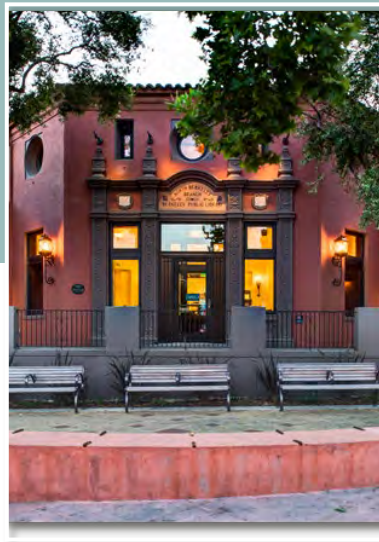


HOPKINS CORRIDOR TRAFFIC AND PLACEMAKING STUDY



VIRTUAL COMMUNITY WORKSHOP #3

Transportation and Placemaking Opportunities | October 28, 2021

Parisi
TRANSPORTATION CONSULTING



PLACEWORKS

PGAdesign

PROJECT TEAM

- City of Berkeley
 - Farid Javandel
 - Beth Thomas
 - Ryan Murray
 - Eric Anderson
 - Dianne Yee
 - Jose Torres
- Consultant Team
 - Parisi Transportation Consulting (Patrick Golier)
 - PlaceWorks (Bruce Brubaker, Principal)
 - PGAdesign (Cathy Garrett, President)

Submit any project-related questions and comments to Project Questions/Comments via chat message

For help with how to use Zoom OR if you need ASL interpretation for the breakout rooms, send a chat message to Need Tech Support?

AGENDA

- 1. Welcome and Introductions**
- 2. Presentation – Transportation Tools and Placemaking**
- 3. Small Group Exercises & Discussion**
- 4. Presentation – Near-Term and Long-Term Opportunities**
- 5. Small Group Exercises & Discussion**
- 6. Next Steps**

ZOOM MEETING CONTROLS (DESKTOP)

Zoom Meeting ID: [info icon] [lock icon]

Speaker View [fullscreen icon]

Participants (22)

Find a participant

- Janet Chang (Me)
- Tammy Seale (Host)
- GR Grant R
- SC Sloan Campi
- MT Mark Teague (Co-host)

Raise Hand yes no go slower go faster more

Unmute Me

Zoom Group Chat

To: Everyone

Type message here...

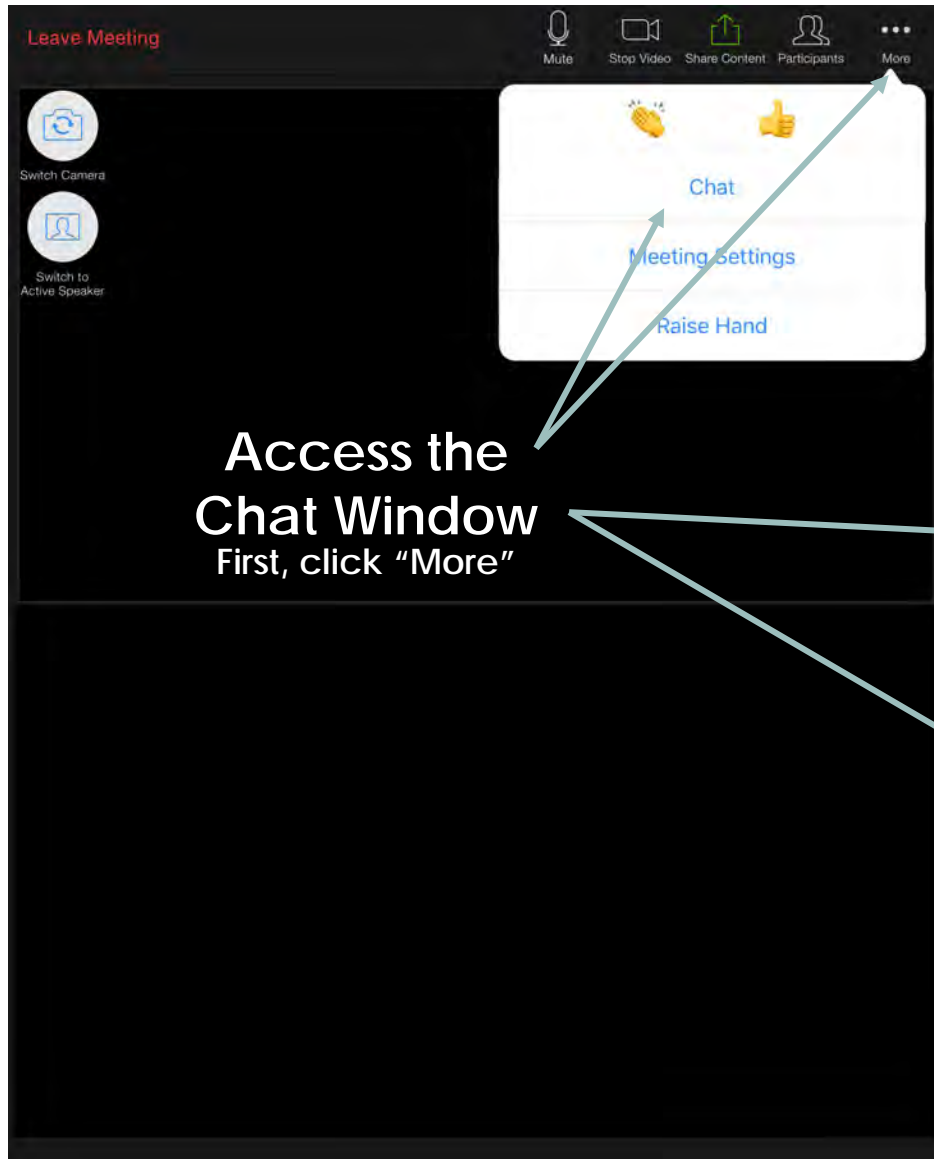
Unmute Stop Video Invite Participants Share Screen Chat Record Reactions Leave Meeting

Access the chat window
Submit questions or comments via chat

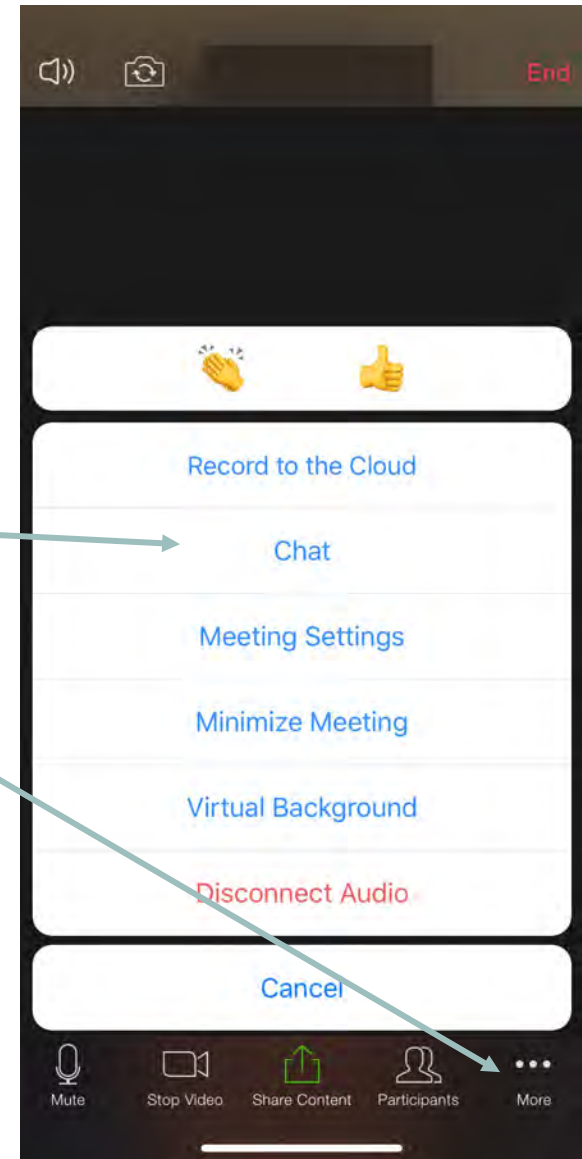
Choose "Project Questions/Comments?" in drop-down menu

Type Message Here

ZOOM MEETING CONTROLS (TABLET & SMART PHONE)



