

DWIGHT WAY/CALIFORNIA STREET INTERSECTION PROJECT

COMMUNITY MEETING ON JUNE 1, 2022, 6:00 PM

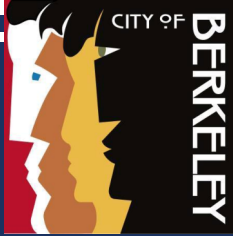
TRANSPORTATION DIVISION OF CITY OF BERKELEY – PUBLIC WORKS DEPT.

Hosted by:

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

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

Farid Javandel, Deputy Director (fjavandel@cityofberkeley.info)



DWIGHT WAY/CALIFORNIA STREET INTERSECTION PROJECT

I. WELCOME AND INTRODUCTIONS





DWIGHT WAY/CALIFORNIA STREET INTERSECTION PROJECT

MEETING AGENDA

1. Welcome and introductions
2. Project background and purpose
3. Confirm effectiveness of median
4. Share traffic data
5. Public comments
6. Response to comments & closing remarks





DWIGHT WAY/CALIFORNIA STREET INTERSECTION PROJECT

2. PROJECT BACKGROUND & PURPOSE

- Council referral by Councilmember Harrison
- Citywide plans:
 - **General Plan:** “Create a model bicycle- and pedestrian-friendly city where bicycling and walking are safe, attractive, easy, and convenient forms of transportation and recreation for people of all ages and abilities.”
 - **Bike Plan**
 - **Pedestrian Plan**
 - **Vision Zero Action Plan**



DWIGHT WAY/CALIFORNIA STREET INTERSECTION PROJECT

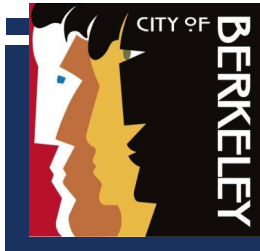
2. PROJECT BACKGROUND & PURPOSE

Bike Plan:

- California Street is part of the Citywide bike network
- Intersection was **LTS 3** (16% of bikers would feel comfortable crossing) and has been improved to **LTS 2** (up to 79% of bikers would feel comfortable crossing)

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



City staff evaluated various traffic calming options and found the median refuge island to be the most appropriate

Reference:	Pedestrian Plan	Bicycle Plan	Bicycle Plan	General Plan	General Plan	General Plan	General Plan	Engineering judgement	CA MUTCD	CA MUTCD	CA MUTCD
	Makes it easier/safer to cross as a pedestrian	Makes it easier/safer to cross as a bicyclist ¹	Reduces traffic volumes on Bicycle Boulevard ²	Reduces thru speeds on Dwight Way ³	Maintains efficient vehicular traffic flow on Dwight Way, a Major Street ⁴	Maintains emergency access route on Dwight Way ⁴	Maintains transit reliability ⁴	Compliance due to physical constraints (vs. compliance based on enforcement)	Is a traffic control device	Is a warning device	Appears to meet State standard criteria for consideration ⁵
Marked crossing	✓	✓	◆	◆	◆	✓	◆	✗	✓	◆	◆
Median refuge island	✓	✓	✓	✓	✓	✓	✓	✓	◆	◆	◆
RRFB	✓	✓	⊗	⊗	⊗	✓	=	✗	✗	✓	✓
RRFB with median	✓	✓	✓	✓	⊗	✓	=	✓	✗	✓	✓
PHB	✓	✓	⊗	⊗	⊗	✓	⊗	✗	✓	✗	✓
Traffic signal	✓	✓	✗	=	✗	✓	✗	✗	✓	✗	✗
4-way stop ⁶	✓	✓	✗	⊗	✗	✓	✗	✗	✓	✗	✗
Speed table	✓	✓	◆	✓	✗	✗	=	✓	◆	✗	◆

Legend:

- ◆ Not applicable
- ✓ Yes
- = Neutral/mixed
- ⊗ Likely no
- ✗ No

Footnotes:

1. When used properly, especially pertaining to RRFBs and PHBs.
2. For RRFBs and PHBs, some vehicles attempt to cross during pedestrian/bicycle crossing period.
3. Depends on driver reaction. For RRFBs, PHBs, and/or 4-way stops, some drivers increase speed after stopping.
4. As per Policy T-55 in the General Plan.
5. Requires further detailed study for a determination.
6. For more information on 4-way stop, see:

