

HOPKINS CORRIDOR TRANSPORTATION SAFETY PROJECT

VIRTUAL COMMUNITY MEETING December 12, 2022



AGENDA

- Introductions
- Project purpose
- Options west of Gilman Street
- Community feedback
- Next steps



INTRODUCTIONS

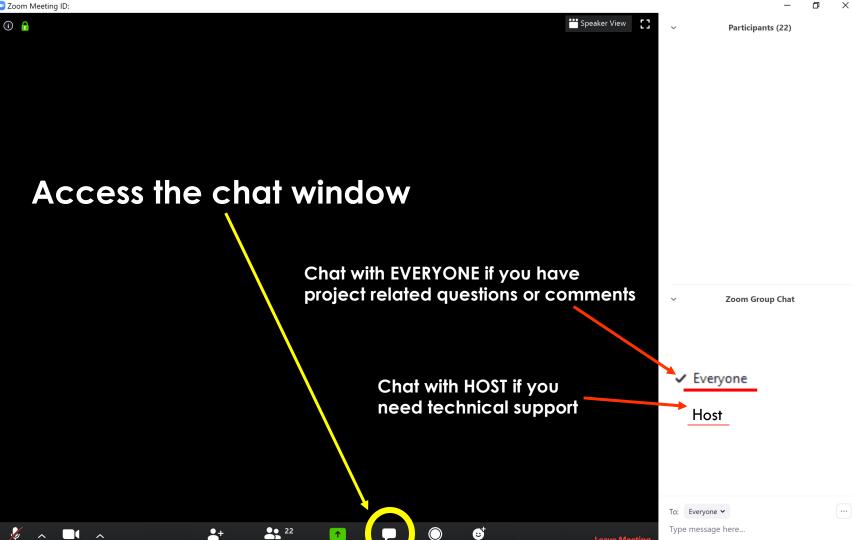
ZOOM CONTROLS

Invite

Participants

Share Screen

Zoom Meeting ID:

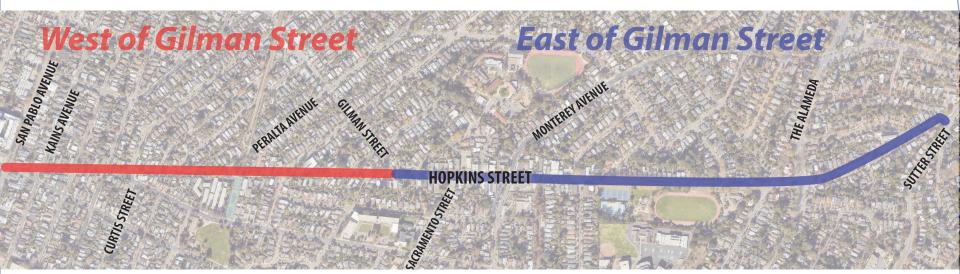


Reactions

Unmute Stop Video

PROJECT PURPOSE

HOPKINS STREET PROJECT LIMITS



CITY PRIORITIES



biect:

COMMENDATION

ANCIAL IMPLICATIONS

studies. CKGROUND

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Honorable Mayor and Members of the City Council

fer to the Budget Process the funds necessary to undertake a traffic and pl

he Hopkins/Monterey/Sacramento corridor; specifically, Sacramento Stree them approach of Rose Street to Hopkins. Hopkins from Gilman Avenue t d the Monterey Avenue approach to Hopkins from the North. The study sho ersections and use a "complete streets" approach to identify improvements the paving and bicycle infrastructure work already scheduled for this area ditional projects to be undertaken over time, with an emphasis on pedestria hicle safety and flow, community-building and placemaking, parking, suppo sinesses, green infrastructure and aesthetics. Include cost estimates, pote ding and a proposed timeline for implementation of recommended improve

00,000 to supplement existing funds for planning in the corridor, and staff ti

2017, the City of Berkeley experienced two fatalities as a result of car accid destrians or cyclists. Both occurred in the heavily trafficked Hopkins /Sacra ridor (the "Hopkins Street Corridor"), one at the intersection of Hopkins and olving a pedestrian¹, and the other on Sacramento Avenue near Hopkins, i

ese tradedies are just two of the most recent and deadly incidents in this bu hlight the need for a comprehensive traffic study of the Hopkins Street Cor area of study should include Sacramento Street from the southern approa

