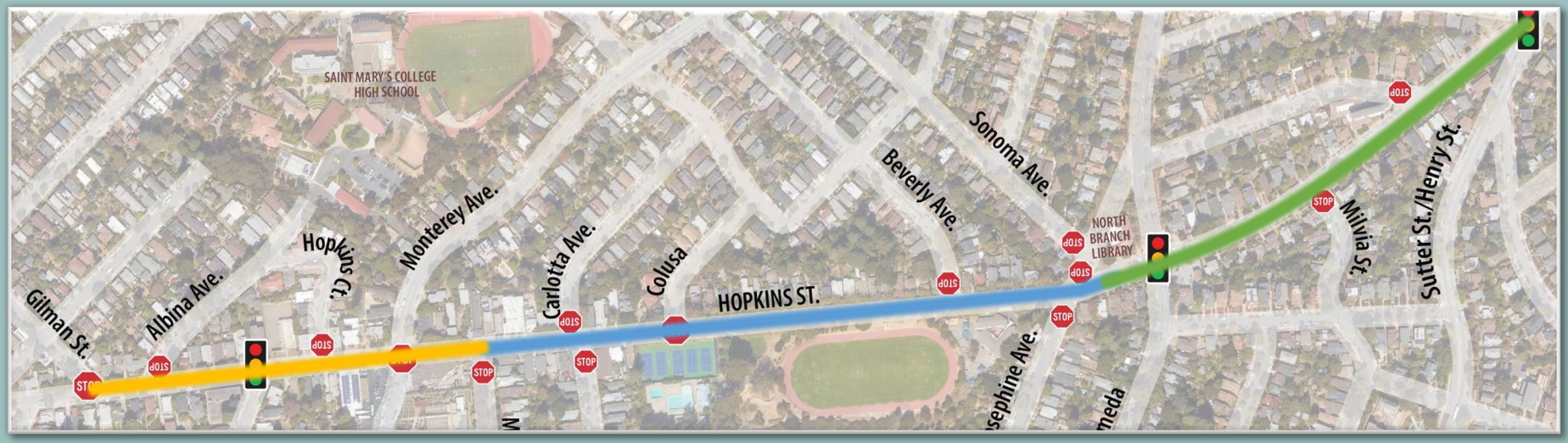
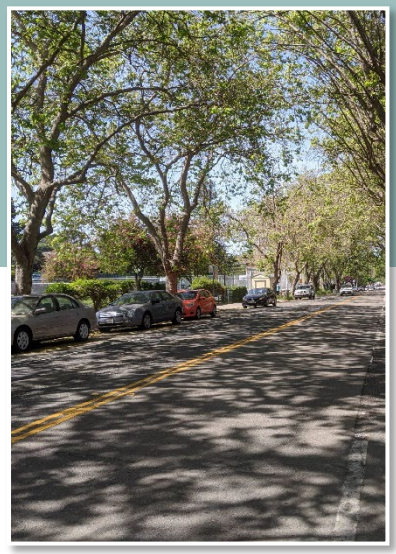
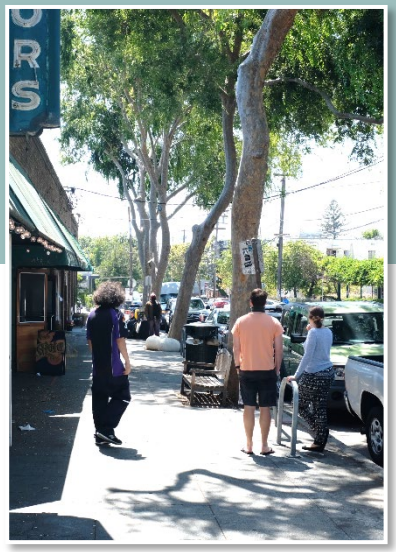
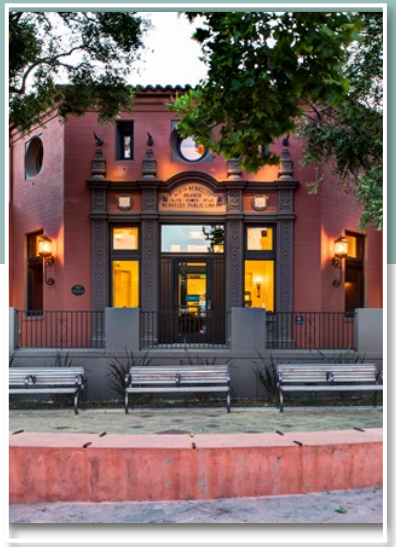



