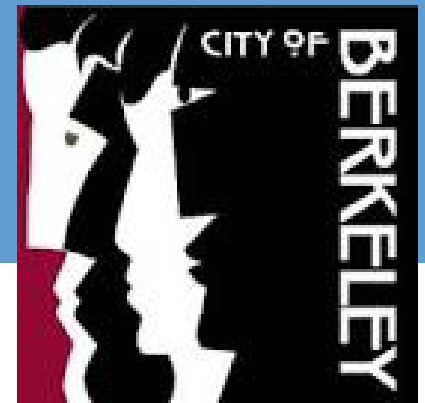
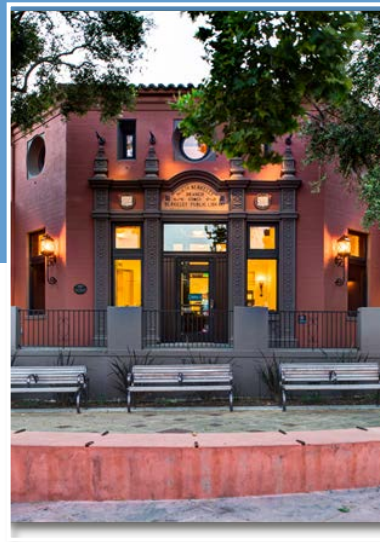
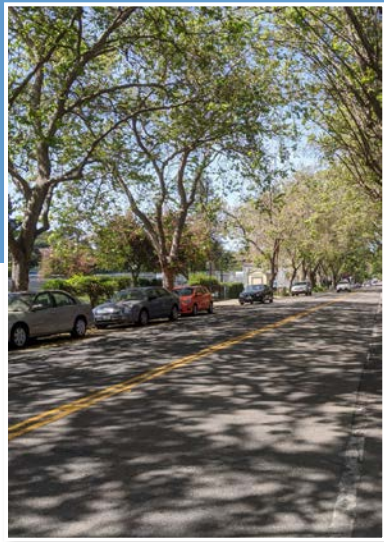




# HOPKINS CORRIDOR TRAFFIC AND PLACEMAKING STUDY



VIRTUAL COMMUNITY MEETING #3  
Near-Term Recommendations | March 14, 2022

**Parisi**  
TRANSPORTATION CONSULTING

 **PLACEWORKS**  
**PGAdesign**

# 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 (PlaceWorks)

**Submit any project-related questions and comments using the Q&A Zoom function**

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

# ZOOM WEBINAR CONTROLS (COMPUTER)

Zoom Webinar

**Access the Q&A window**  
Use Q&A to ask questions throughout the meeting and during the Q&A segment

**Type your question in the Q&A window**

**Question and Answer**

**Welcome to Q&A**  
Questions you ask the host and panelists will show up here.

Type your question here...

☐ Send anonymously

Cancel Send

Who can see your questions?

Audio Settings ^

Chat Q&A

Leave

The image is a screenshot of a Zoom Webinar interface. It features a dark background with white text. On the left, there's a section titled 'Access the Q&A window' with a subtext 'Use Q&A to ask questions throughout the meeting and during the Q&A segment'. A blue arrow points from this text to the 'Q&A' icon in the bottom toolbar. Another blue arrow points from the text 'Type your question in the Q&A window' to the text input field in the 'Question and Answer' window. The 'Question and Answer' window is a white box with a title bar, containing a welcome message, a text input field, a 'Send anonymously' checkbox, and 'Cancel' and 'Send' buttons. The bottom toolbar includes 'Audio Settings', 'Chat', 'Q&A', and a red 'Leave' button.

# ZOOM WEBINAR CONTROLS (COMPUTER)

Zoom Webinar

The image shows a screenshot of the Zoom Webinar interface. The main area is dark with white text. At the bottom, there is a toolbar with icons for 'Audio Settings', 'Chat', and 'Q&A'. A red 'Leave' button is also visible. On the right side, there is a 'Chat' window. Annotations with blue arrows point to the 'Chat' icon in the toolbar and the 'Type your chat message here' input field in the chat window.

**Access the chat window**  
Chat with meeting host  
if you need technical support

**Type your chat message here**

Audio Settings ^

Chat

Q&A

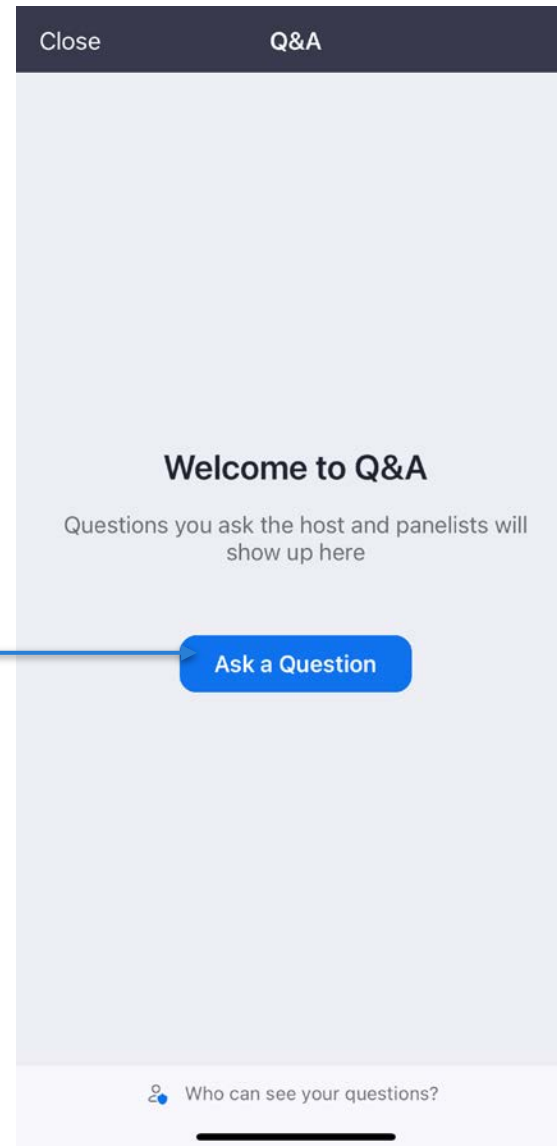
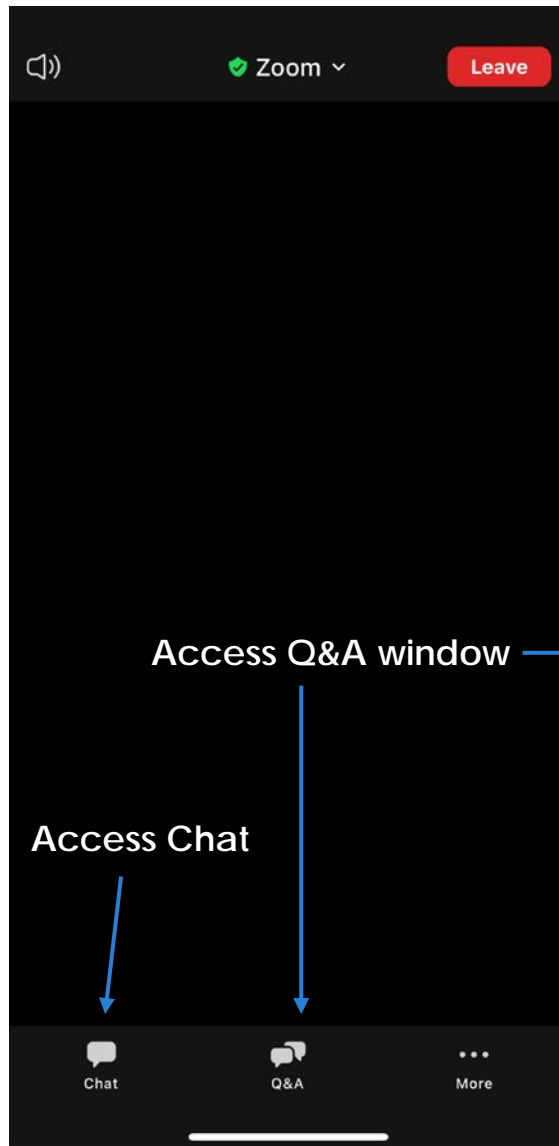
Leave

Who can see your messages?