Hopkins Street, Hopkins from Gilman Street to Sutter Street, and the Monte roach to Hopkins from the North, plus all major and minor intersections

addition to the recent deaths in this area, there are numerous impactful con

pkins/Monterey corridor that support the need for comprehensive study of

tp://www.berkelevside.com/2017/05/01/longtime-activist-69-dies-north-berkelev-c

B/cvclist-dies-north-berkelev-crash

Budget Referral: Hopkins Street Corridor Traffic and Placemak

Councilmember Sophie Hahn

Pł Email: shahn

CON



CITY PEBERKELEY

Approved March 10, 2019 by the Berkeley City Council



Climate Action F

2017 Bicycle Plan

Approved May 2, 2017 by Berkeley City Council

2018 Budget Referral

Vision Zero Action Plan (2019)

Climate Action Plan (2009)

HOPKINS STREET: <u>EAST OF GILMAN ST.</u>

- May 2022: City Council approved preliminary plan
- October 2022: City Council requested additional considerations:
 - Parking management/mitigation study
 - Review of optional bikeway alignments near commercial core

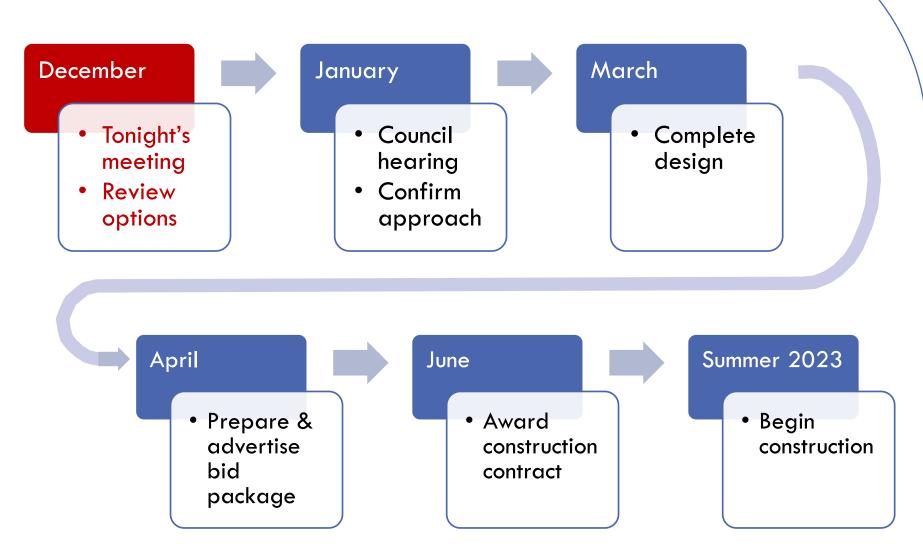


HOPKINS STREET: <u>WEST OF GILMAN ST.</u>

- Tonight's focus
- Includes roadway repaving, and curb ramp improvements as needed
- Three options for extending protected two-way bikeway westerly -- please provide feedback!



PROJECT TIMELINE



MEETING PURPOSE

- Introduce options west of Gilman Street
- Obtain community input on options
- Gain community input on potential implementation of bikeway as part of paving project

OPTIONS WEST OF GILMAN STREET

TWO-WAY PROTECTED BIKEWAYS

 Consistent with City's adopted priorities





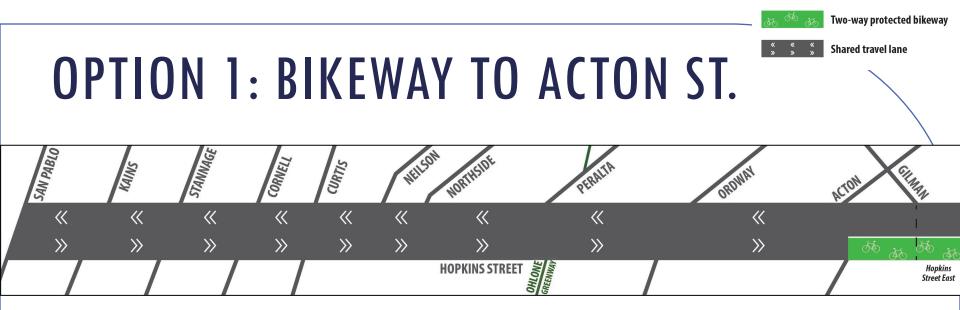
 Safer and less stressful cycling environment for more users