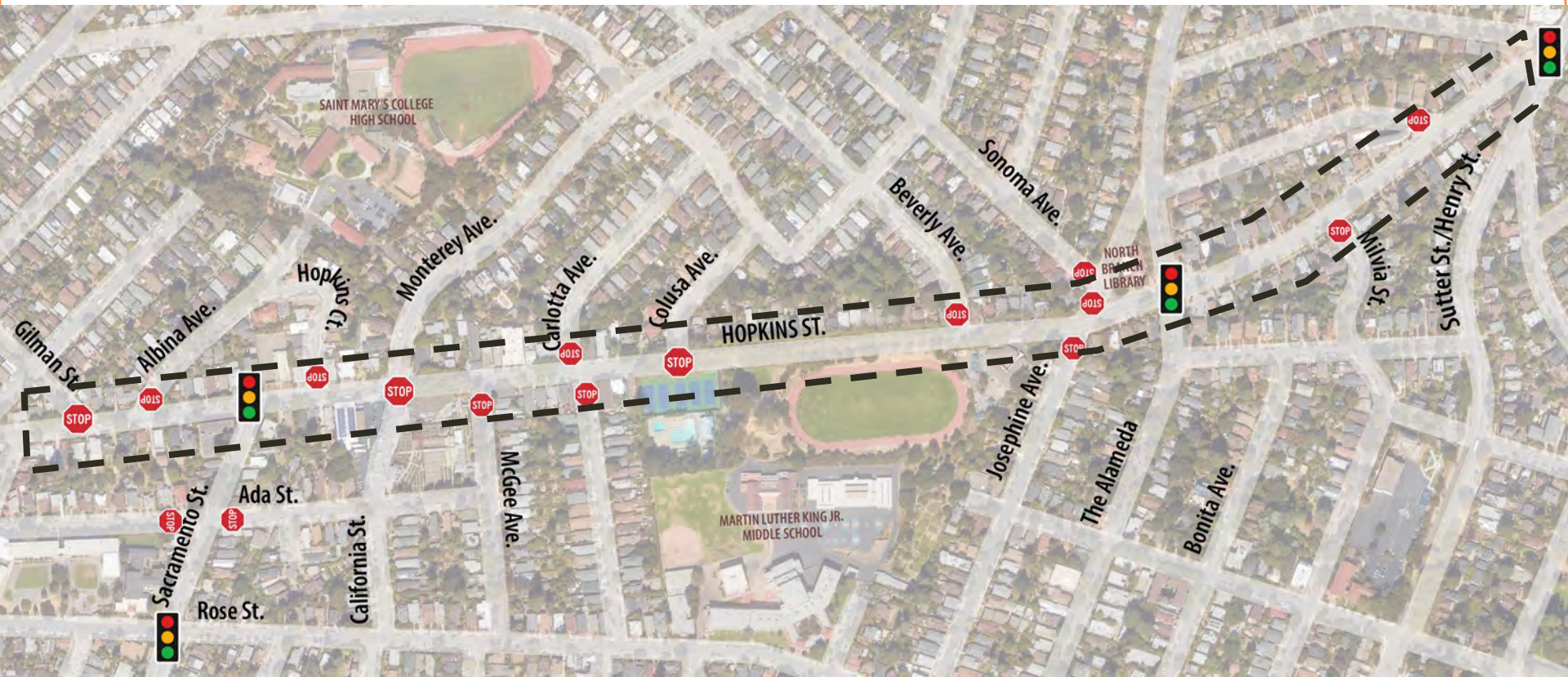
Tablet



Smart Phone

STUDY AREA

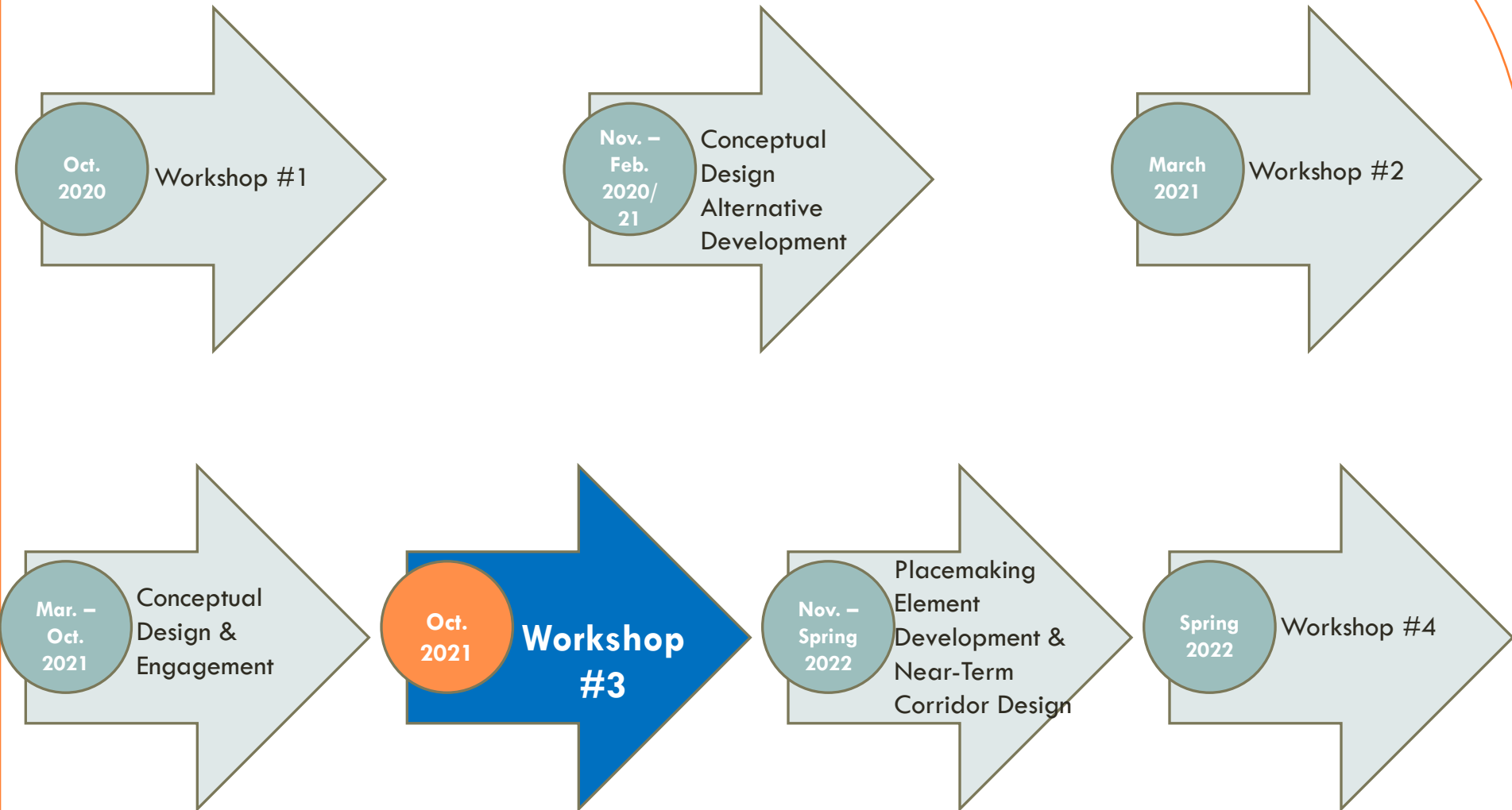
Hopkins Street from Sutter Street to Gilman Street



WORKSHOP PURPOSE

- Review options for incorporating landscape, gathering places, and public art
- Share updated long-term and near-term “Complete Streets” design and safety improvements
- Provide input on the near-term corridor options (summer 2023)
- Listen to your ideas on the proposed measures for the Hopkins Corridor

NEXT STEPS



STUDY GOALS

- Improve the **safety of walking** along and crossing Hopkins Street
- Improve **bicycle and vehicular transportation safety and flow** along and crossing Hopkins Street
- Transform Hopkins Street between Sacramento Street and McGee Avenue into a **community gathering place**
- **Manage parking** in order to meet the needs of residents and local businesses
- Support local businesses by creating a **streetscape that attracts customers**
- Install **green infrastructure** to protect the Bay while providing visual enjoyment
- **Improve aesthetics** all along Hopkins Street, employing a design palette consistent with its historic character

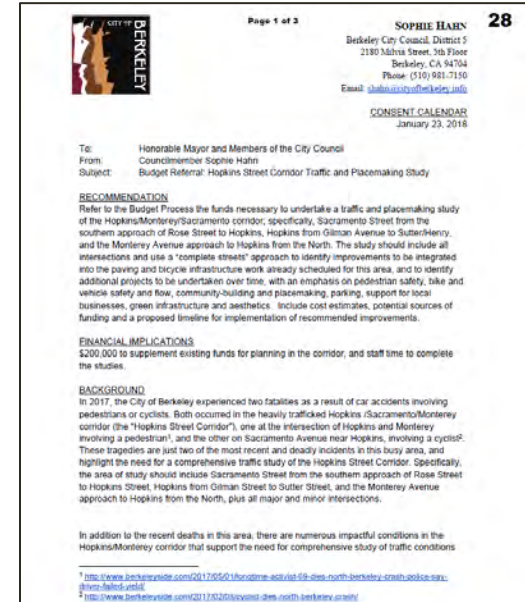
EXISTING CONDITIONS

CITY PRIORITIES

The 2017 City of Berkeley Bike Plan recommends Hopkins Street for a **Complete Street corridor and cycle track study**.

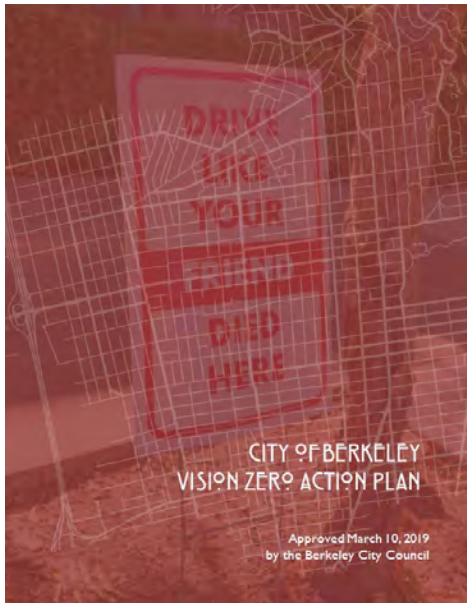


In 2018 Councilmember Hahn crafted a **Budget Referral to fund a “traffic and placemaking study”** from Sutter Street to Gilman Street

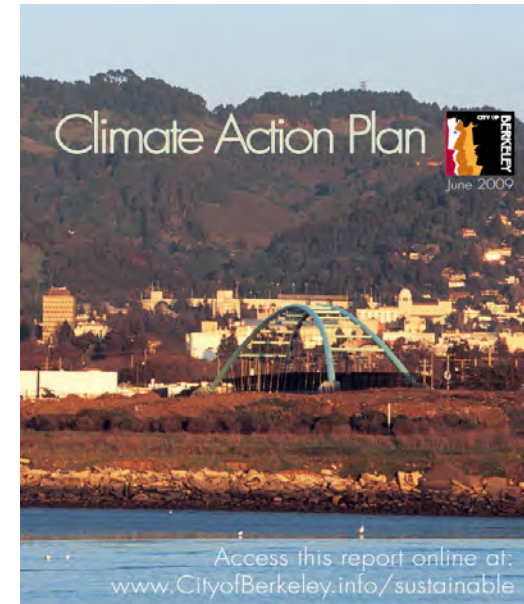


CITY PRIORITIES

Berkeley's Vision Zero Action Plan identifies priority actions, including **proactively building capital-intensive and quick-build safety projects** on all Vision Zero High Injury Streets by 2028.