To: Hosts and panelists

Your text can only be seen by panelists

# ZOOM WEBINAR CONTROLS (TABLET & SMART PHONE)



# AGENDA

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



# 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 BACKGROUND



# STUDY AREA

## SEGMENT 3 — MCGEE AVENUE TO GILMAN STREET

Residential Zone	Neighborhood-Serving Retail Zone	Park-Facing Residential Zone	Residential Zone
Gilman St. to Hopkins Ct.	Hopkins Ct. to Carlotta Ave.	Carlotta Ave. to The Alameda	The Alameda to Sutter St.



### LEGEND

#### Existing Land Uses:

- Single-Family Residential
- Multi-Family Residential
- Park
- Street-Facing Commercial
- Commercial

#### Public Uses:

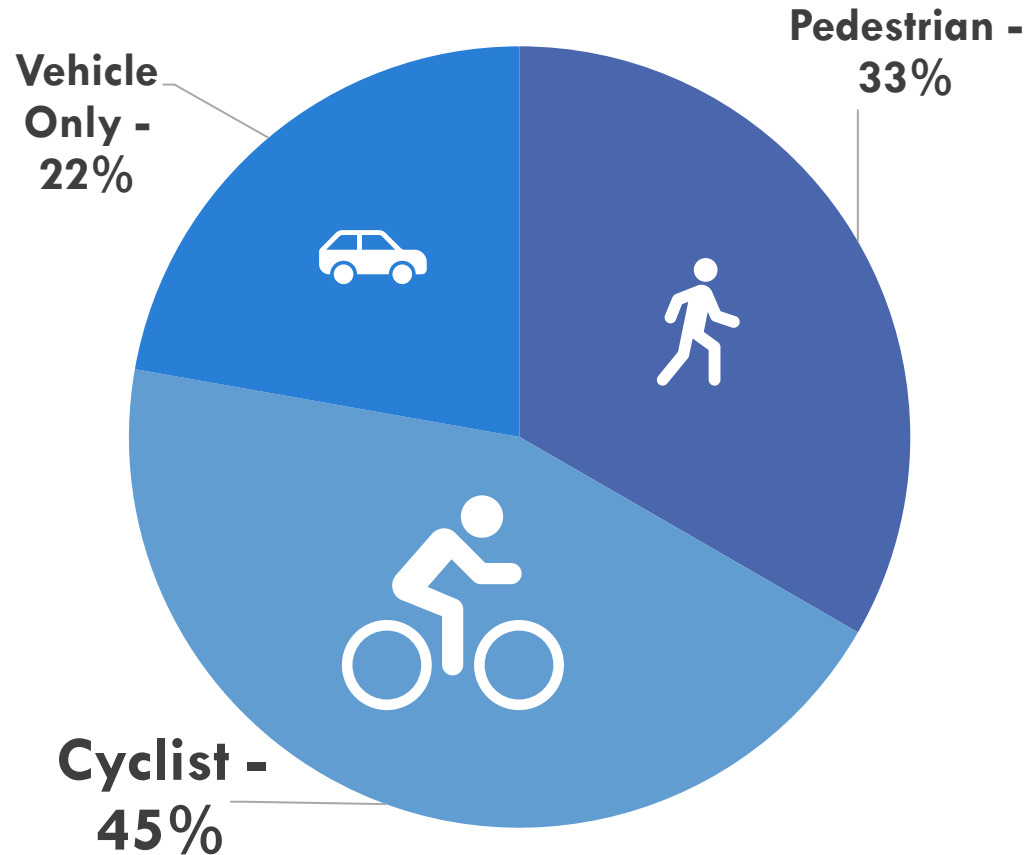
- Church
- School
- North Branch Library (Landmark)
- Park

# COLLISIONS — INJURY AND FATAL

## Who was involved? Injury & Fatality Collisions

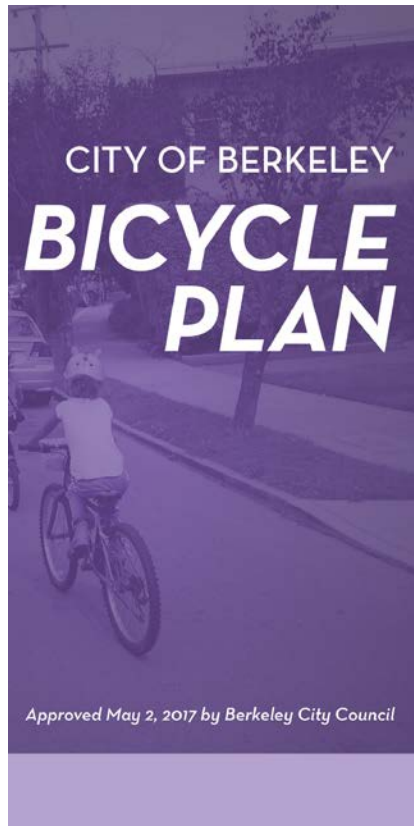
**18** collisions along the corridor resulted in injury or fatality from 2016-2019. **78%** of these involved cyclists or pedestrians.