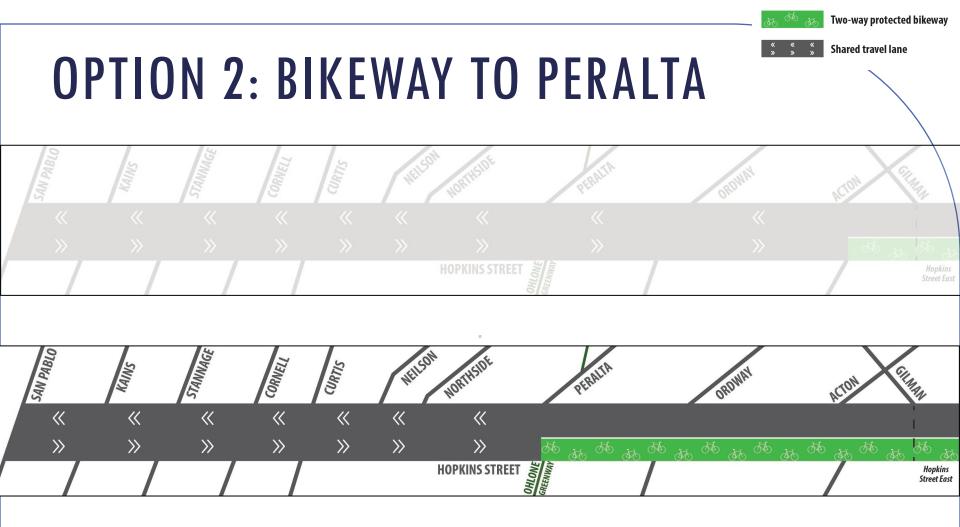
ON-STREET PARKING

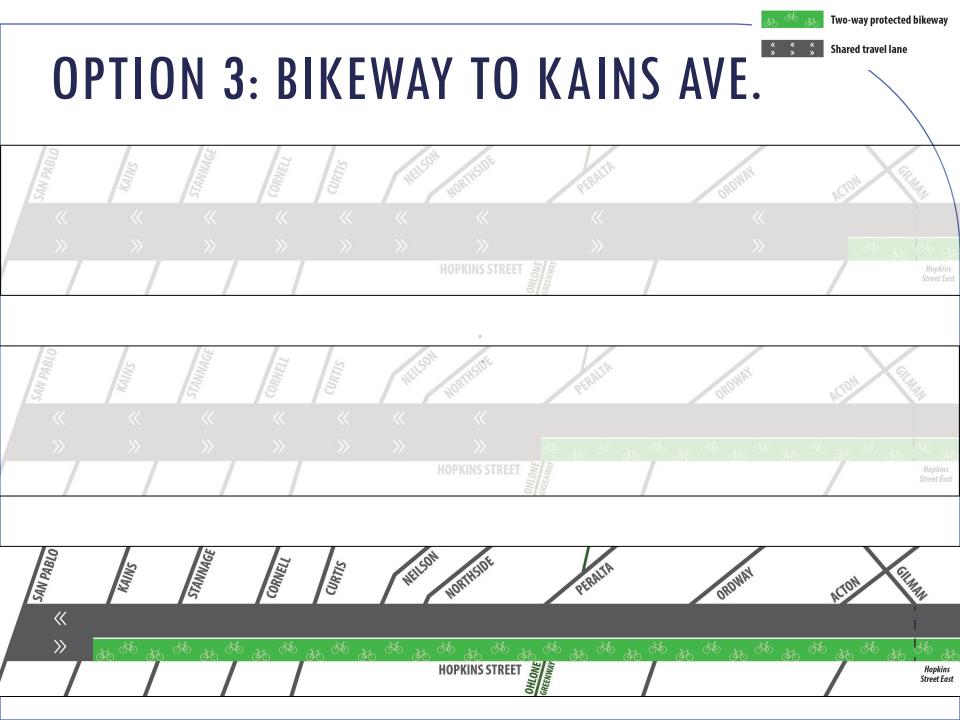
- Provision of protected bikeway would remove parking from one or both sides of street
- Recent peak parking surveys showed about 60% occupied spaces