# HOPKINS CORRIDOR TRAFFIC AND PLACEMAKING STUDY







CITY OF BERKELEY

Parisi TRANSPORTATION CONSULTING

PLACEWORKS

PGAdesign

## VIRTUAL COMMUNITY WORKSHOP #2

**Transportation and Placemaking Opportunities | March 10, 2021**

# PROJECT TEAM

- City of Berkeley
  - Beth Thomas
  - Ryan Murray
  - Eric Anderson
  - Dianne Yee
  - Matthew Cotterill
  - Jesus Contreras
- Consultant Team
  - Parisi Transportation Consulting
  - PlaceWorks
  - PGAdesign

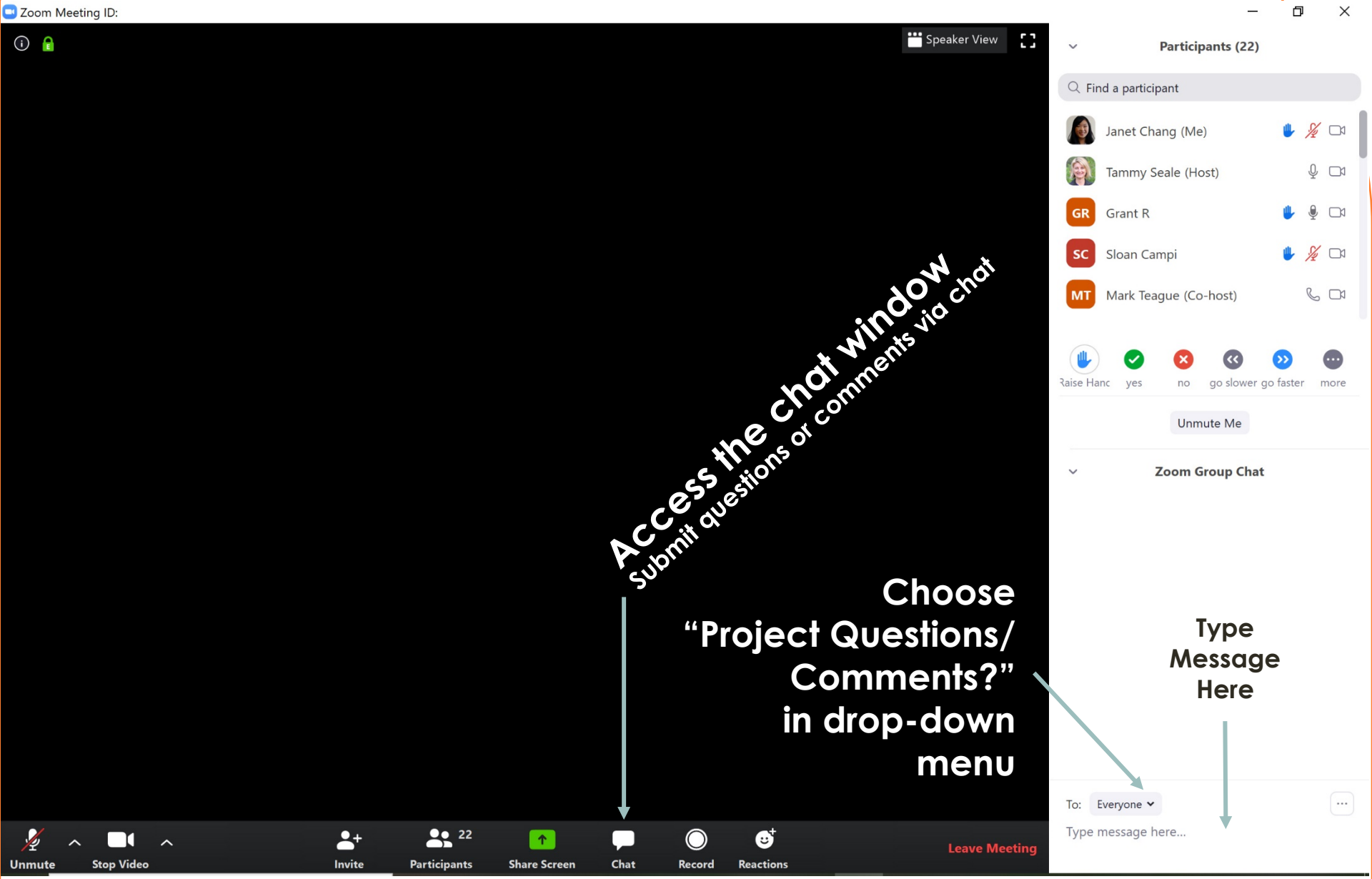
**Submit any project-related questions and comments to Project Questions? Ask me! via chat message**