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

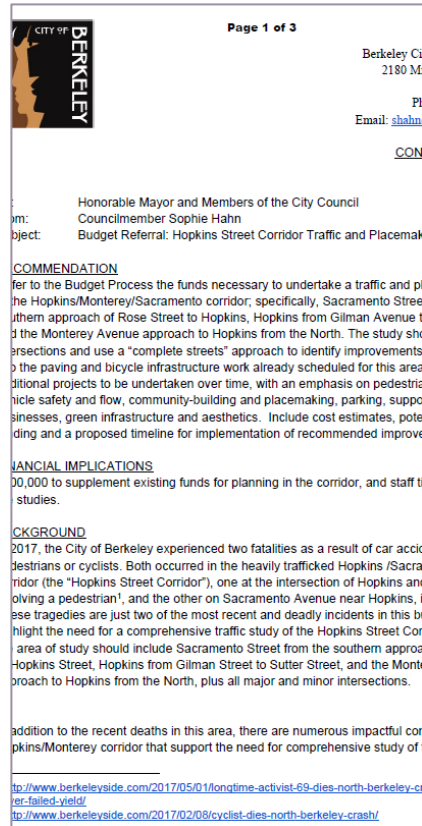




# CITY PRIORITIES



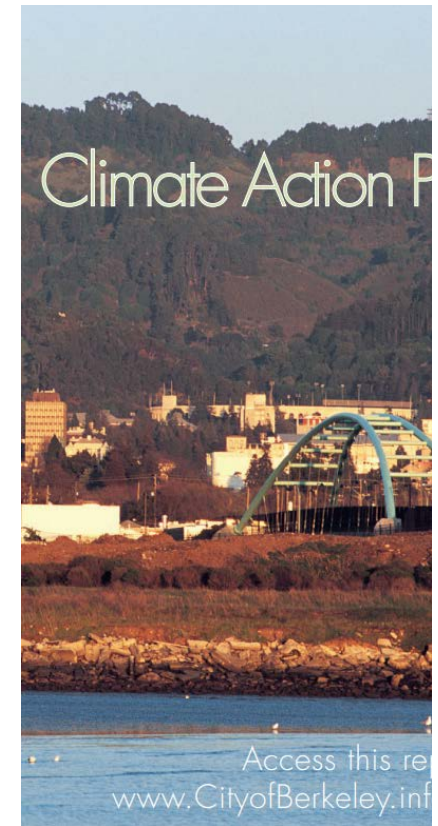
2017 Bicycle Plan



2018 Budget Referral

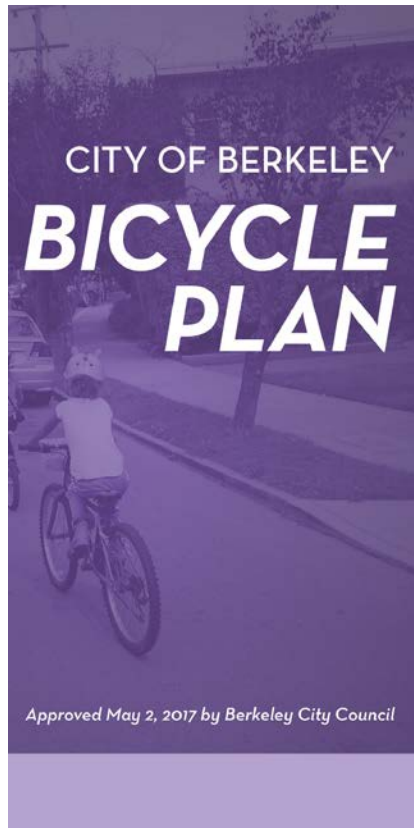


Vision Zero Action Plan (2019)

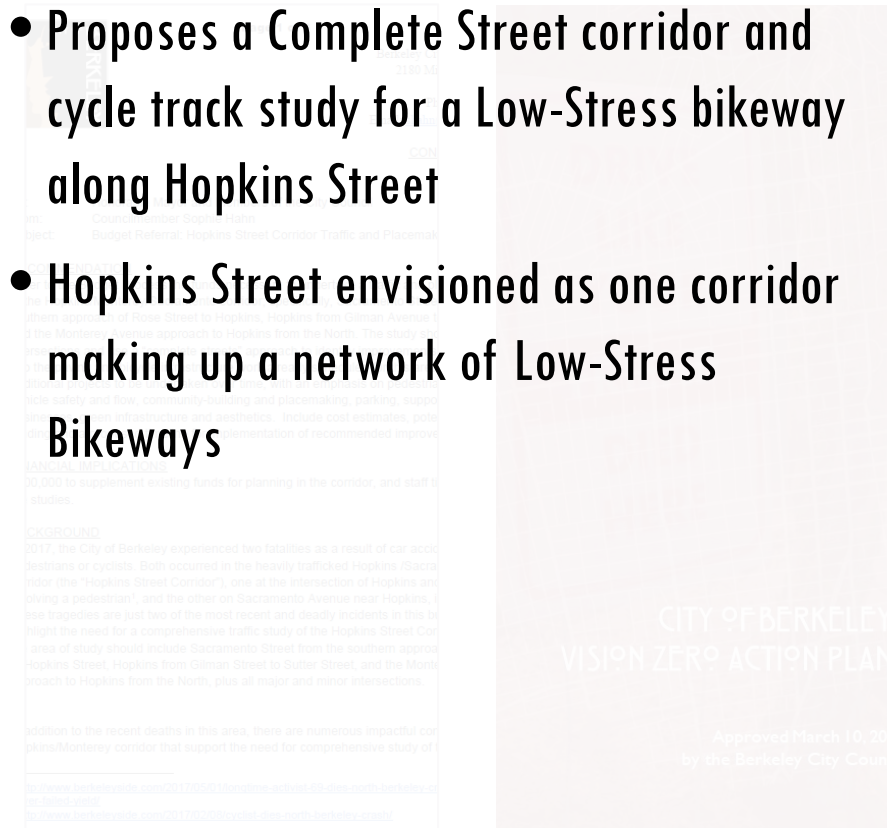


Climate Action Plan (2009)

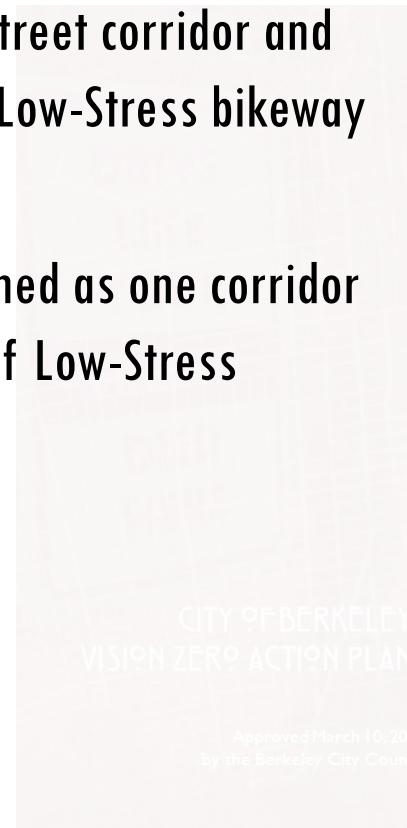
# CITY PRIORITIES



2017 Bicycle Plan



2018 Budget Referral



Vision Zero Action Plan (2019)

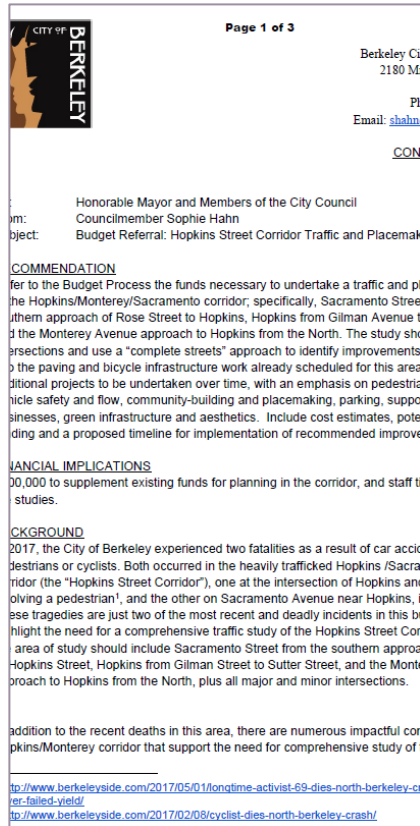


Climate Action Plan (2009)

# CITY PRIORITIES



2017 Bicycle Plan



2018 Budget Referral

- 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**”

Vision Zero Action Plan (2019)

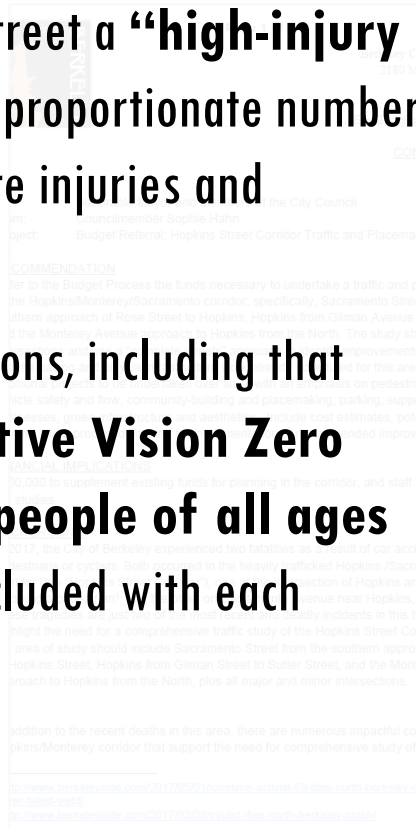
Climate Action Plan (2009)



# CITY PRIORITIES

- 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.