Roadway Segment	Approx. # of Spaces
Gilman St. to Acton St.	13
Acton St. to Peralta Ave.	63
Peralta Ave. to Kains St.	79
Total	155
Maximum Occupied	93

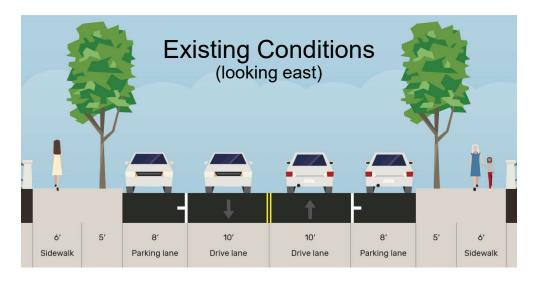






GILMAN ST. TO NORTHSIDE AVE.

- Approximately 36' between curbs
- On-street parking on both sides
- Bikeway would require removal of on-street parking on both sides





OPTION 1: BIKEWAY TO ACTON ST.



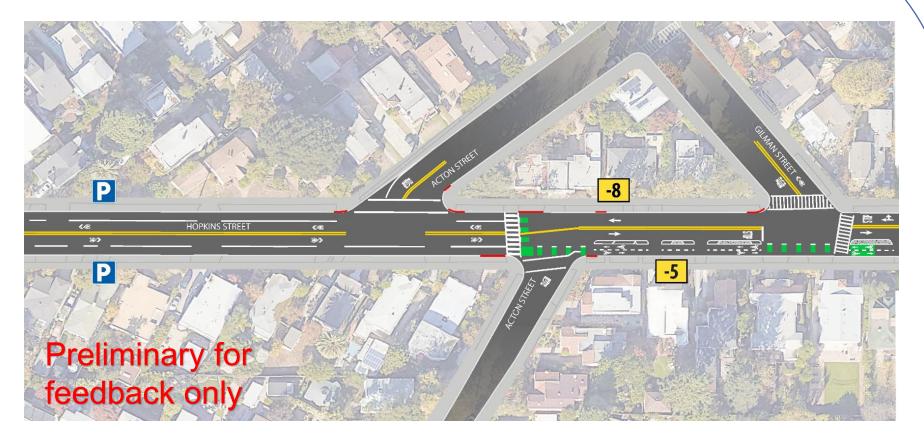


OPTION 1: BIKEWAY TO ACTON ST.





OPTION 1: BIKEWAY TO ACTON ST.



- Two-way protected bikeway extended 250 feet
- Approximately 13 on-street parking areas removed

OPTION 2: BIKEWAY TO PERALTA AVE.





OPTION 2: BIKEWAY TO PERALTA AVE.





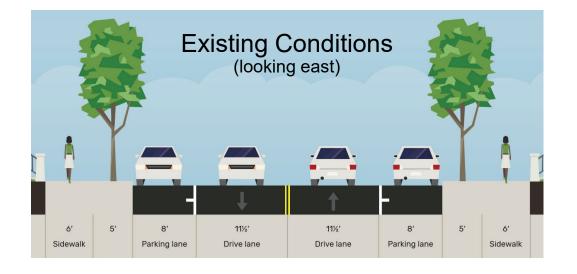
OPTION 2: BIKEWAY TO PERALTA AVE.

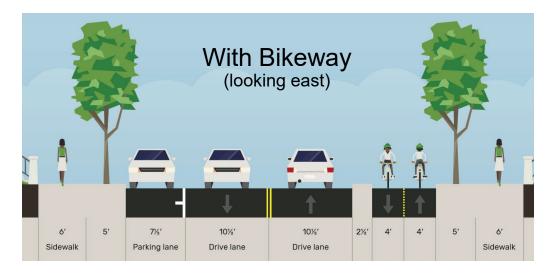


- Two-way protected bikeway extended 1,400 feet
- Approximately 76 on-street parking areas removed

NORTHSIDE AVE. TO KAINS AVE.

