

HOPKINS CORRIDOR TRAFFIC AND PLACEMAKING STUDY











PLACEWORKS PGAdesign

VIRTUAL COMMUNITY MEETING Near-Term Recommendations | March 1, 2022

PROJECT TEAM

- City of Berkeley
 - Farid Javandel
 - Beth Thomas
 - Ryan Murray

Consultant Team

- Patrick Golier (Parisi Transportation Consulting)
- Bri Adams (Parisi Transportation Consulting)
- Bruce Brubaker (PlaceWorks)
- Janet Chang

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(PlaceWorks)
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Submit any projectrelated questions and comments using the Q&A Zoom function

If you are experiencing technical difficulties, send a CHAT message to the meeting host

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ZOOM WEBINAR CONTROLS (COMPUTER)

Zoom Webinar

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Q&A

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AGENDA

- 1. Welcome and Introductions
- 2. Project Background
- 3. Existing Conditions
- 4. Near-Term Design Concept Recommendation
- 5. Next Steps
- 6. Question & Answer

PROJECT BACKGROUND

STUDY AREA SEGMENT 1 - SUTTER STREET TO THE ALAMEDA



LEGEND Existing Land Uses: Single-Family Residential Street-Facing Commercial Multi-Family Residential Commercial Park

COLLISIONS - INJURY AND FATAL

Who was involved? Injury & Fatality Collisions

18 collisions along the corridor resulted in injury or fatality from 2016-2019. **78%** of these involved cyclists or pedestrians.

Every reported collision involving a pedestrian and cyclist resulted in an injury or fatality.



ADVANTAGES OF 'COMPLETE STREETS'

A 'complete street' **anticipates and accommodates** the needs of all road users

- Travel Choices
 - Over 70% increase in cycling (National Institute for Transportation Communities, 2014)
 - Promotes health benefits from active transportation (Pucher et al., 2010)
- Safety
 - 90% reduction in cyclist injuries on major streets with onstreet parking (Teschke, 2012)
 - Over 80% reduction in sidewalk cycling increases safety for pedestrians (New York City Department of Transportation [NYCDOT], 2012)
 - Decreased automobile speeding (Minnesota Department of Transportation, 2021)
- Access to local businesses
 - Improved accessibility and a more welcoming street environment can generate increases in retail sales (NYCDOT, 2014)

MEETING PURPOSE

- Share "Complete Streets" design and safety improvements for the Hopkins Street corridor proposed to be installed in summer 2023 after the roadway is re-paved.
- Answer questions on the proposed design for the Hopkins Corridor



PROJECT TIMELINE TO DATE





CITY OF BERKELEY BICYCLE PLAN

Honorable Mayor and Members of the City Council Councilmember Sophie Hahn biect Budget Referral: Hopkins Street Corridor Traffic and Placemak

COMMENDATION

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 nicle safety and flow, community-building and placemaking, parking, suppo sinesses, green infrastructure and aesthetics. Include cost estimates, pote

ANCIAL IMPLICATIONS

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

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CKGROUND

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 cor 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 ver-failed-yield //www.berkelevside /2017/02/08/cvclist-dies-north-berkelev-crash

2017 Bicycle Plan

Approved May 2, 2017 by Berkeley City Council

2018 Budget Referral

Vision Zero Action Plan (2019)

Climate Action Plan (2009)

Approved March 10, 2019 by the Berkeley City Council

CITY PEBERKELEY

VISION ZERO ACTION PLAN





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Approved May 2, 2017 by Berkeley City Council

Proposes a Complete Street corridor and cycle track study for a Low-Stress bikeway along Hopkins Street

 Hopkins Street envisioned as one corridor making up a network of Low-Stress Bikeways

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- Recommends a traffic and placemaking study of the Hopkins/Monterey/Sacramento corridor
- "The study should...use a "complete streets" approach to identify improvements to be integrated into the paving and bicycle infrastructure work already scheduled for this area...with an emphasis on pedestrian safety, bike and vehicle safety and flow"

2017 Bicycle Plan

2018 Budget Referral

- Designates Hopkins Street a "high-injury street" due to its disproportionate number of crash-related severe injuries and fatalities
- Identifies priority actions, including that proactive and reactive Vision Zero infrastructure for people of all ages and abilities are included with each repaving project.