**For help with how to use Zoom, send a chat message to Need Tech Support?**

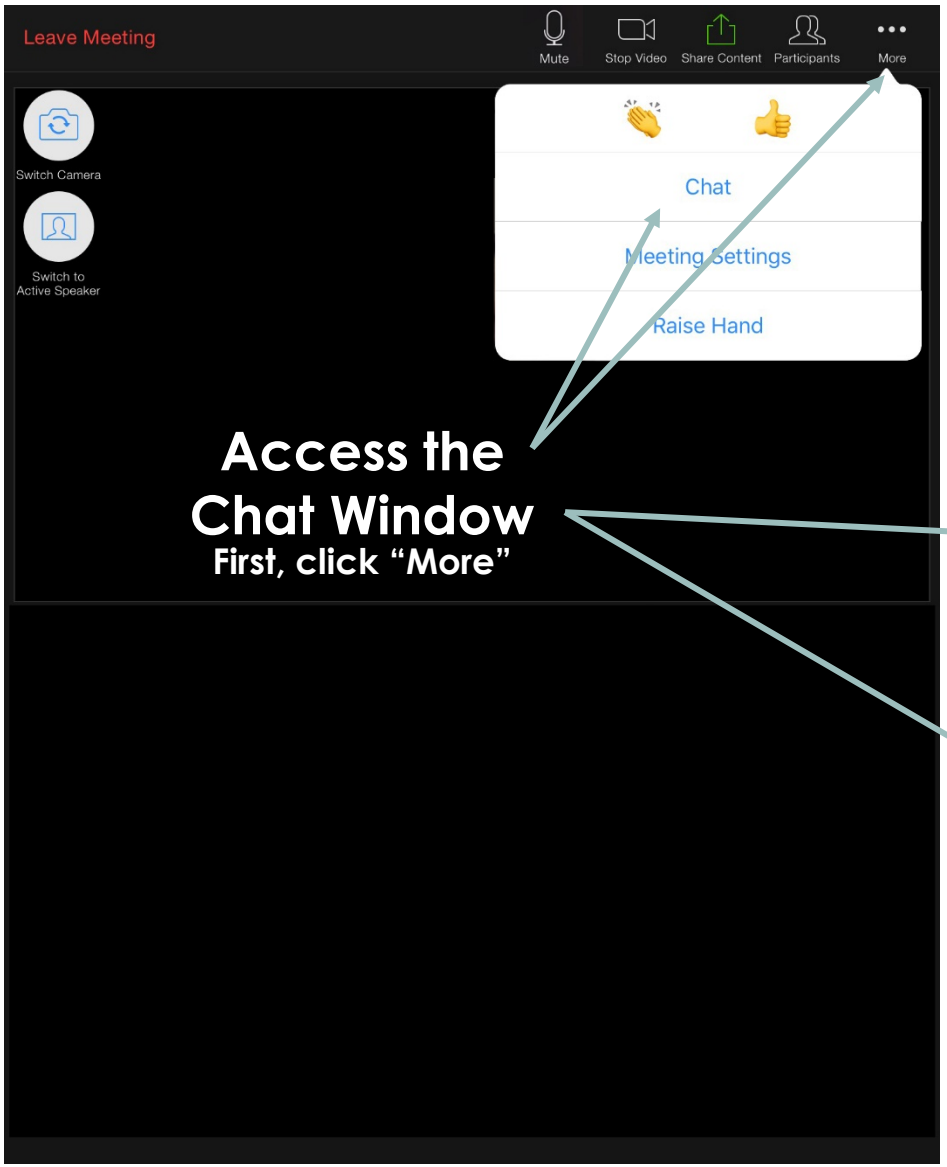
# AGENDA

1. Welcome and Introductions
2. Presentation
   - Workshop #1 Recap