- Approximately 39' between curbs
- On-street parking on both sides
- Bikeway would require removal of on-street parking from south side







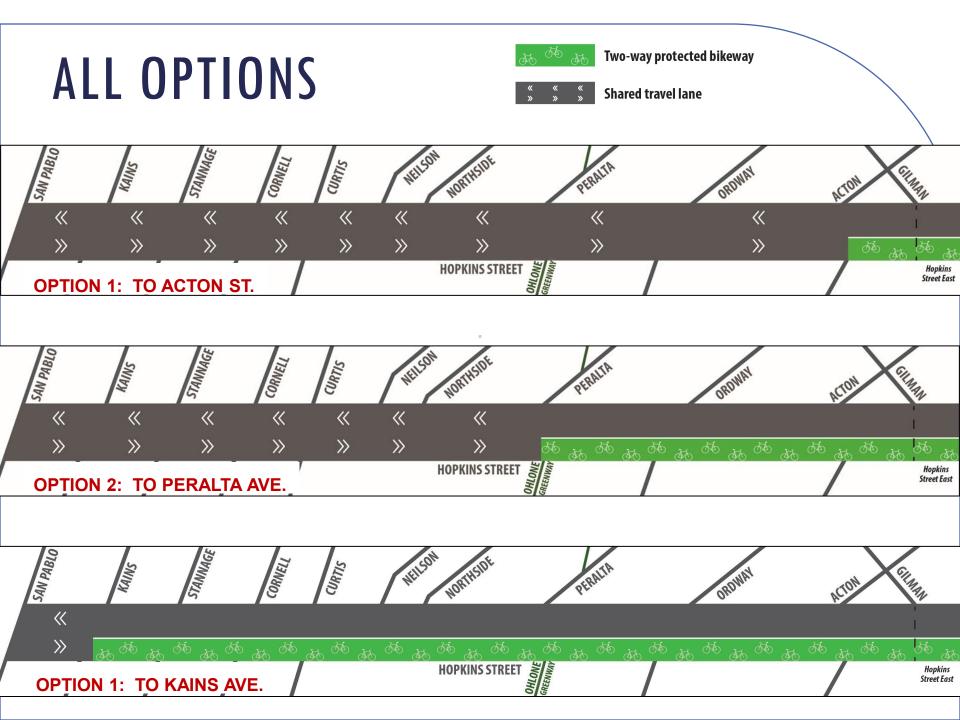






Preliminary for feedback only

- Two-way protected bikeway extended 3,000 feet
- Approximately 129-132 on-street parking areas removed
- Approximately 23-26 on-street parking areas retained
- During peak parking period approximately 70 vehicles would be displaced



DECISION-MAKING PROCESS

- December 2022
 - Community feedback and further evaluation
- January 19, 2023
 - Transportation Infrastructure Commission recommendation to City Council
- January 31, 2023
 - City Council direction on additional considerations for Hopkins Street east of Gilman Street
 - City Council direction for Hopkins Street west of Gilman Street

COMMUNITY FEEDBACK

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- Please submit questions and comments to the chat in Zoom
 - Provide input on options
 - Provide input on potential implementation of bikeway as part of paving project
- Community poll