[https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level 3 - Transportation/StopSigns.pdf](https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/StopSigns.pdf)



DWIGHT WAY/CALIFORNIA STREET INTERSECTION PROJECT

2. PROJECT BACKGROUND & PURPOSE

Vision Zero Action Plan:

- California Street and Dwight Way are high-injury streets in an equity priority area





DWIGHT WAY/CALIFORNIA STREET INTERSECTION PROJECT

2. PROJECT BACKGROUND & PURPOSE

Incremental Approach:

○ Phase 1

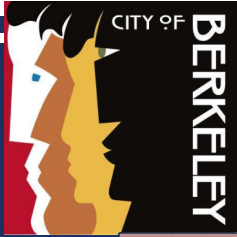
- ✓ Pre-construction traffic data (May 2021)
- ✓ Sidewalk, curb ramp, and crosswalk work (Nov - Dec 2021)

○ Phase 2

- ✓ Temporary median (Mar 2022)
- ✓ Post-construction traffic data (May 2022)

○ Phase 3

- ✓ Evaluate traffic data and effectiveness of temporary median (May 2022)
- Construct concrete median (summer 2022)



DWIGHT WAY/CALIFORNIA STREET INTERSECTION PROJECT

3. CONFIRM EFFECTIVENESS OF MEDIAN



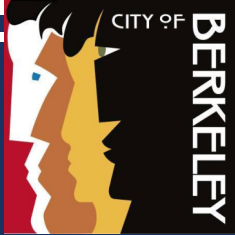


DWIGHT WAY/CALIFORNIA STREET INTERSECTION PROJECT

3. CONFIRM EFFECTIVENESS OF MEDIAN

Does the temporary median meet the design objectives?

- ❖ Goals as established in Citywide plans
 - Improve bicycle and pedestrian safety
 - Easier to cross Dwight Way
 - Reduce and eliminate hazards on bike routes
 - Improve walking, with a focus on equity and safety
 - Maintain emergency vehicle access
 - Address high-injury streets, especially in equity priority area
- ❖ Field test of median geometry



DWIGHT WAY/CALIFORNIA STREET INTERSECTION PROJECT

4. SHARE TRAFFIC DATA

What does the traffic data indicate?

- Vehicle volumes have redistributed amongst Spaulding, California, Jefferson, and McGee and remain low
- Vehicle speeds remain within 5 mph of the posted speed limits, or the range of acceptable speeds that does not meet criteria for traffic calming
 - Exception is California, which qualifies for traffic calming (speed table and reconfigured bike lane)
- Although adjacent streets do not meet criteria for traffic calming, City will refresh pavement markings as needed and post speed limit signs on Spaulding, Jefferson, and McGee