   - Transportation Opportunities
   - Placemaking Opportunities
3. Small Group Exercise & Discussion
4. Report Back
5. Next Steps

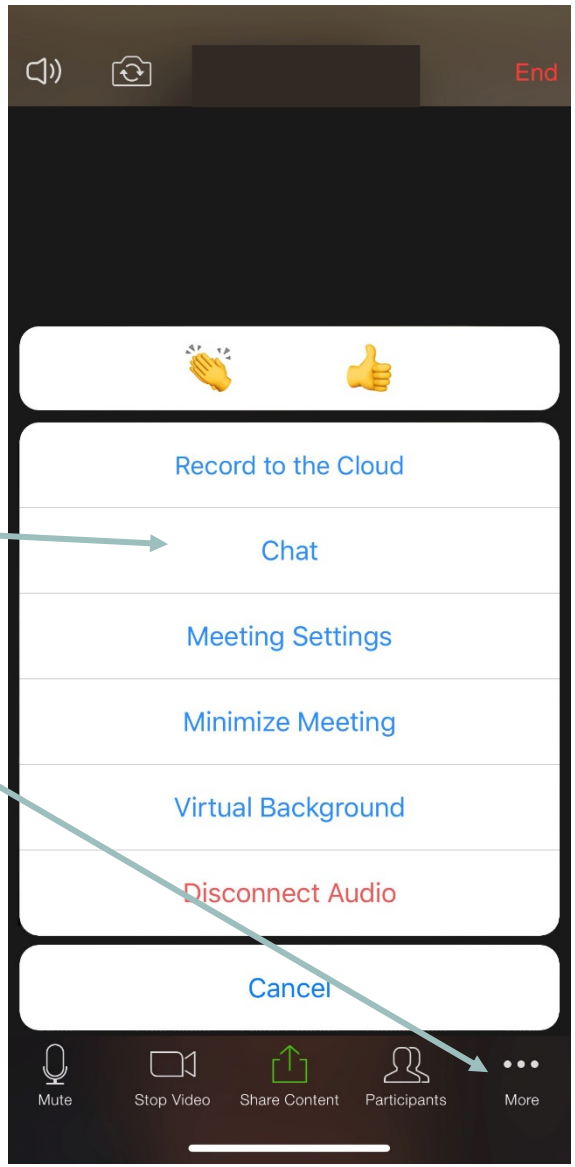
# ZOOM MEETING CONTROLS (DESKTOP)