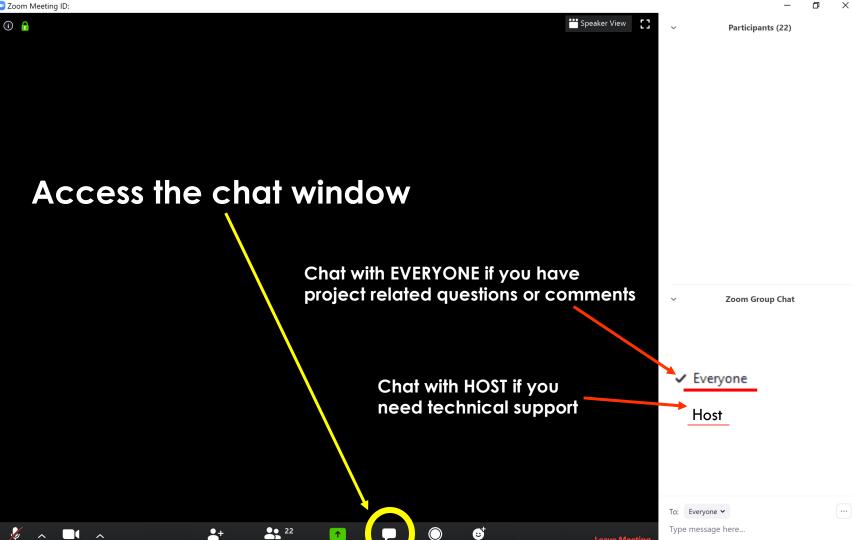
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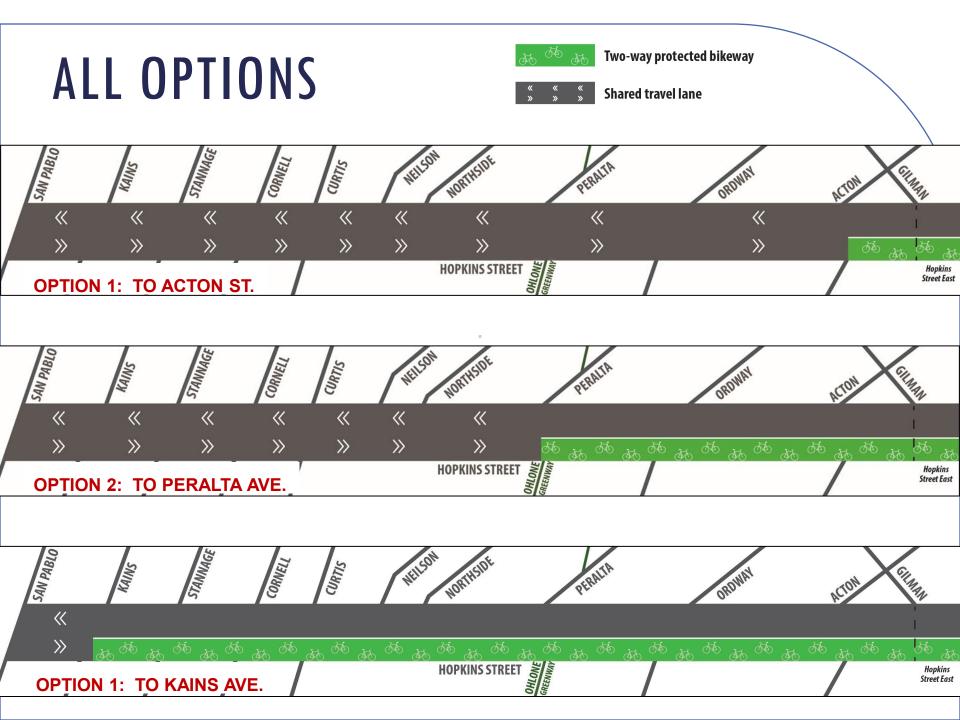
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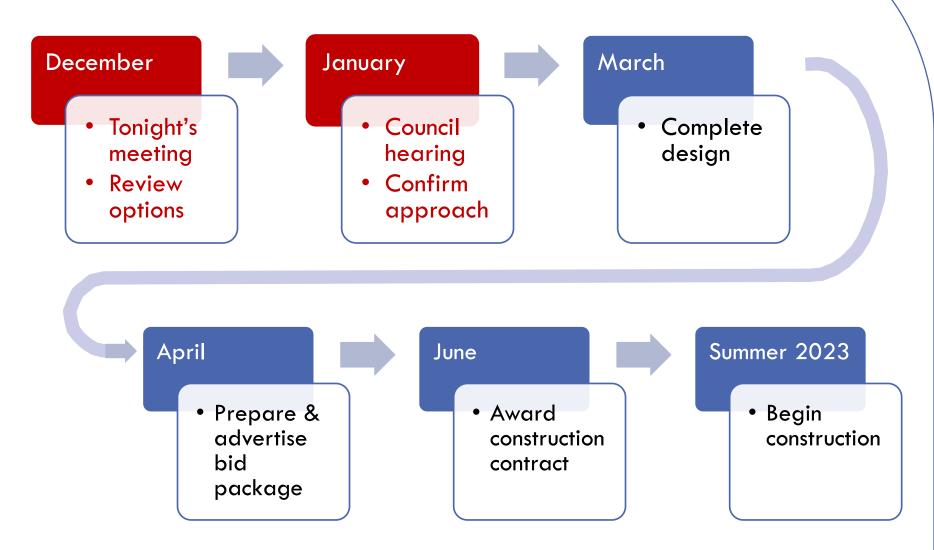


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NEXT STEPS



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THANK YOU!

Questions or comments? Please contact:

<u>transportation@cityofberkeley.info</u> Subject line: "Hopkins West of Gilman" 510-981-7010