The Berkeley Climate Action Plan sets a target to **reduce the City's greenhouse gas emissions by 80% below 2000 levels by 2050**. Motorized transportation is Berkeley's greatest contributor to greenhouse gas emissions.



EXISTING CONDITIONS

Street segments vary significantly by **width** and **traffic volume**.

Sutter Street to Sonoma Avenue



Sonoma Avenue to McGee Avenue



McGee Avenue to Gilman Street



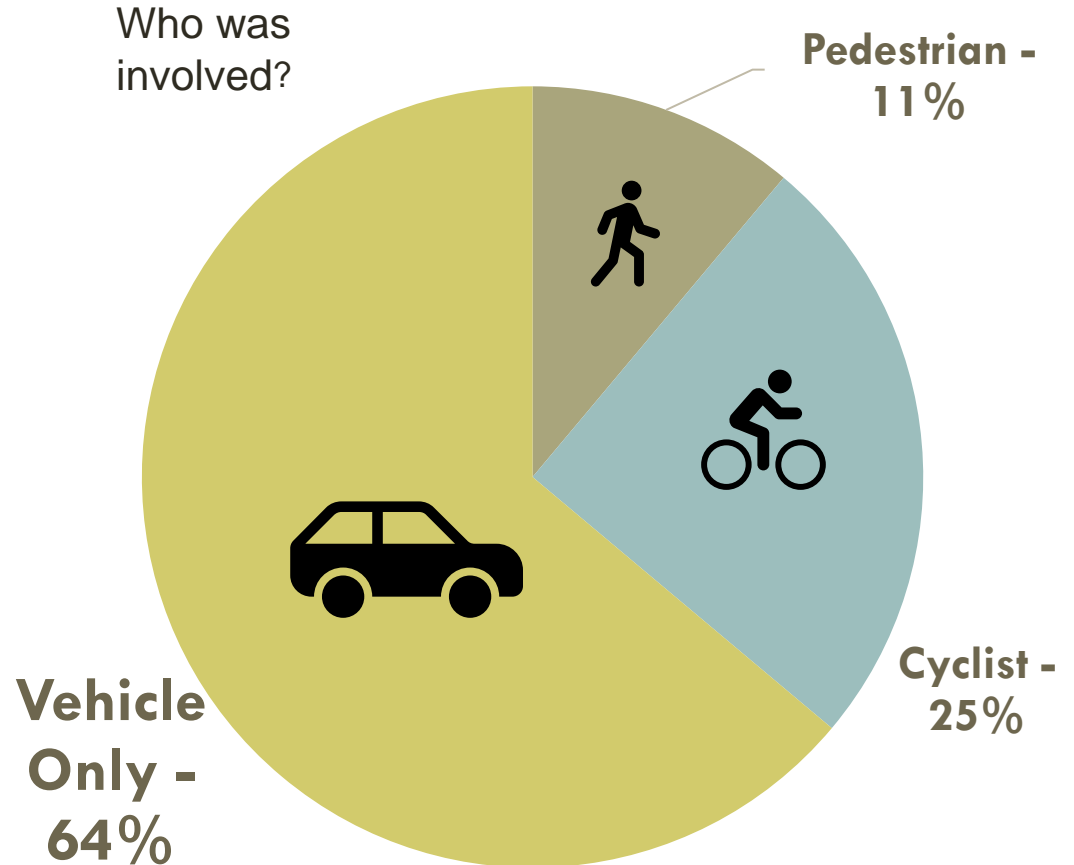
↑
Street Width

↓
Traffic Volume

COLLISIONS

36 collisions took place from 2015-2018. **36%** of all collisions involved cyclists or pedestrians.

One pedestrian fatality and **one cyclist fatality** occurred in the study area from 2015-2018.



YOUR VOICES MATTER

PUBLIC ENGAGEMENT

- **Over 1,000** e-mails and phone calls received
- About **40 discussions** with business owners and representatives from Hopkins' institutions (schools, churches)
- Input from **workshop #2**

PUBLIC ENGAGEMENT — THEMES

- Interest in **improving pedestrian safety**
- Interest in **protecting cyclists** from vehicular traffic
- Concern over **loss of on-street parking**
- Interest in additional **public and customer seating**



TRANSPORTATION

TOOLKIT — PEDESTRIAN FEATURES

Bulb-Outs



Bulb-outs are sidewalk extensions into the parking lane. They can be made of paint and bollards or more long-lasting material such as concrete. This creates more distance between turning vehicles and pedestrians; encourages vehicles to turn more slowly; increases pedestrian visibility; shortens crossing distances; and visually narrows the travel lanes.



Median Islands



Median islands are areas of space in between travel lanes where driving is prohibited. They can be made of paint or more long-lasting material such as concrete. Median islands can be used to facilitate pedestrian and bicycle crossings, narrow the travel lanes and slow vehicle speeds.



TOOLKIT — PEDESTRIAN FEATURES

Pedestrian Beacons



Pedestrian beacons are activated by pedestrians and alert vehicles to the presence of pedestrians in crosswalks. They make pedestrians more visible to drivers both before they enter the crosswalk and while crossing. Pedestrian beacons improve the yielding rates by drivers to pedestrians in crosswalks.



Raised Crosswalks



A raised crosswalk is a crossing that is constructed at a higher elevation than the roadway. It is essentially a speed table that meets the adjacent curbs and has a full-width crosswalk contained within the flat portion of the table. It reinforces the pedestrian priority nature of the crossing while slowing the speeds of passing vehicles.



TOOLKIT — PEDESTRIAN FEATURES

High Visibility Crosswalks



High visibility crosswalks consist of wide stripes parallel to the curb. These markings improve visibility of the crosswalk and pedestrians compared to other crosswalk markings.



TOOLKIT — TRANSIT AMENITIES

Bus Bulbs



Bus bulbs are curb extensions that align the transit stop with the parking lane, allowing buses to stop without leaving the travel lane. This helps bus travel times and reliability while providing more space for shelters and other amenities.



Transit Amenity Improvements



Transit amenity improvements mean the addition of features at transit stops such as benches, shelters, trash cans, and improved lighting.



TOOLKIT — BIKEWAY TREATMENTS

Center Median Bike Lanes



Center median bike lanes are dedicated bicycle lanes in the center median of the roadway, physically protected from the travel lanes by a raised median, planters, landscaping, and/or another treatment.



Shared Use Paths



Off-street facilities exclusively for the use of bicyclists and pedestrians. Bicyclists and pedestrians may share the path or have separate pathways within the overall facility. Shared use paths are usually located within parks, along railroad rights-of-way, or along bodies of water.



TOOLKIT — BIKEWAY TREATMENTS

Protected Bike Lanes



A protected bike lane is a bicycle lane with physical protection between the bicycle lane and the travel and/or parking lane. The physical protection can be in the form of a raised curb, planters, bollards, or a landscaped strip, among other measures.



Parking Protected Bike Lanes



A parking protected bike lane places the parking lane between the travel lane and the bicycle lane to provide separation between moving vehicles and bicycles. In this configuration, bicycle lanes are against the curb and the parking lane is 'floating' between the bicycle and travel lanes.



TOOLKIT — BIKEWAY TREATMENTS

Sharrows



Bicycle ‘sharrows,’ or ‘shared-lane markings’ are road markings to indicate a shared lane environment for drivers and bicyclists. They reinforce the legitimacy of bicycle traffic while reminding drivers to expect to see bicyclists on the roadway.



Bulb-Outs with Bike Passage

Bulb-outs with bike passage are sidewalk extensions with a bicycle lane passage between the sidewalk and curb ramp. The bicycle lane is raised to the height of the sidewalk and cyclists must yield to pedestrians.