Vehicles Per Day



CHANGE IN VEHICLES PER DAY



85th Percentile Speeds



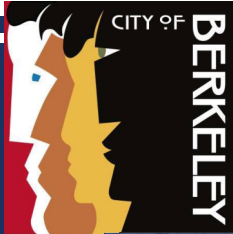


DWIGHT WAY/CALIFORNIA STREET INTERSECTION PROJECT

4. SHARE TRAFFIC DATA

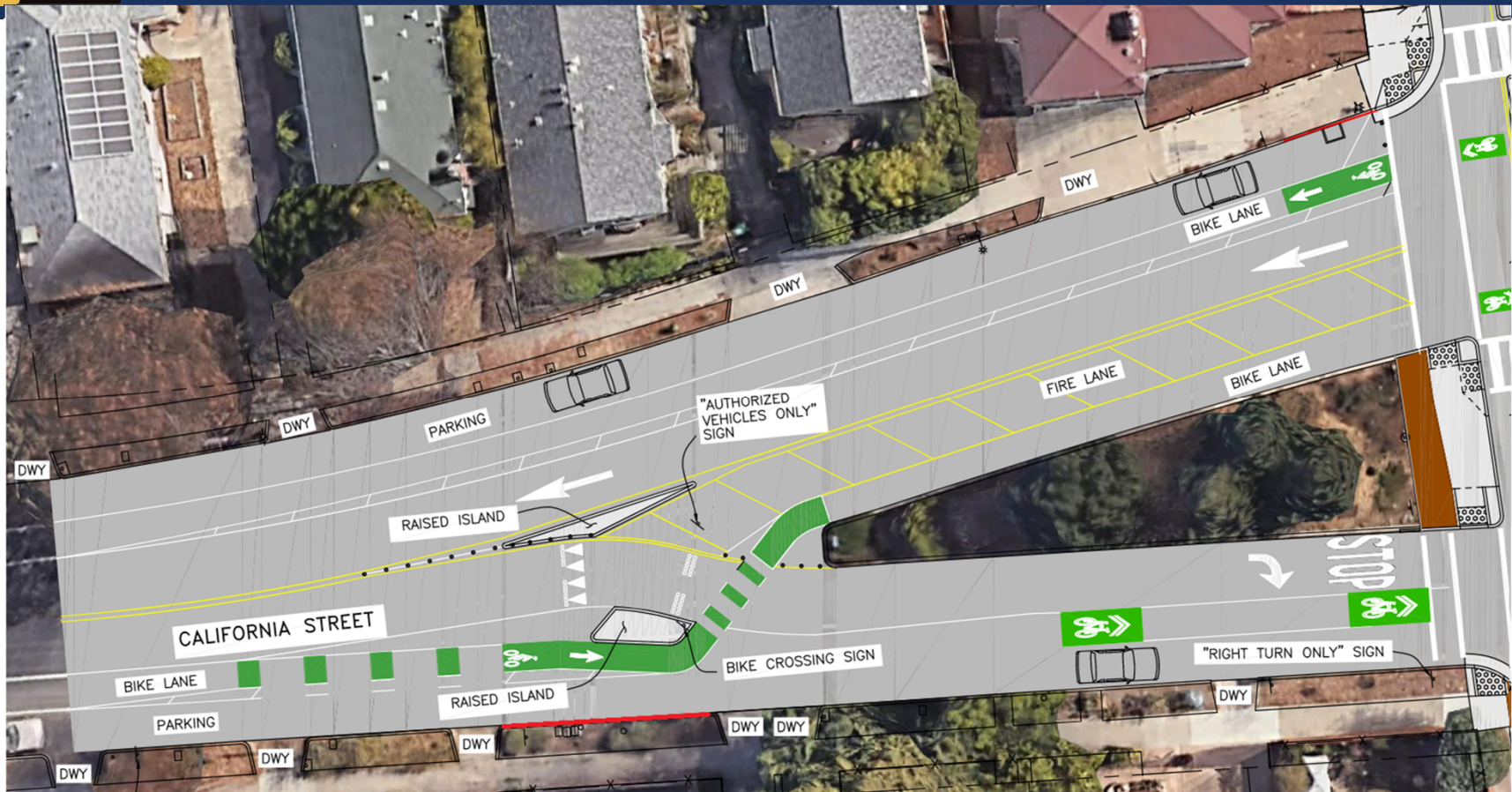
City staff evaluated streets for traffic calming measures

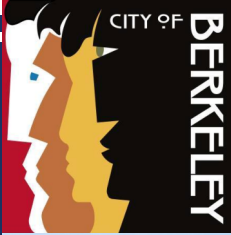
Minimum Criteria to Qualify for Traffic Calming	
SHALL meet the following two conditions:	AND at least <u>one</u> of these conditions :
1) Any residential street area; AND	<ul style="list-style-type: none"> - Where the 85th percentile speed profile is greater than 5 mph over the speed limit; OR - Proximity 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.	<ul style="list-style-type: none"> - 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)



DWIGHT WAY/CALIFORNIA STREET INTERSECTION PROJECT

4. SHARE TRAFFIC DATA





DWIGHT WAY/CALIFORNIA STREET INTERSECTION PROJECT

5. PUBLIC COMMENTS





DWIGHT WAY/CALIFORNIA STREET INTERSECTION PROJECT

6. RESPONSE TO COMMENTS/CLOSING REMARKS

Thank You

<https://berkeleyca.gov/your-government/our-work/capital-projects/dwight-waycalifornia-street-intersection-project>

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

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

Farid Javandel, Deputy Director (fjavandel@cityofberkeley.info)