Approved May 2, 2017 by Berkeley City Council



2017 Bicycle Plan

2018 Budget Referral

Vision Zero Action Plan (2019)

Climate Action Plan (2009)

# CITY PRIORITIES

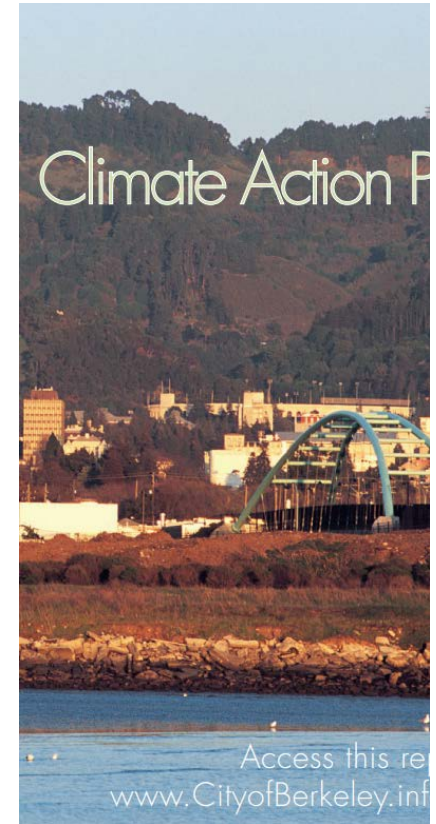


2017 Bicycle Plan

- 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.

2018 Budget Referral

Vision Zero Action Plan (2019)



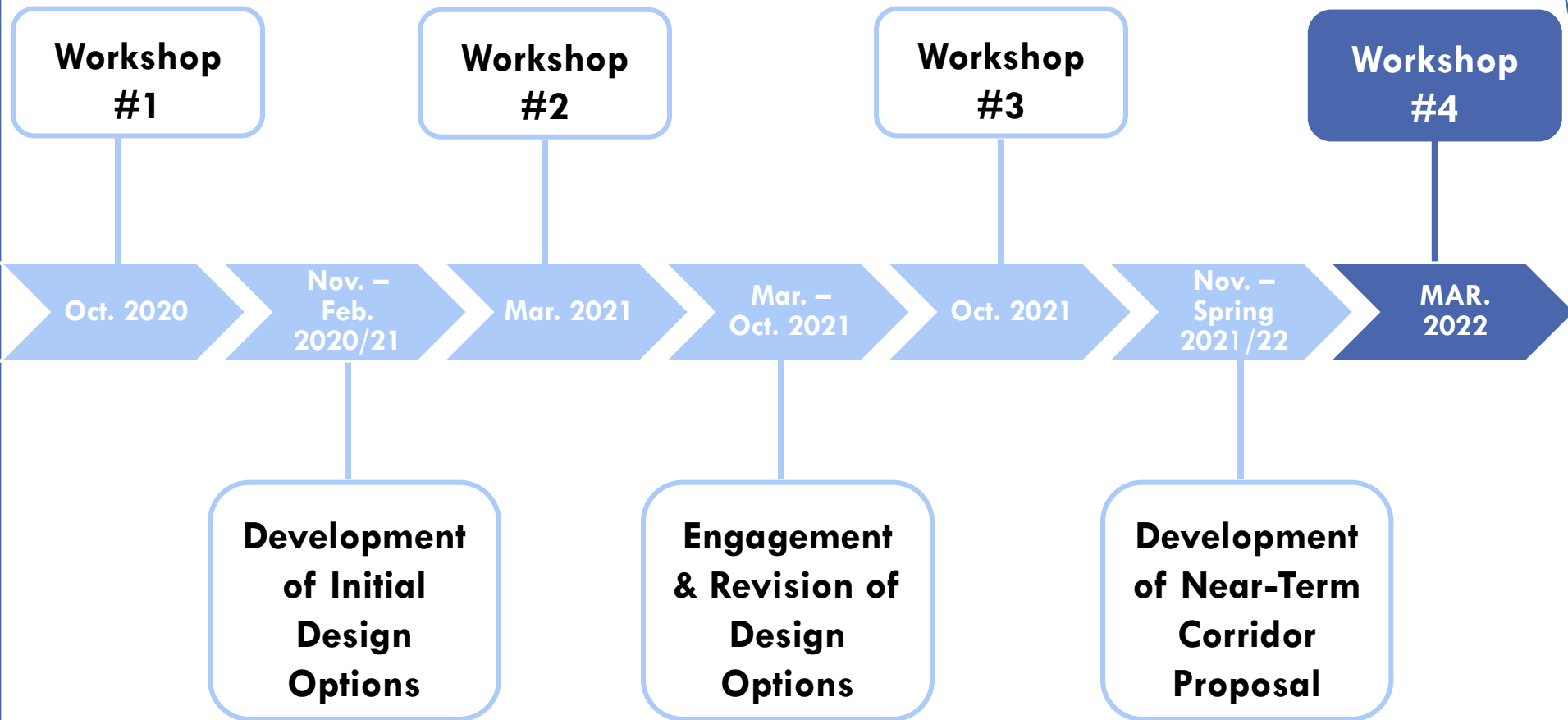
Climate Action Plan (2009)

# ADVANTAGES OF 'COMPLETE STREETS'

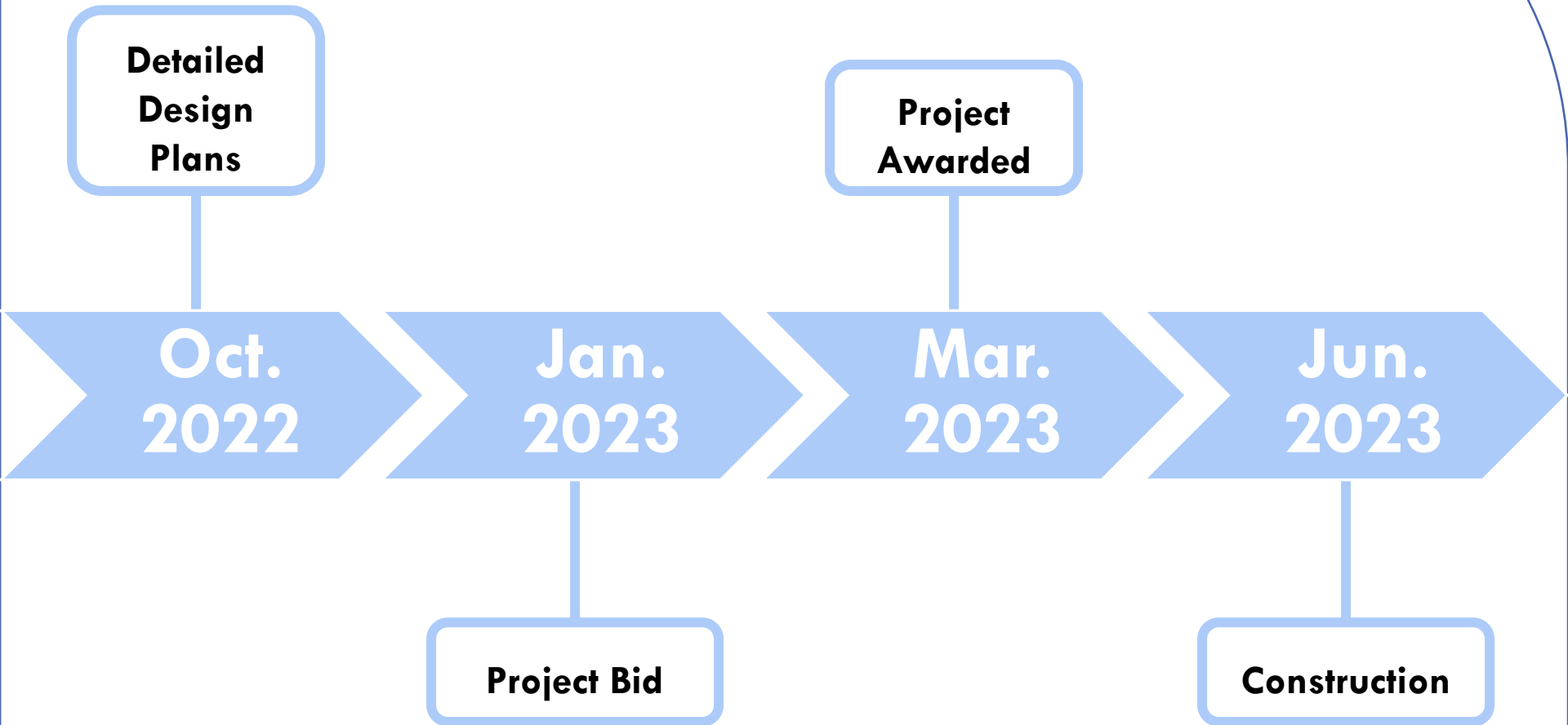
A 'complete street' **anticipates and accommodates** the needs of all road users