ADVANTAGES OF PROTECTED BIKE LANES

- Travel Choices
 - Age 8 to 80 type of facility
 - Over 70% increase in cycling (National Institute for Transportation Communities, 2014)
- Safety
 - 90% reduction in injuries on major streets with on-street parking (Teschke, American Journal of Public Health, 2012)
 - Over 80% reduction in sidewalk riding (New York City Department of Transportation [NYCDOT], 2012)
 - Decreased automobile speeding (NYCDOT, 2011)
- Access to local businesses
 - Adds to the customer base
 - Customers who arrive by bike spend the same amount as drivers: they make smaller purchases but return more often (Clifton et al, Portland State University, 2012)

PLACEMAKING

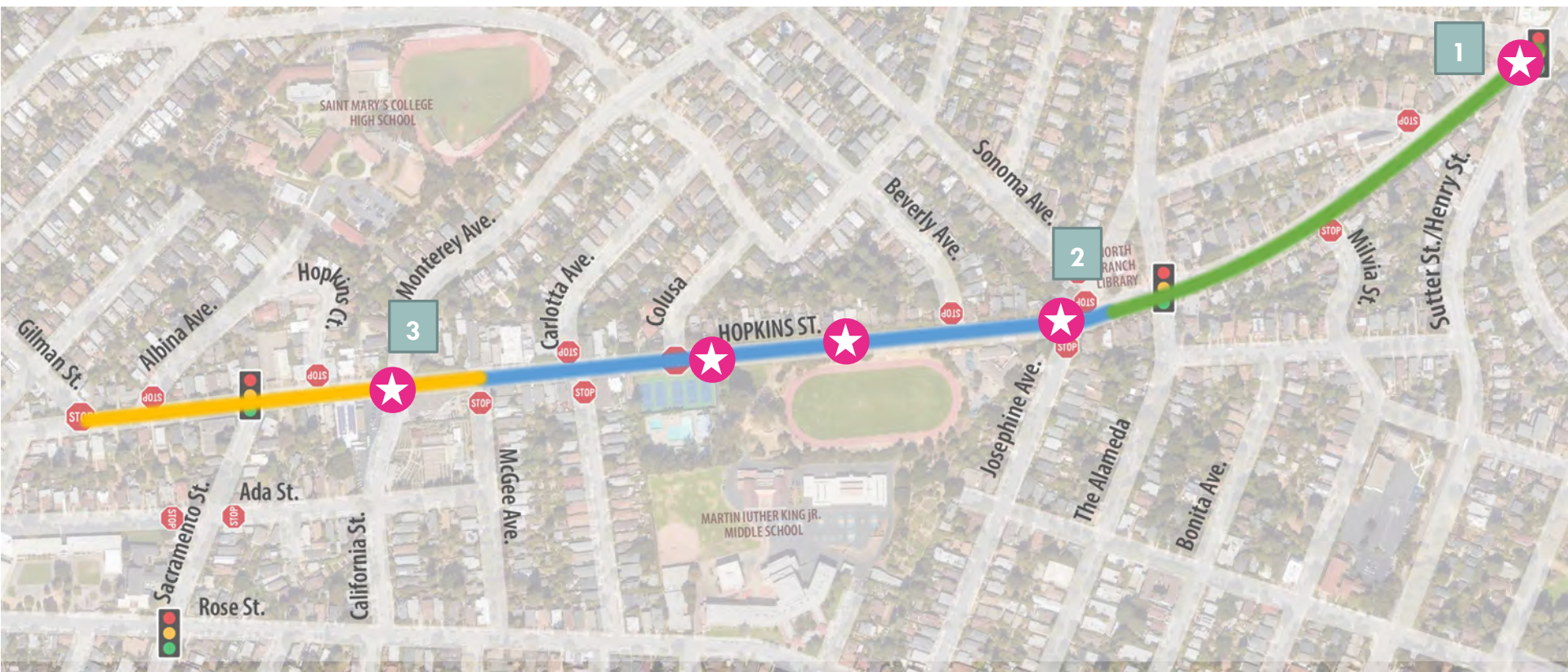
HOPKINS PLACEMAKING OPPORTUNITIES

The Hopkins Corridor has a rich history with evidence of streetcar lines from the past, grand planted allees of Sycamore and Elm trees, and a distinctive mix of early and mid-century architectural styles in homes and storefronts.


The corridor continues to provide lively public space for families and businesses and is one of Berkeley's most welcoming and popular pedestrian-scaled districts. In contrast to the busy downtown streetscapes of Shattuck and 4th Street, the commercial zone at Hopkins and Monterey Avenue has a unique, relaxed, local quality.



HOPKINS PLACEMAKING OPPORTUNITIES



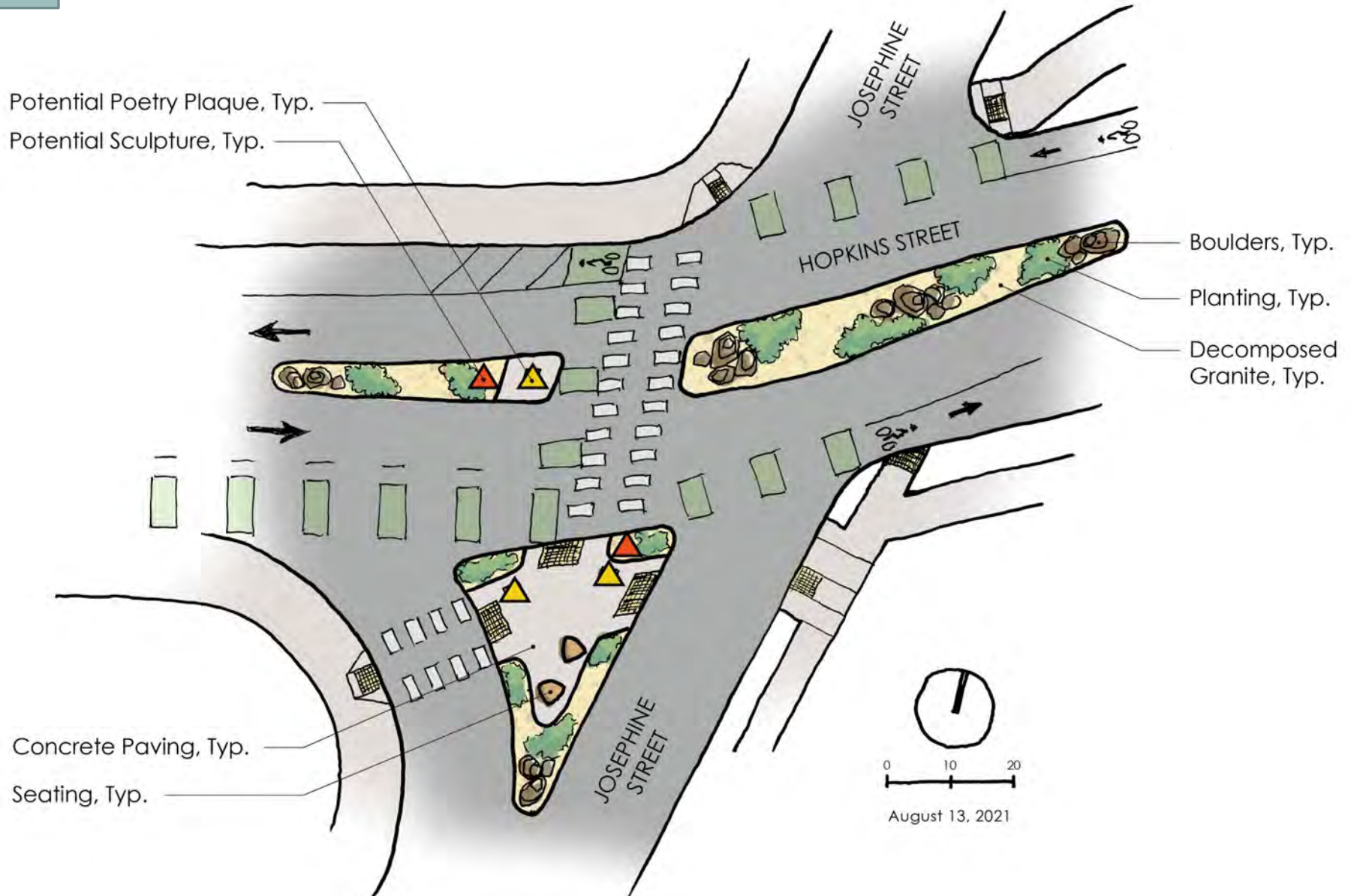
These locations were identified by the design team and the community in Workshops #1 and #2 for special placemaking treatments. This might include pocket parks, seating, public art, bicycle amenities, or public information kiosks.

 Placemaking Nodes

SUTTER DRAFT CONCEPT PLAN



JOSEPHINE DRAFT CONCEPT PLAN







PLACEMAKING TYPES

Comfortable Bench Seating

Wooden benches – either contemporary or with a nod to typical public furnishings of the streetcar era - provide space for neighborhood connections.

Question – Contemporary or Historic Style Benches?

New bench at Gioia Pizzeria and typical historic streetcar benches. Warm tones and metal supports harmonize with brick building facades.



PLACEMAKING TYPES

Playful Sculptural Seating

There are many opportunities along Hopkins for less formal seating. Medians in irregular shapes lend themselves to sculptural forms. At King School Park, playful oversized chairs will blend in with athletic and play areas.

Question – Benches or Individual Seats?



Playful concrete urchin seats at Monterey Fish Market

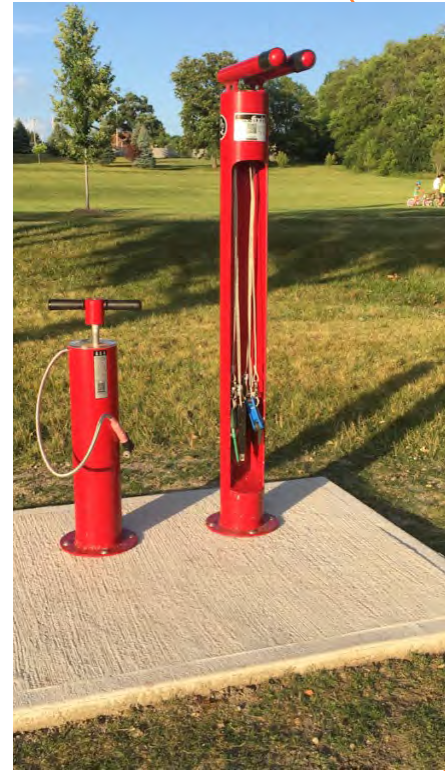


PLACEMAKING TYPES

Bicycle Amenities

New bicycle amenities should be provided to support the families and shoppers who use Hopkins as a major bicycle route. Access to safe, convenient bicycle parking makes it possible to rely less on passenger cars for daily trips around the neighborhood.