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2018 Budget Referral

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Climate Action Plan (2009)

Approved May 2, 2017 by Berkeley City Counci

BICYCLE

PLAN

 Core strategy: reduce vehicle miles traveled in the community by making cycling, walking, public transit, and other sustainable mobility modes the mainstream

 One way to do this is by accelerating implementation of the City's Bicycle and Pedestrian Plans and to continue efforts to make walking and cycling safe, healthy and enjoyable alternatives to driving.



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PUBLIC ENGAGEMENT

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- Over 1,000 e-mails and phone calls received
- About 40 discussions with business owners and representatives from Hopkins' institutions (schools, churches)
- Input from workshops #2 & #3

PUBLIC ENGAGEMENT — SOCIAL PINPOINT

- Placemaking preferences survey + general/locationspecific comment submission
- Open to the public from Oct. 28-Dec. 1, 2021
- Over 700 comments submitted



PUBLIC ENGAGEMENT — THEMES

- Desire to improve pedestrian safety
- Interest in protecting cyclists from vehicular traffic
- Concern over loss of on-street parking
- Seek to preserve local businesses









SEGMENT 1: SUTTER STREET TO THE ALAMEDA

EXISTING CONDITIONS Sutter Street to The Alameda **TOTAL STREET WIDTH: 60'** SIDEWALK LAND-PARKING SHARED VEHICLE LANE PARKING/BIKE LAND-SIDEWALK 6′ SCAPE **BICYCLE/VEHICLE** 17′ SCAPE LANE LANE 6′ STRIP 13′ LANE 13′ STRIP 7.5′ 17' 7.5'



WHERE WE'VE BEEN — WORKSHOP #3





NEAR-TERM DESIGN CONCEPT RECOMMENDATION



Buffered bike lane on north side of the street Parking protected bike lane on south side of street

RECOMMENDED DESIGN CONCEPT SUTTER STREET TO NAPA AVENUE





Note: Designs are conceptual and subject to revision and further engineering

RECOMMENDED DESIGN CONCEPT NAPA AVENUE TO MILVIA STREET





Note: Designs are conceptual and subject to revision and further engineering

RECOMMENDED DESIGN CONCEPT MILVIA STREET TO THE ALAMEDA





Note: Designs are conceptual and subject to revision and further engineering

RECOMMENDED DESIGN CONCEPT THE ALAMEDA INTERSECTION



RECOMMENDED DESIGN CONCEPT THE ALAMEDA INTERSECTION



RECOMMENDED DESIGN CONCEPT -ADVANTAGES

- Provision of separate space along the roadway for drivers, pedestrians and bicyclists
- Reduction of conflict points between road users
- Recognition that faster, downhill cyclists may require different facilities than slower, uphill cyclists
- More predictable travel along the roadway due to expected lower speeds and understanding of where drivers and bicyclists might be expected
- Preservation of angled parking in front of church that precludes conflicts with bicyclists
- Enhanced visibility of all road users
- Improved alignment of intersection and visibility at The Alameda

NEXT STEPS

NEXT STEPS

- Virtual Community Meetings:
 - Segment 1 Sutter Street to The Alameda Tuesday, March 1, 2022 / 6:00-7:30pm

• Segments 2 – The Alameda to McGee Avenue Monday, March 7, 2022 / 6:00-7:30pm

• Segment 3 – McGee Avenue to Gilman Street

Monday, March 14, 2022 / 6:00-7:30pm

- Email your question or comment to:
 - Ryan Murray: <u>RPMurray@cityofberkeley.info</u>
 - Beth Thomas: <u>BAThomas@cityofberkeley.info</u>
- Staff recommendation at City Council meeting on April 26, 2022