- 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 on-street 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)

# PROJECT TIMELINE TO DATE



# PROJECT TIMELINE GOING FORWARD





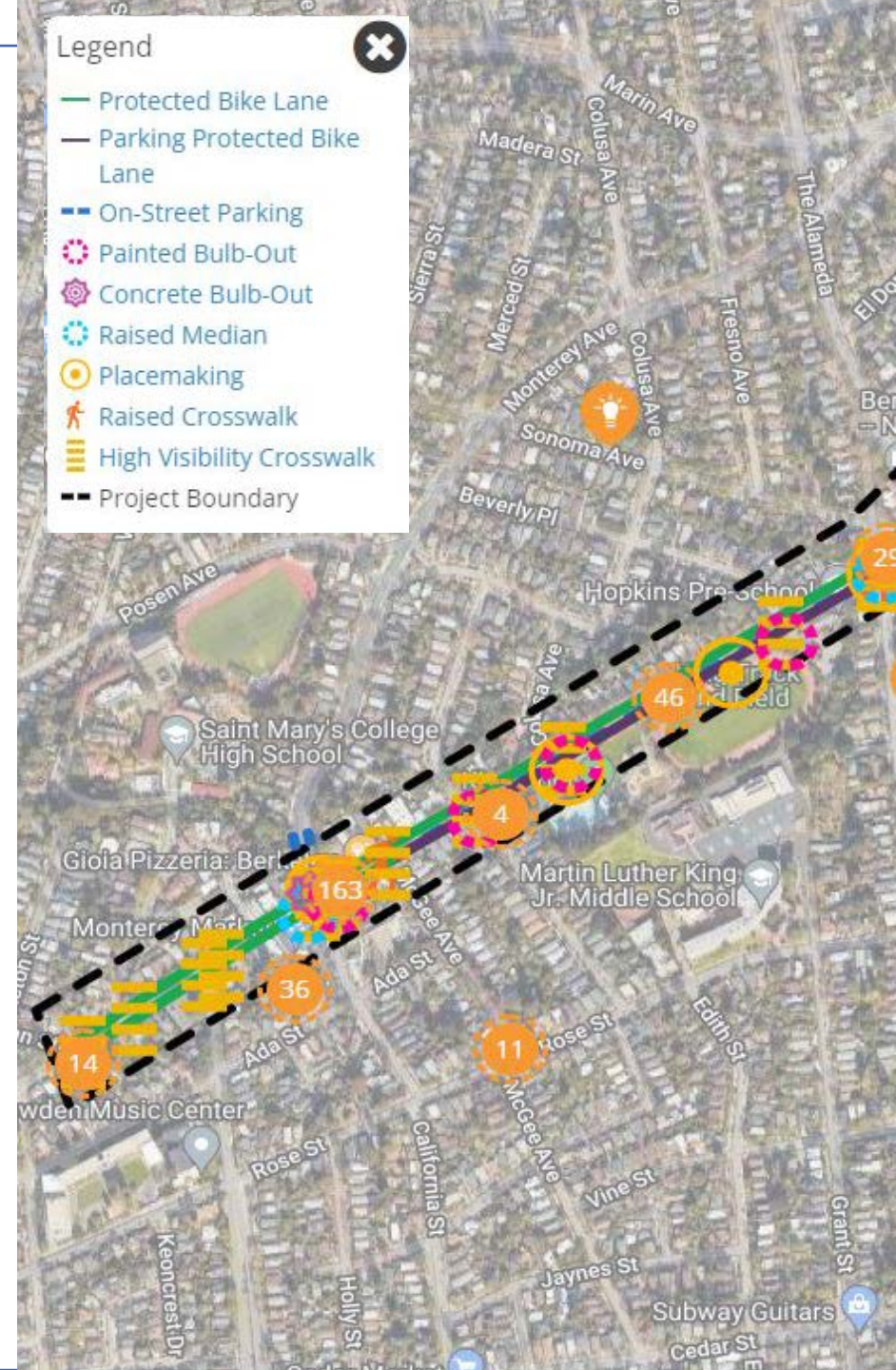
# **PUBLIC ENGAGEMENT**

# 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 **workshops #2 & #3**

# PUBLIC ENGAGEMENT – SOCIAL PINPOINT

- Placemaking preferences survey + general/location-specific 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**