# ZOOM MEETING CONTROLS (TABLET & SMART PHONE)




Tablet

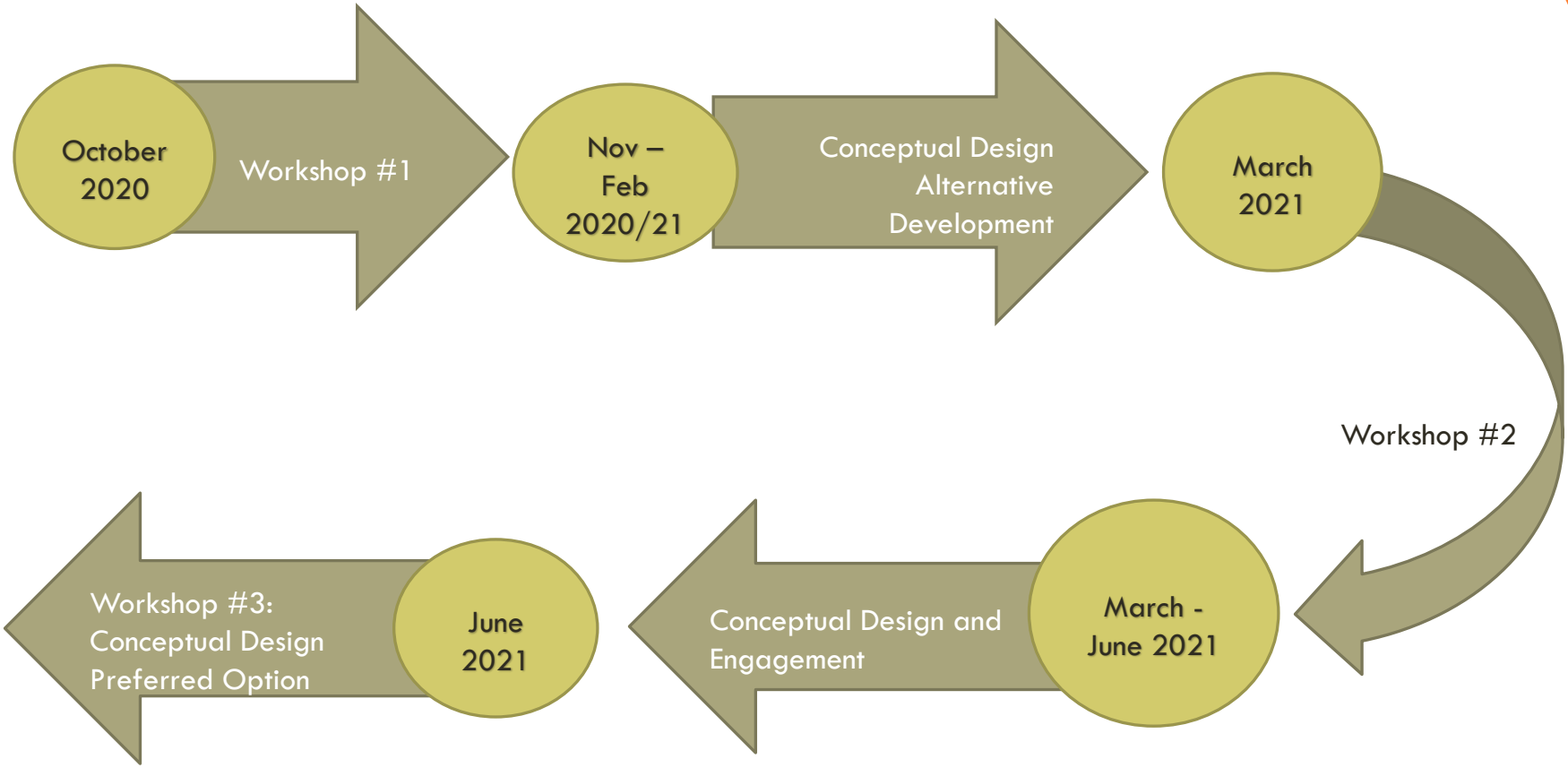



Smart Phone

# WORKSHOP PURPOSE

- Share updated “complete streets” design improvements
- Review options for incorporating landscape, gathering places, and public art
- Listen to your ideas on the proposed measures for the Hopkins Corridor

# NEXT STEPS

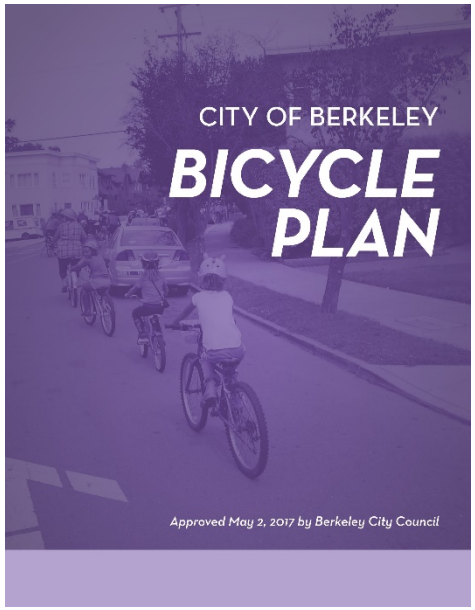

October 2020
Workshop #1
Nov – Feb 2020/21
Conceptual Design Alternative Development
March 2021
Workshop #2
March - June 2021
Conceptual Design and Engagement
June 2021
Workshop #3: Conceptual Design Preferred Option