Question – Standard (circle) bike racks or more "artistic"?



PLACEMAKING TYPES

Paving for Special Areas

Warm colors and pavers in shapes that are variations of classic forms will harmonize with the neighborhood scale of Hopkins Street.

Question – Should colors match the rose-colored sidewalks and/or earth tones at the North Branch Library?

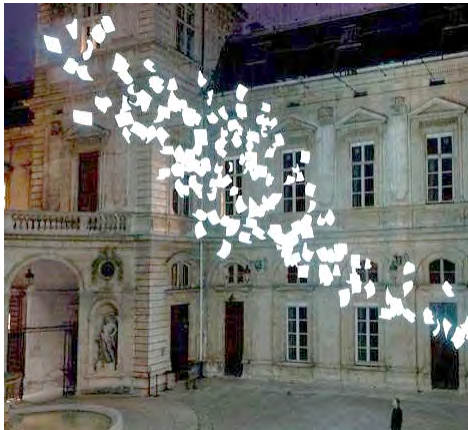


PLACEMAKING TYPES

Public Art Opportunities

The Hopkins neighborhood is a prime candidate for public art, which could be temporary or permanent. Gateway elements or paving installations should be placed to relate to their location, and be safe and durable.

Question – Art that references the history of the area, reflects shapes found in nature, or is more purely abstract?



PLACEMAKING TYPES

Low Water Landscaping

PLANTS – VERY LOW WATER USE

BOULDERS

DECOMPOSED GRANITE MULCH

Question – Do you prefer all native plants or a combination of native and not-native low water plantings?



PLACEMAKING TYPES

Stormwater Gardens

Beautiful and useful, these gardens must be constructed to collect street stormwater in order to provide full benefits. They can be planted with native and habitat plants.

New raingardens on Cedar and Shattuck



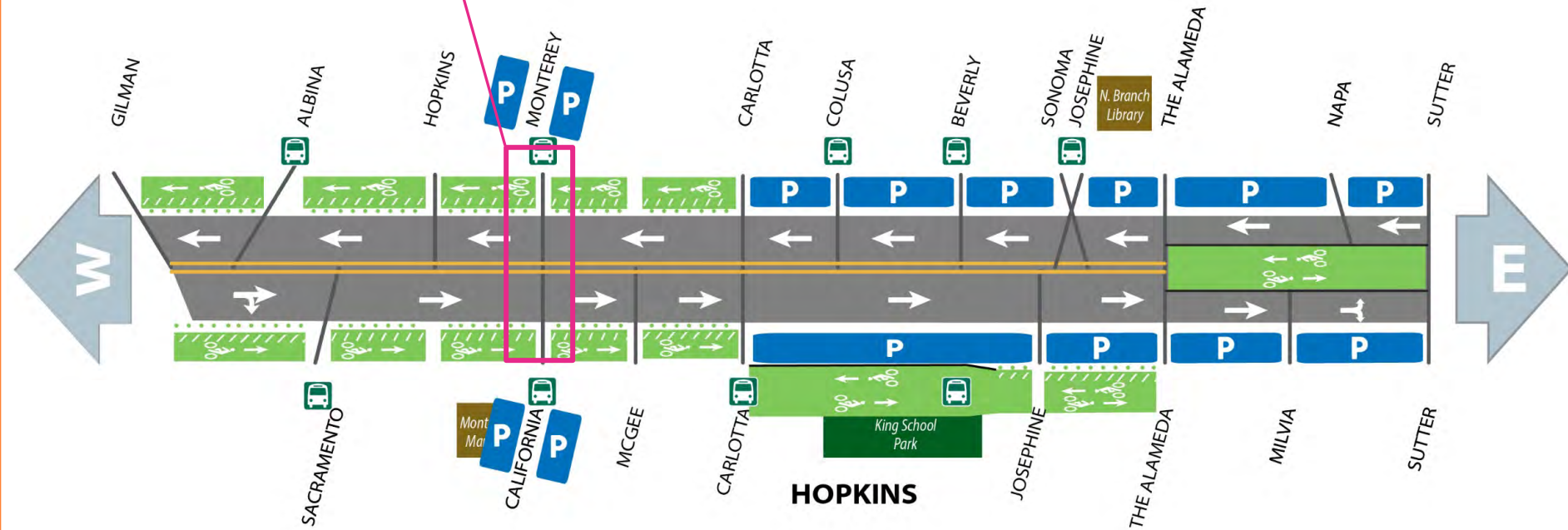
BREAKOUT #1

LONG-TERM VISION

BICYCLE FACILITIES

LONG-TERM RECOMMENDATION

Intersection and replacement
parking concept on following slide



Bike Path

Protected Bike Lane



Parking



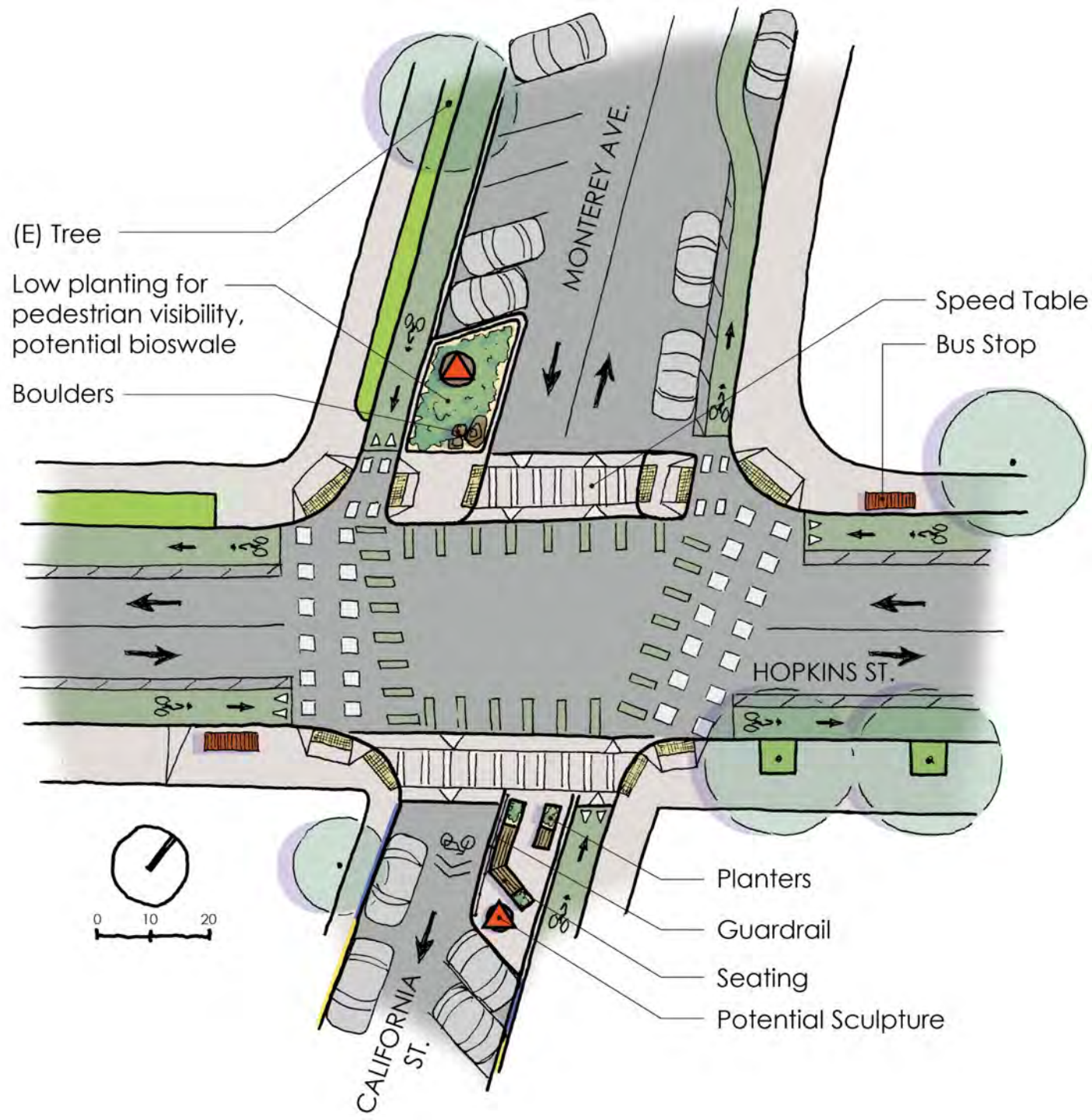
Transit Stop



Vehicle Traffic Flow

Note: Bulb-outs on the north (Monterey) side of the intersection and parking reorientation *may* be able to be constructed via the 2023 repave funds.

The south (California) side as well as the placemaking opportunities are still unfunded and are a part of the long-term vision.