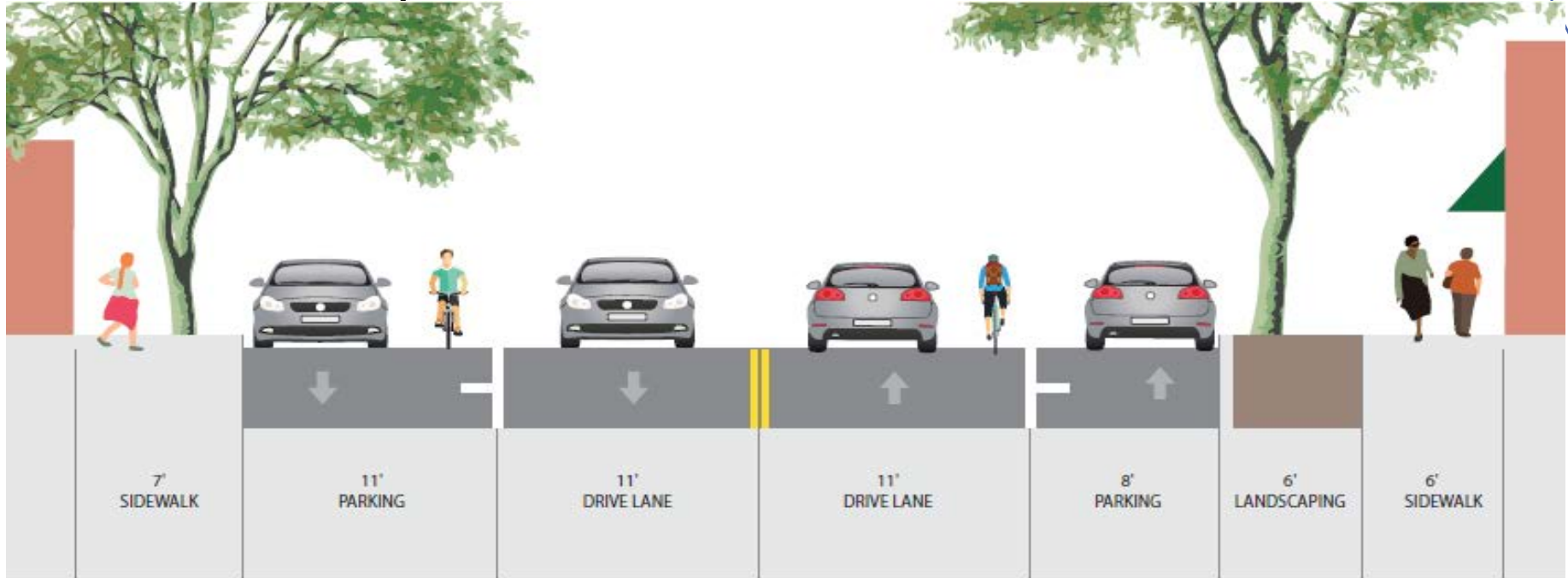


**SEGMENT 3:  
MCGEE AVENUE TO  
GILMAN STREET**



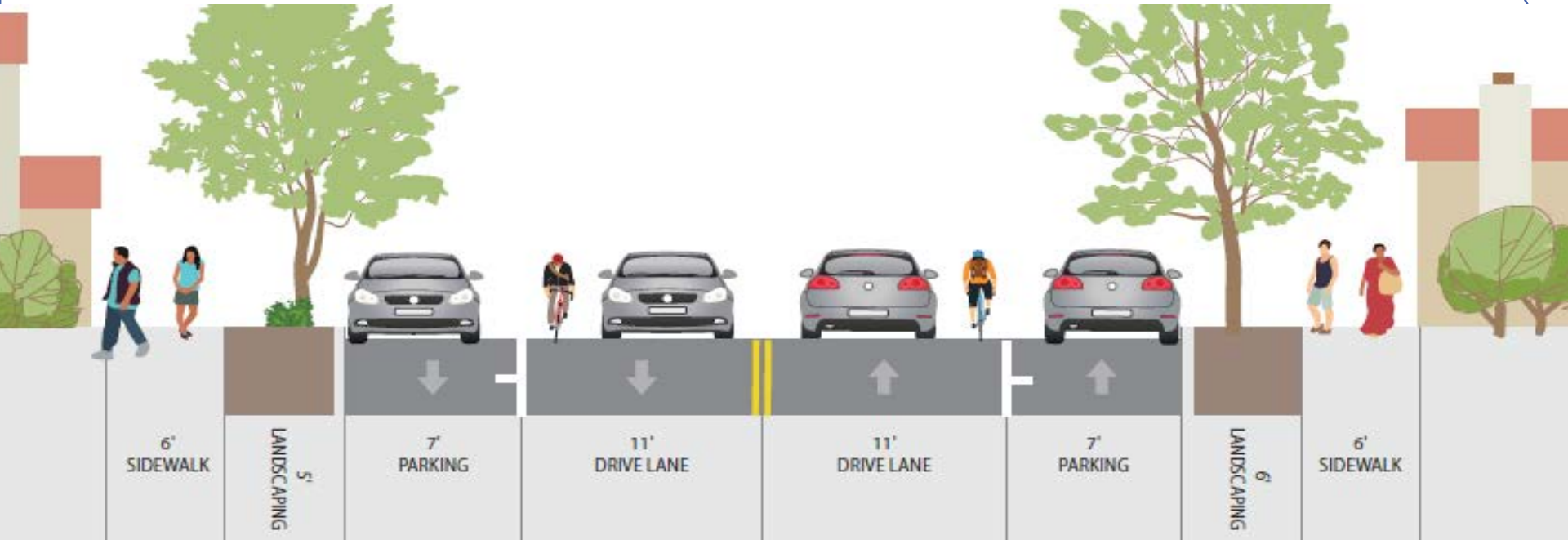
# EXISTING CONDITIONS

## McGee Avenue to Monterey Avenue



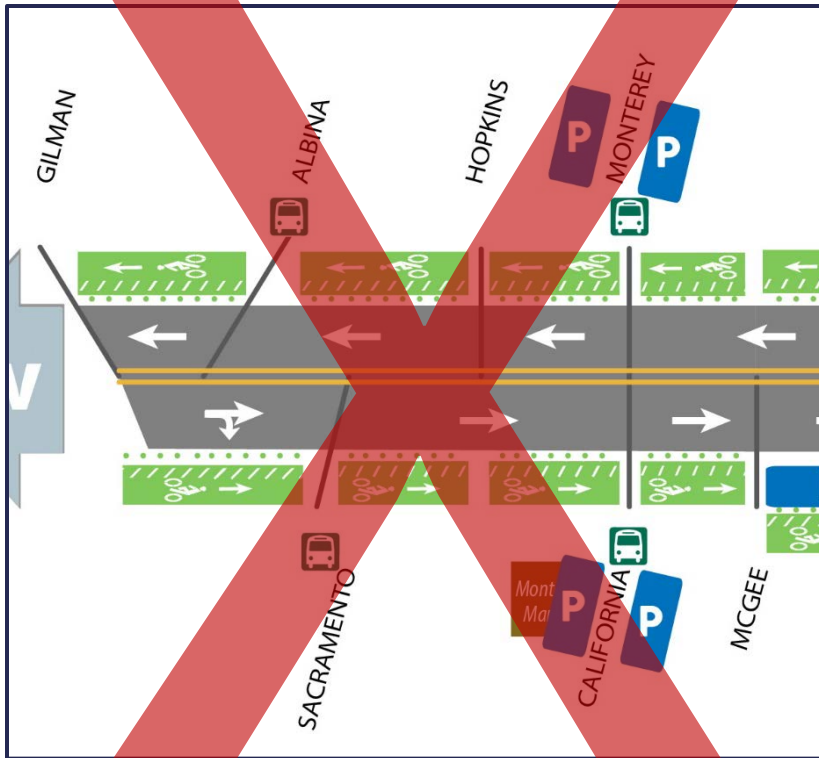
# EXISTING CONDITIONS

## Monterey Avenue to