# WORKSHOP #1 RECAP

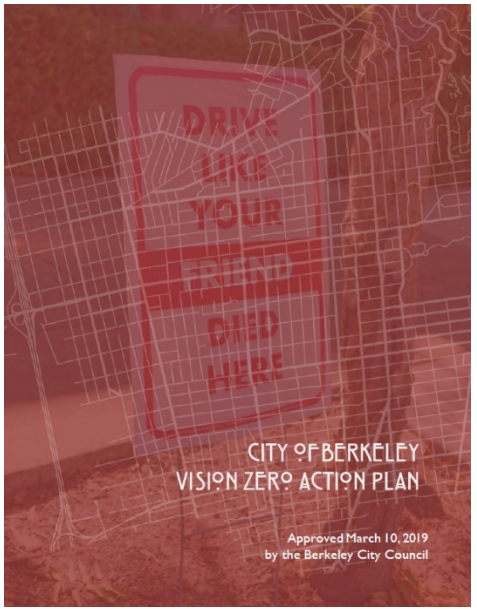
# EXISTING CONDITIONS

## City Priorities

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




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.

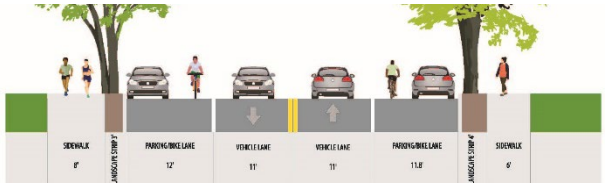



Source: SWITRS 2015-2018