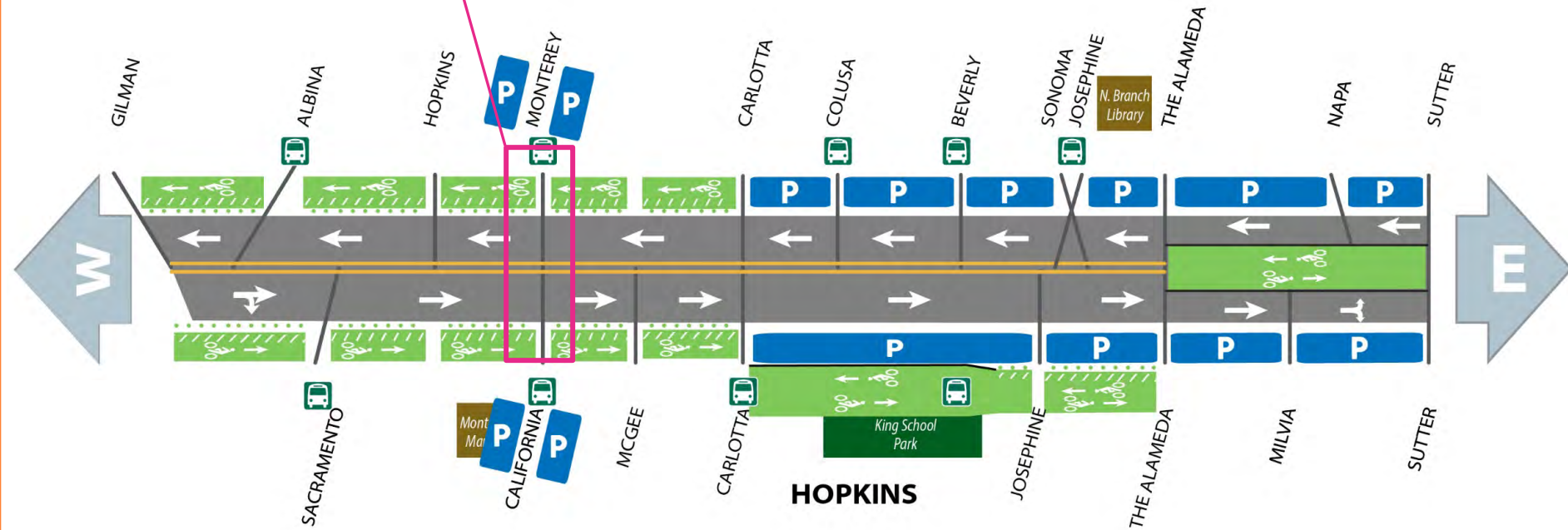
PARKING AND DELIVERIES IN COMMERCIAL CORE: MCGEE TO HOPKINS COURT

- New delivery zone on west side of California Street, next to Monterey Market
- Volume of commercial trucks on California to Ada is unchanged, but direction would be counter-clockwise instead of clockwise
- Net loss of 5 parking spaces

BICYCLE FACILITIES

LONG-TERM RECOMMENDATION

Intersection and replacement
parking concept on following slide



Bike Path



Protected Bike Lane



Parking



Transit Stop



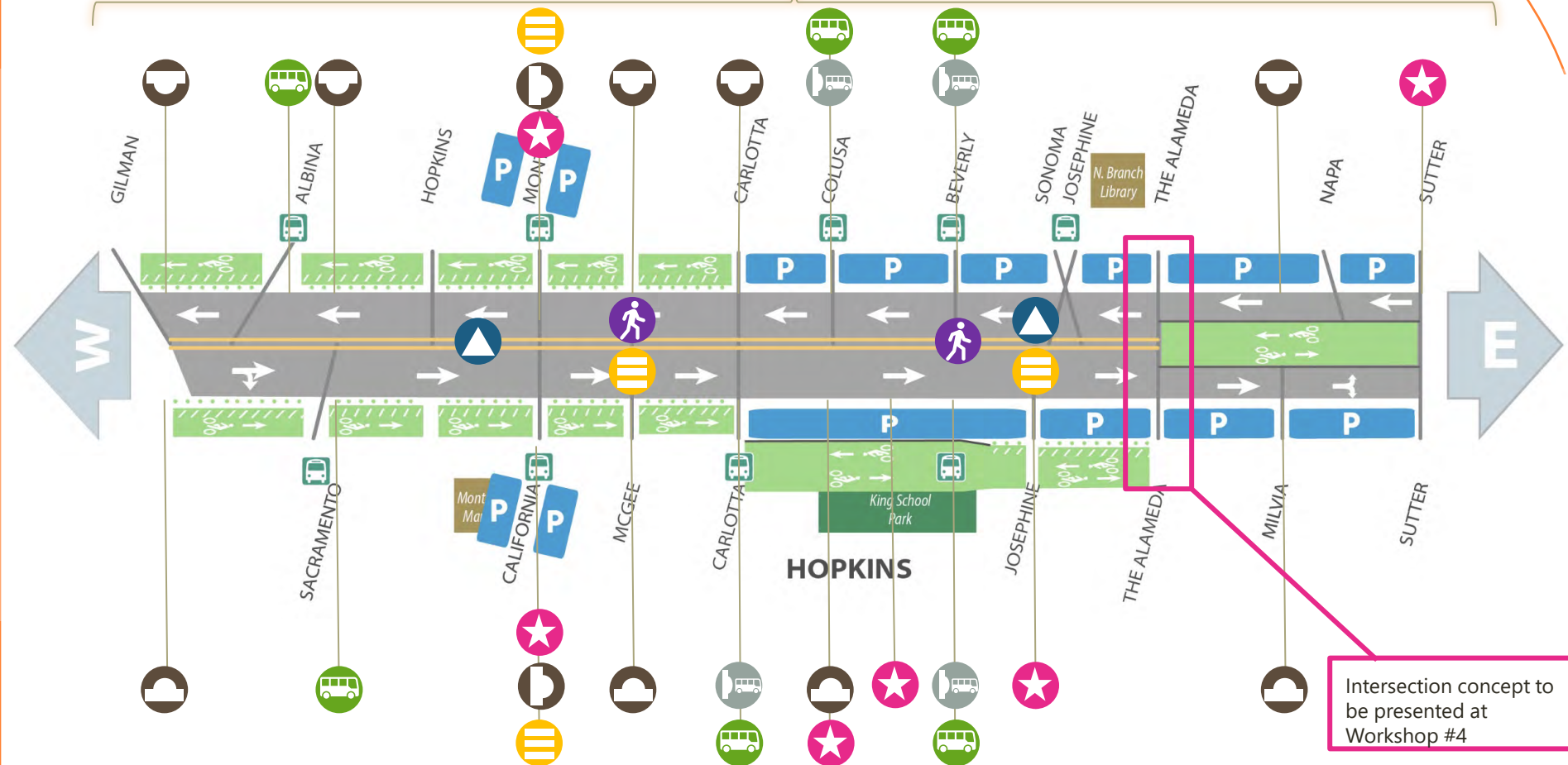
Vehicle Traffic Flow

PEDESTRIAN FEATURES

LONG-TERM RECOMMENDATION



UNIVERSAL TREATMENT: HIGH VISIBILITY CROSSWALKS



Bike Path



Protected Bike Lane



Parking



Transit Stop



Vehicle Traffic Flow



Concrete Bulb-Out



Concrete Median



Raised Crosswalk



Pedestrian Beacon



Bus Bulb



Placemaking



Transit Amenity Improvement

LONG-TERM VISION

Sutter to The Alameda



The Alameda to McGee



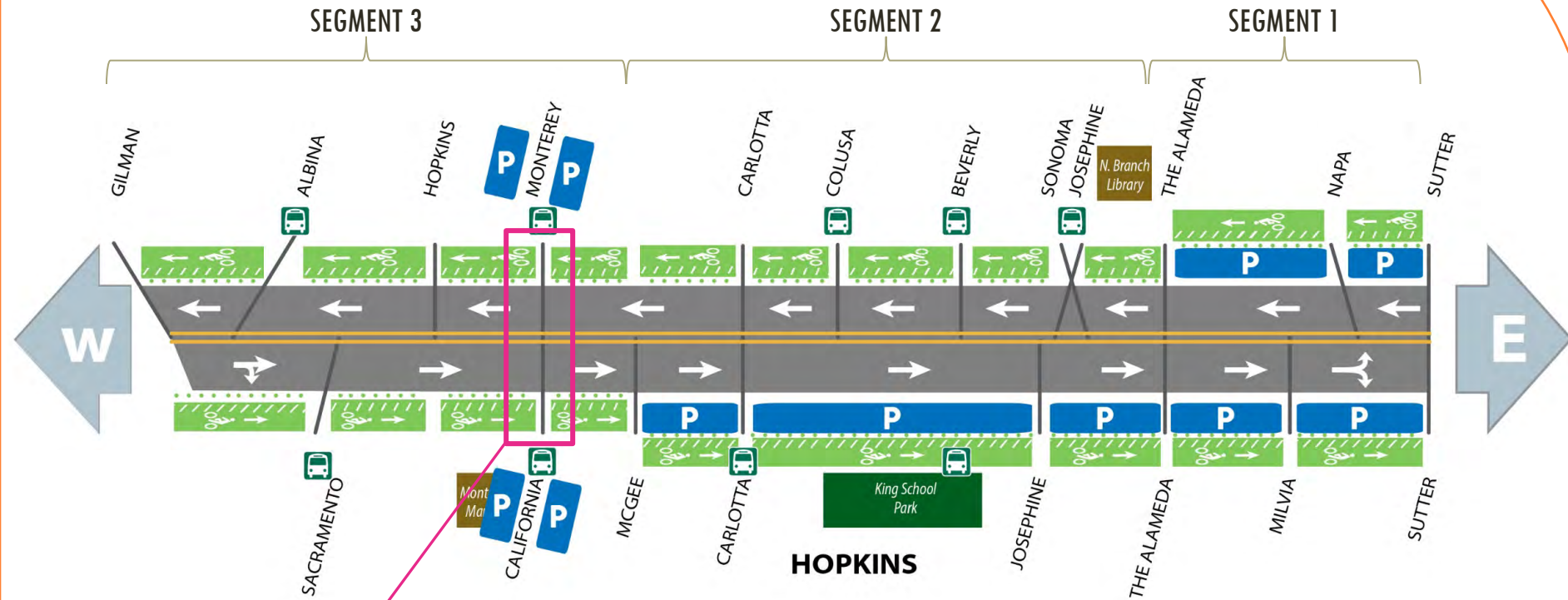
McGee to Gilman



NEAR-TERM RECOMMENDATIONS

OPTION 1 – BICYCLE LANES

NEAR-TERM RECOMMENDATION



Intersection and replacement parking concept on following slide

Note: Improvements to The Alameda / Hopkins intersection will be developed and presented at Workshop #4 following input on the configuration of parking and bike lanes at Workshop #3