Gilman Street



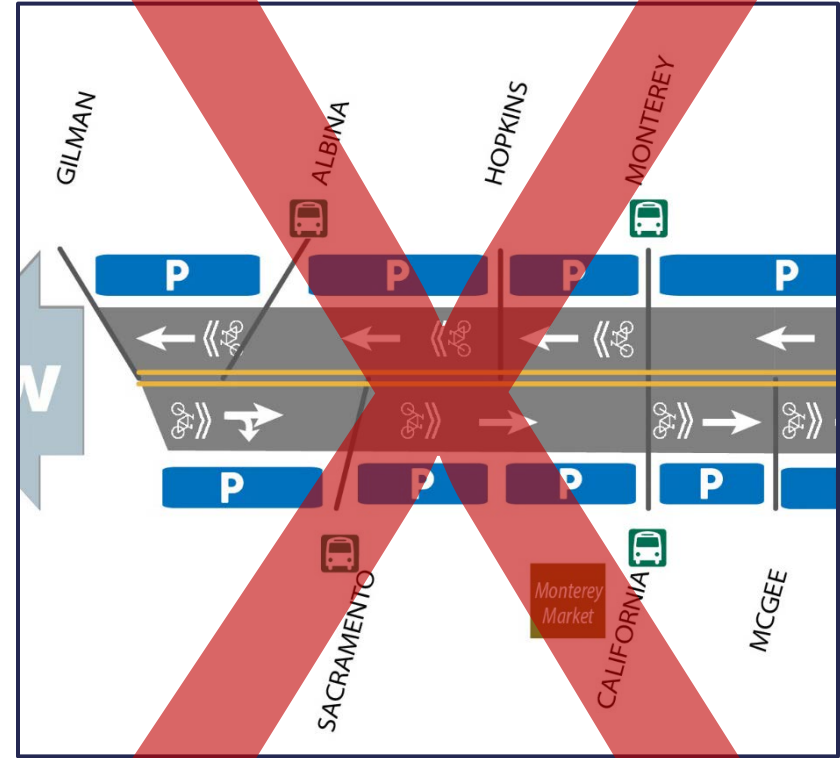
# WHERE WE'VE BEEN — WORKSHOP #3

**Near-Term #1**



Separated bicycle lane on both sides  
No parking preserved

**Near-Term #2**



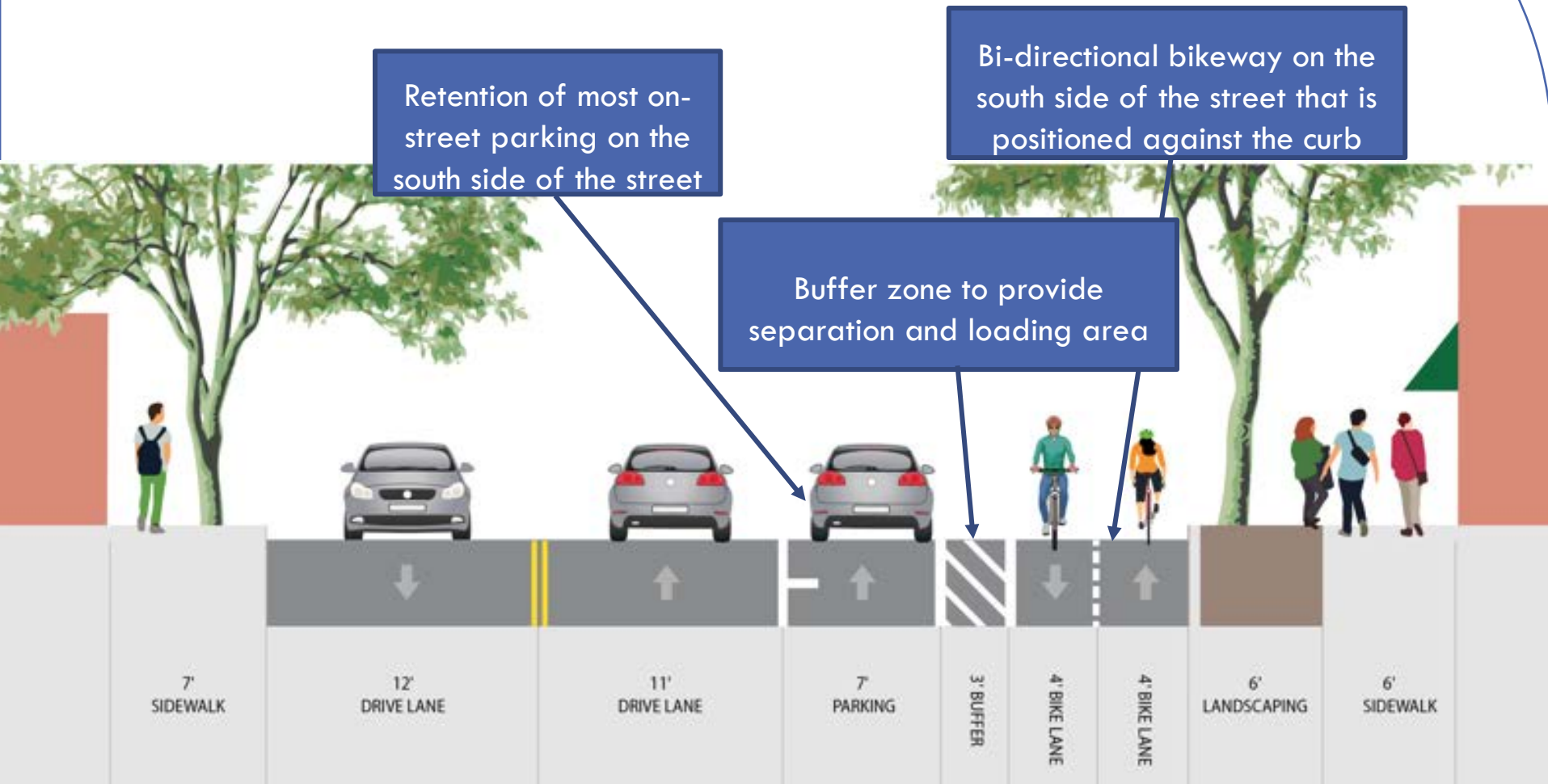
Shared bicycle and travel lane  
Retain all parking