NOTE: SEGMENTS OF HOPKINS STREET CAN BE EVALUATED INDIVIDUALLY FOR NEAR-TERM OPTIONS 1 & 2

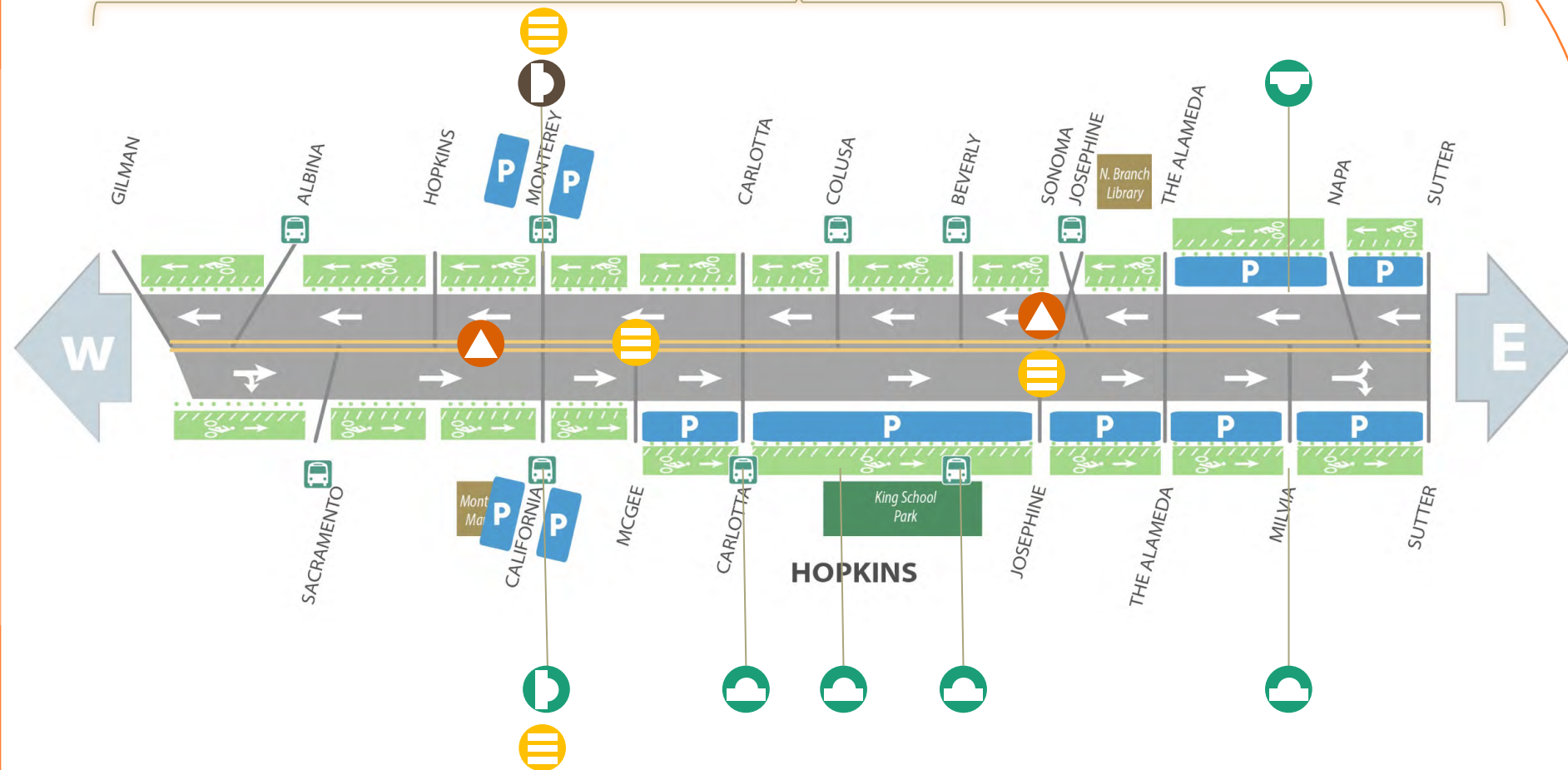


OPTION 1 – PEDESTRIAN FEATURES

NEAR-TERM
RECOMMENDATION



UNIVERSAL TREATMENT: HIGH VISIBILITY CROSSWALKS



Protected Bike Lane



Vehicle Traffic Flow



Parking



Transit Stop



Painted Bulb-Out



Raised Median



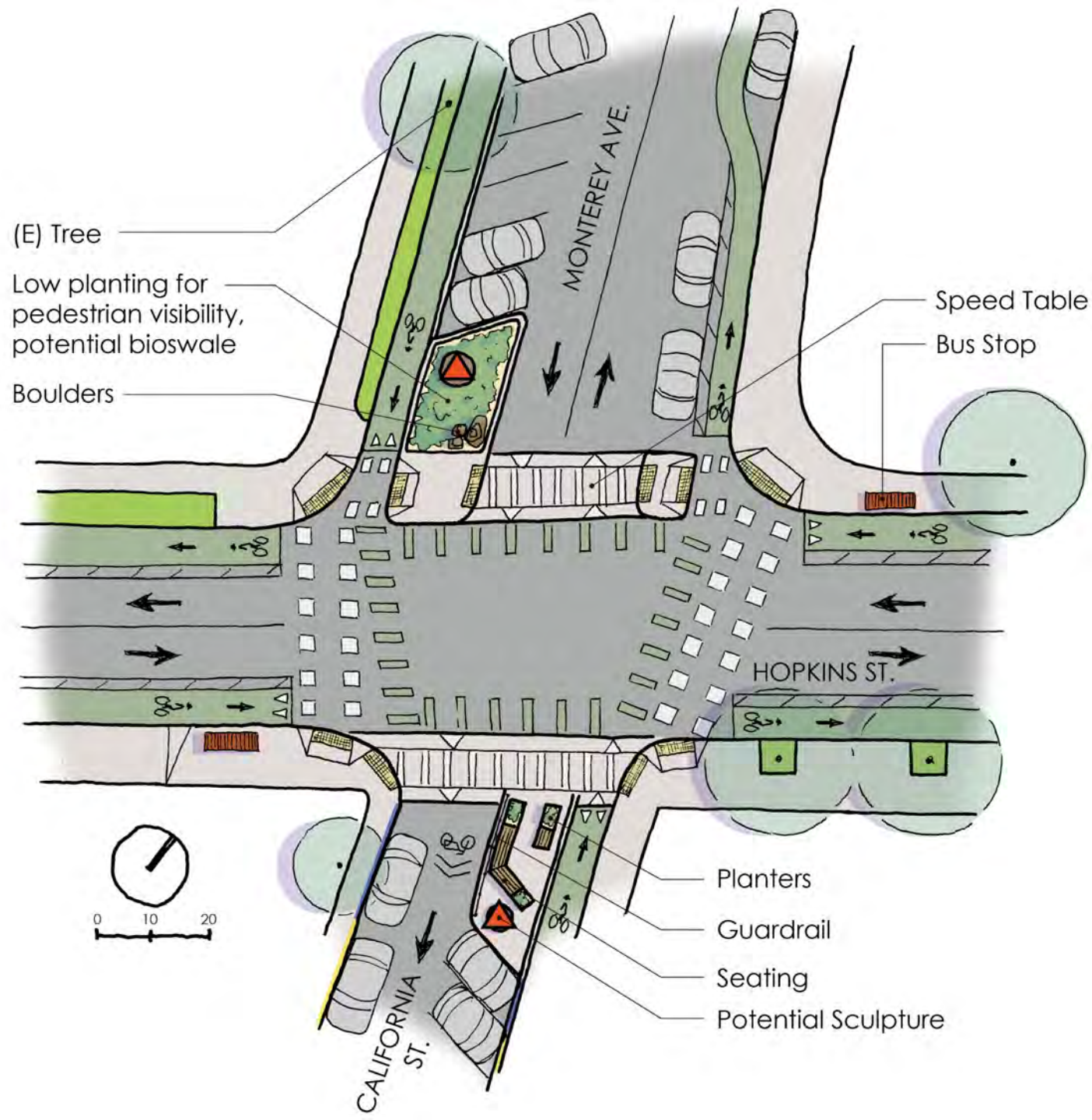
Concrete Bulb-Out



Raised Crosswalk

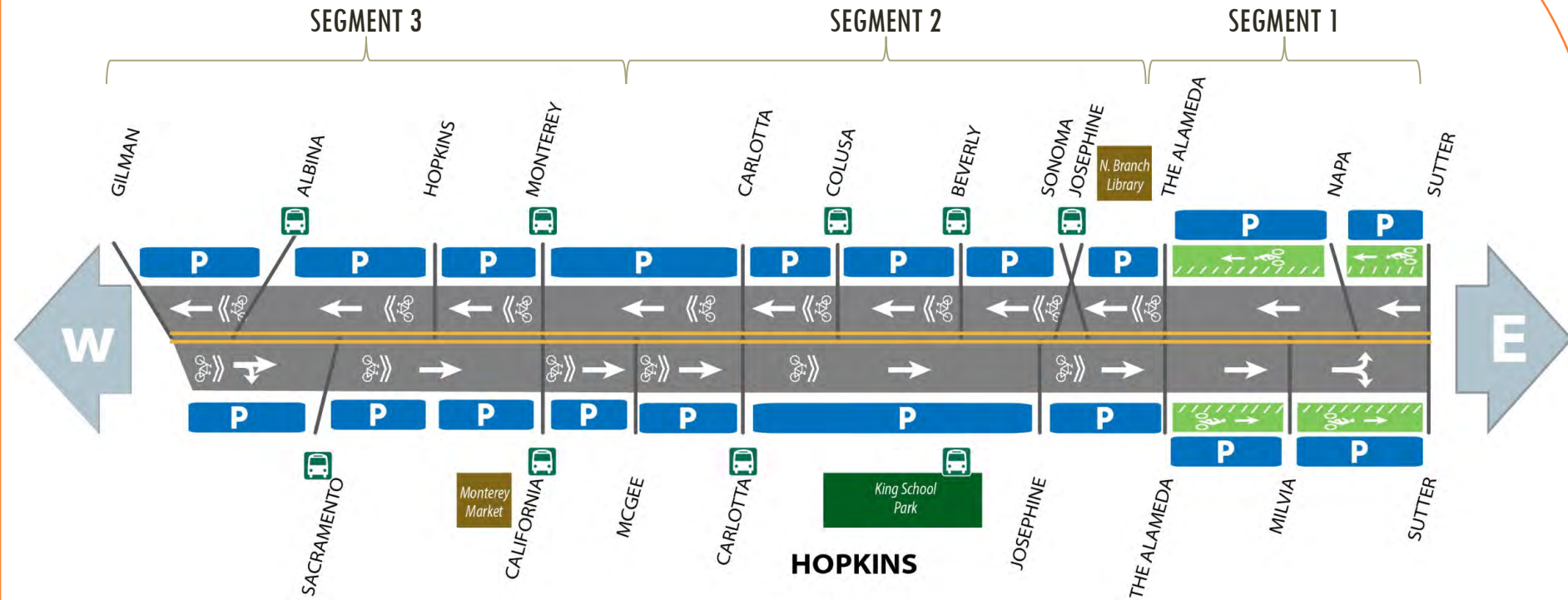
Note: Bulb-outs on the north (Monterey) side of the intersection and parking reorientation *may* be able to be constructed via the 2023 repave funds.

The south (California) side as well as the placemaking opportunities are still unfunded and are a part of the long-term vision.



OPTION 2 – BICYCLE LANES EAST OF THE ALAMEDA

NEAR-TERM
RECOMMENDATION



NOTE: SEGMENTS OF HOPKINS STREET CAN BE EVALUATED INDIVIDUALLY FOR NEAR-TERM
OPTIONS 1 & 2

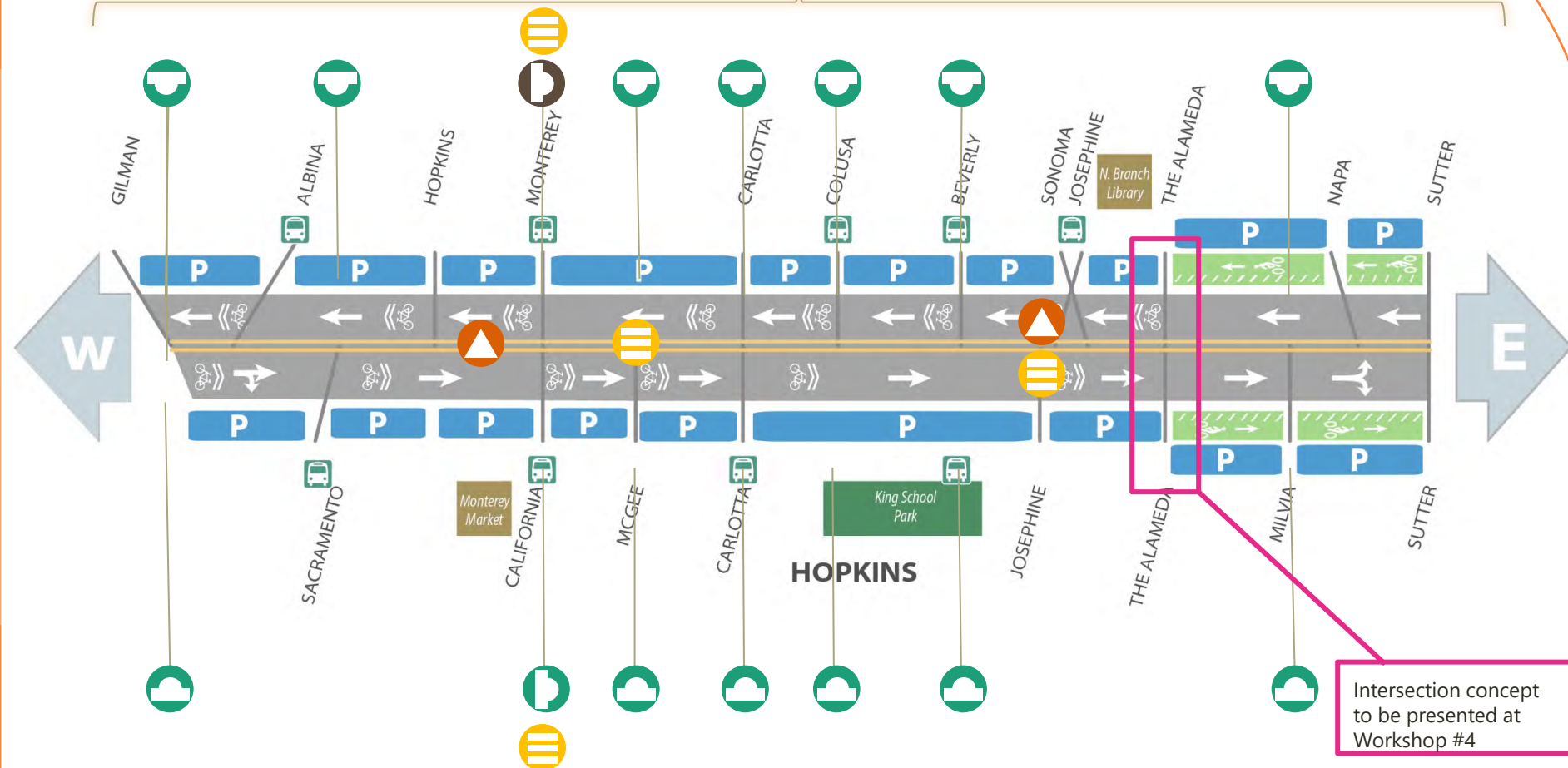


OPTION 2 – PEDESTRIAN FEATURES

**NEAR-TERM
RECOMMENDATION**



UNIVERSAL TREATMENT: HIGH VISIBILITY CROSSWALKS



Buffered Bike Lane



Vehicle Traffic Flow



Painted Bulb-Out



Concrete Bulb-Out



Shared Bike & Travel



Parking



Raised Median



Raised Crosswalk



Transit Stop