# **NEAR-TERM DESIGN CONCEPT RECOMMENDATION**



# RECOMMENDED DESIGN CONCEPT MCGEE TO MONTEREY

View: looking east

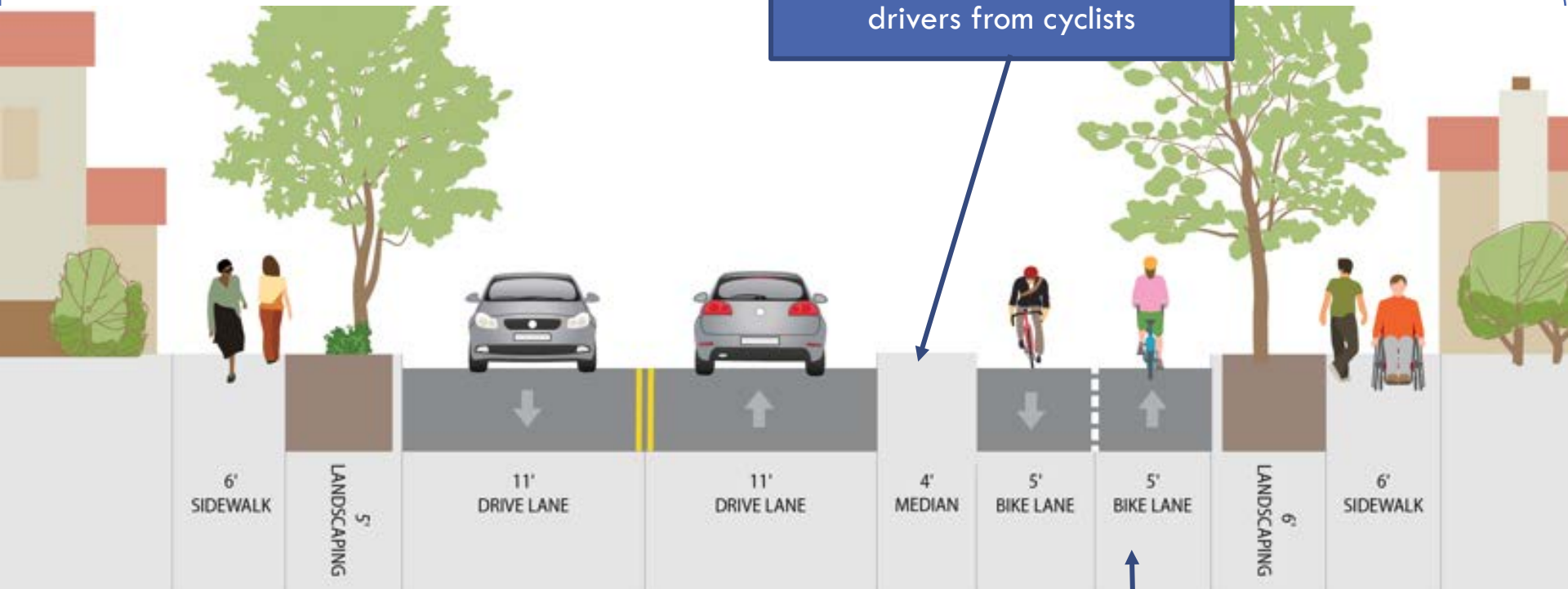




# RECOMMENDED DESIGN CONCEPT MONTEREY TO GILMAN

View: looking east

Raised Median to separate  
drivers from cyclists



Bi-directional bikeway on the  
south side of the street that is  
positioned against the curb

# RECOMMENDED DESIGN CONCEPT

## MCGEE AVENUE TO MONTEREY AVENUE

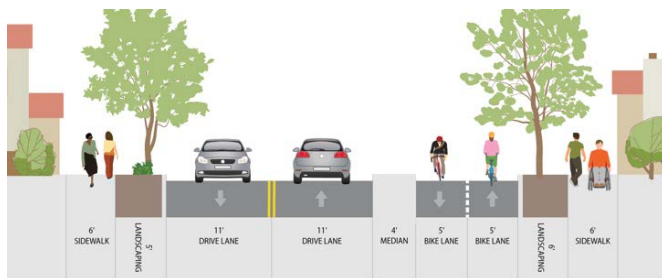


Note: Designs are conceptual and subject to revision and further engineering



# RECOMMENDED DESIGN CONCEPT

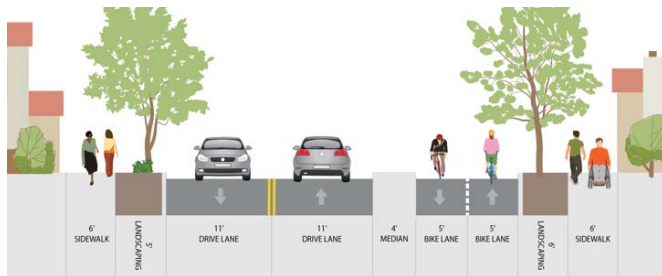
## MONTEREY AVENUE TO SACRAMENTO STREET



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

# RECOMMENDED DESIGN CONCEPT

## SACRAMENTO STREET TO GILMAN STREET

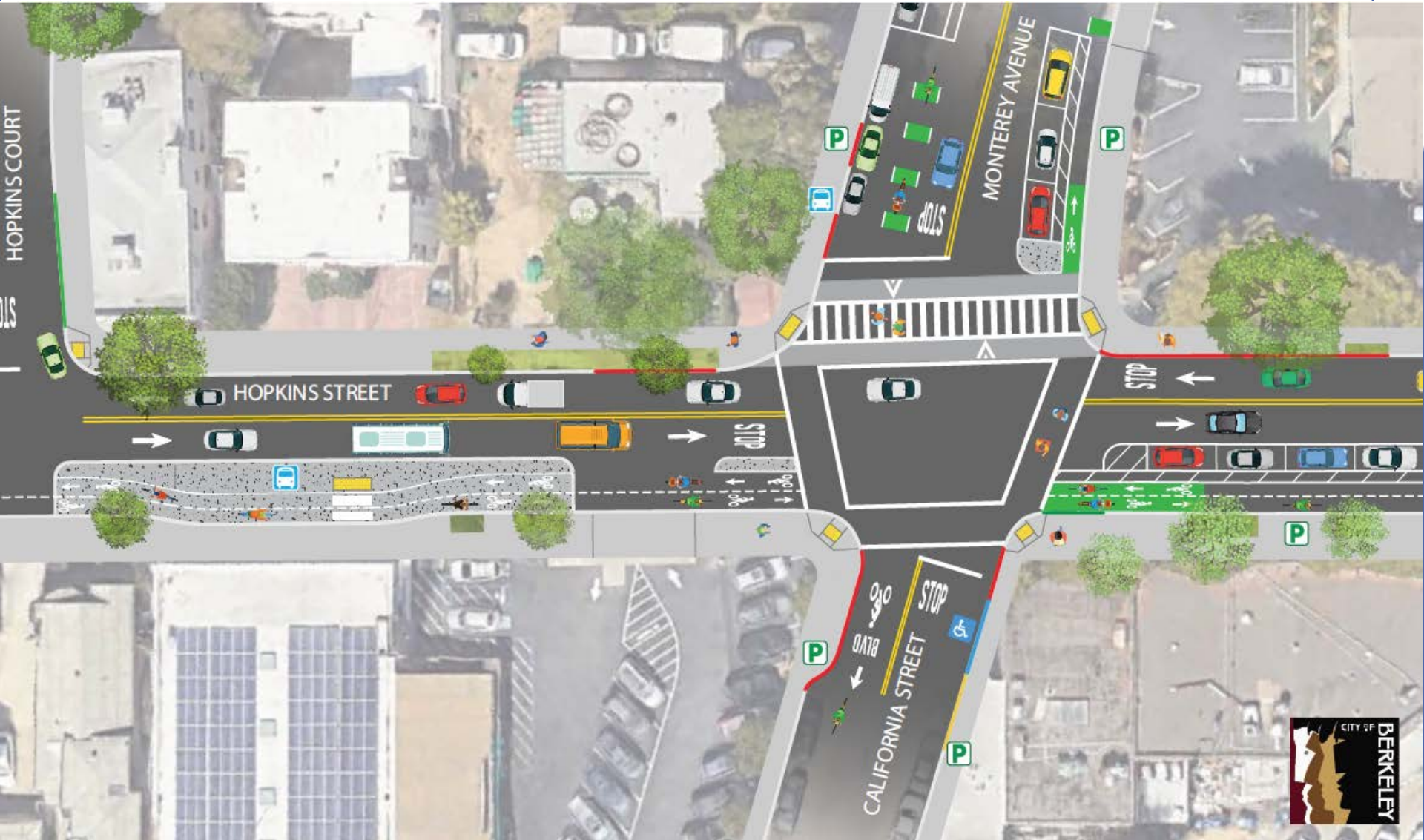


**Note: Designs are conceptual and subject to revision and further engineering**



# RECOMMENDED DESIGN CONCEPT

## HOPKINS/MONTEREY/CALIFORNIA INTERSECTION



# RECOMMENDED DESIGN CONCEPT - ADVANTAGES

- Provision of **separate space** along the roadway for drivers, pedestrians and bicyclists
- **Reduction of conflict points** between road users along the corridor and at the Sacramento intersection
- **More predictable travel** along the roadway due to expected lower speeds and understanding of where drivers and bicyclists might be expected
- **Enhanced visibility** of all road users
- **Traffic calming, lane width reduction and increase in public space** at Monterey intersection
- **Retention of majority of parking** in front of commercial block



# 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: [RPMurray@cityofberkeley.info](mailto:RPMurray@cityofberkeley.info)

- Beth Thomas: [BAThomas@cityofberkeley.info](mailto:BAThomas@cityofberkeley.info)

- Staff recommendation at City Council meeting on **April 26, 2022**

**Q&A**