NEAR-TERM RECOMMENDATION COMPARISON

Effects On...	OPTION 1 – BICYCLE LANES	OPTION 2 – BICYCLE LANES EAST OF THE ALAMEDA
PEDESTRIANS	Raised crosswalks, median islands	Raised crosswalks, median islands Bulb-outs for visibility around parked cars
CYCLISTS	Highest level of cyclist safety and comfort Cyclists are physically separated from vehicles	No protection from motor traffic west of The Alameda Moderate level of cyclist safety and comfort east of The Alameda
DRIVERS	Less parking preserved; additional parking created on California/Monterey	More parking preserved Shared driving lane with cyclists

CONCERNS REGARDING ADA BIKE DETOUR VARIATION ON OPTION 2

- Commercial deliveries to Berkeley Horticultural from large trucks on Ada
- Difficulty crossing at Ada/Sacramento Street intersection
- Lack of connection to Ohlone Greenway on Ada



OPTION 1

Sutter to The Alameda



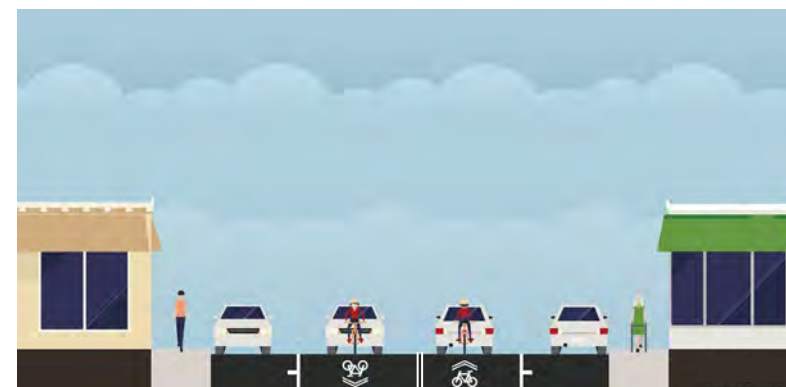
The Alameda to McGee



McGee to Gilman



OPTION 2



BREAKOUT #2

NEXT STEPS

Explore the design concepts and give us your feedback:

- Tonight's presentation can be downloaded from the project page on the City of Berkeley's website
- Provide additional comments through November 26 by:
- Email
- Social Pinpoint

BAThomas@cityofberkeley.info