# 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

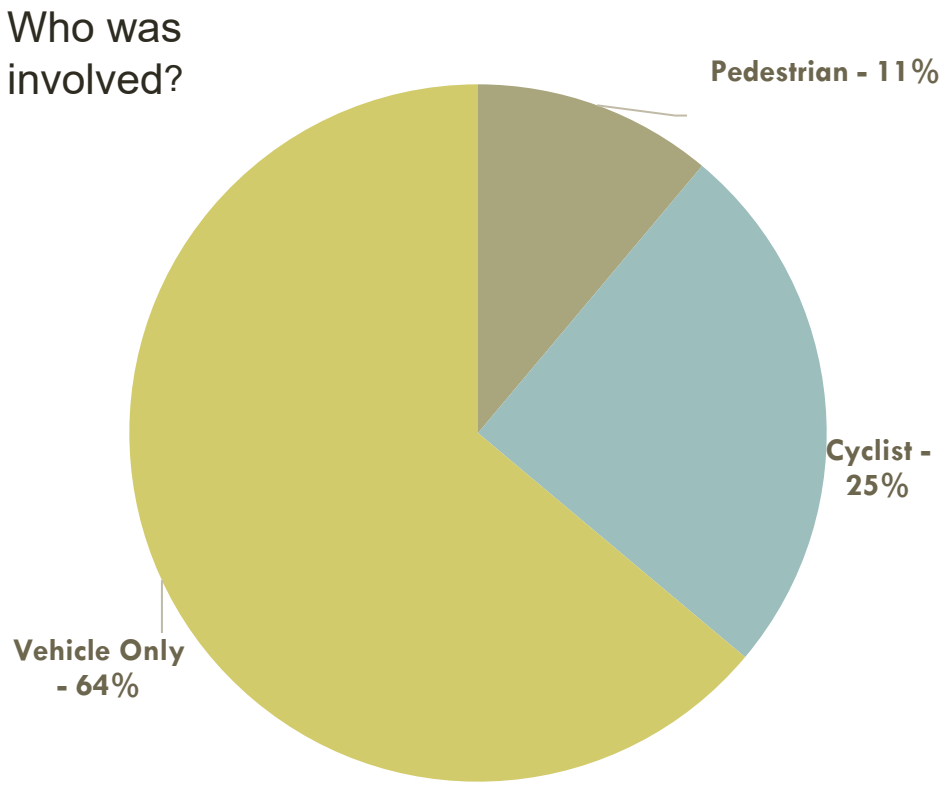
Traffic Volume

# EXISTING CONDITIONS

## Collisions

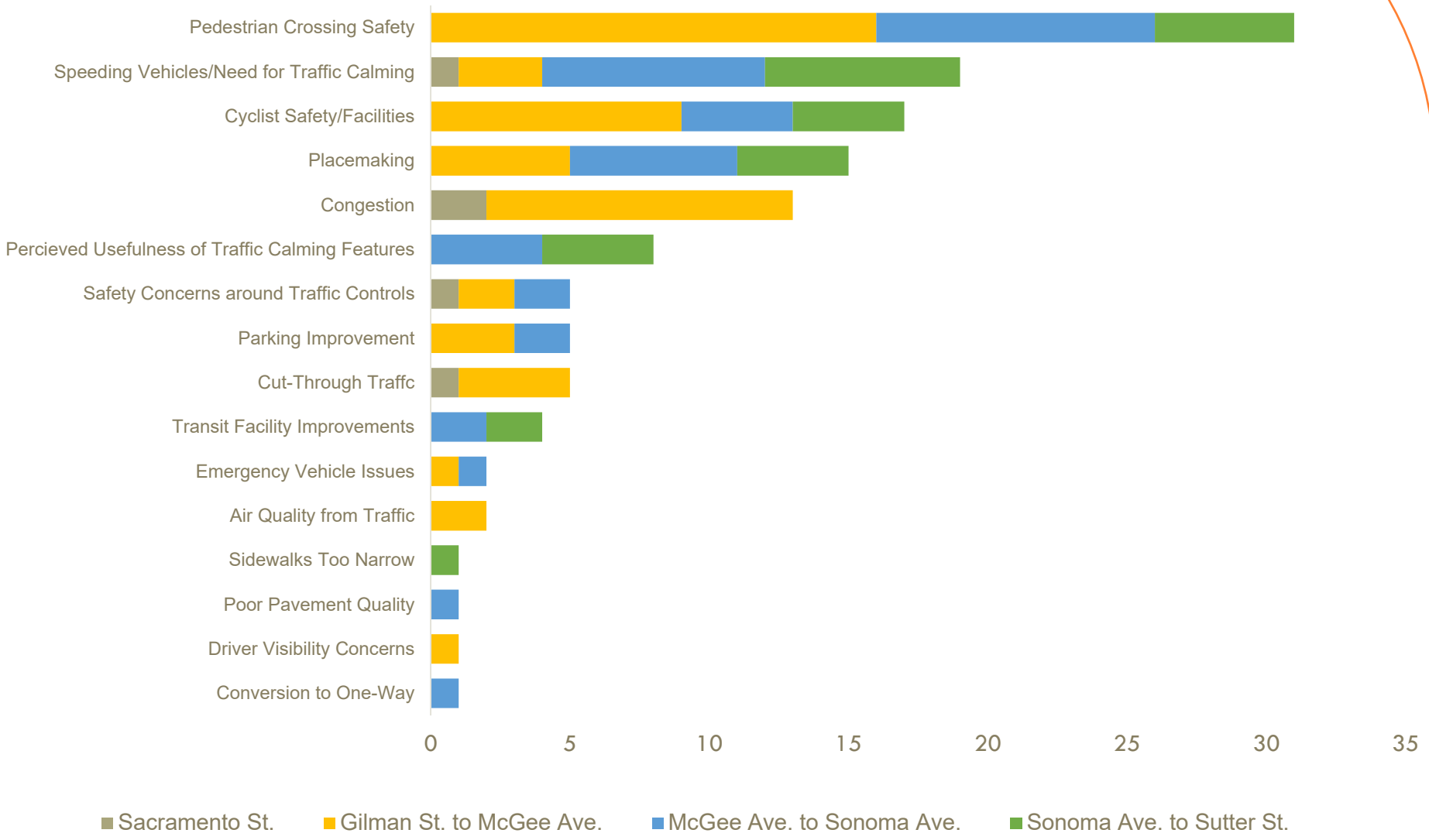
**36** collisions took place from 2015-2018. **36%** of all collisions involved cyclists or pedestrians.

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



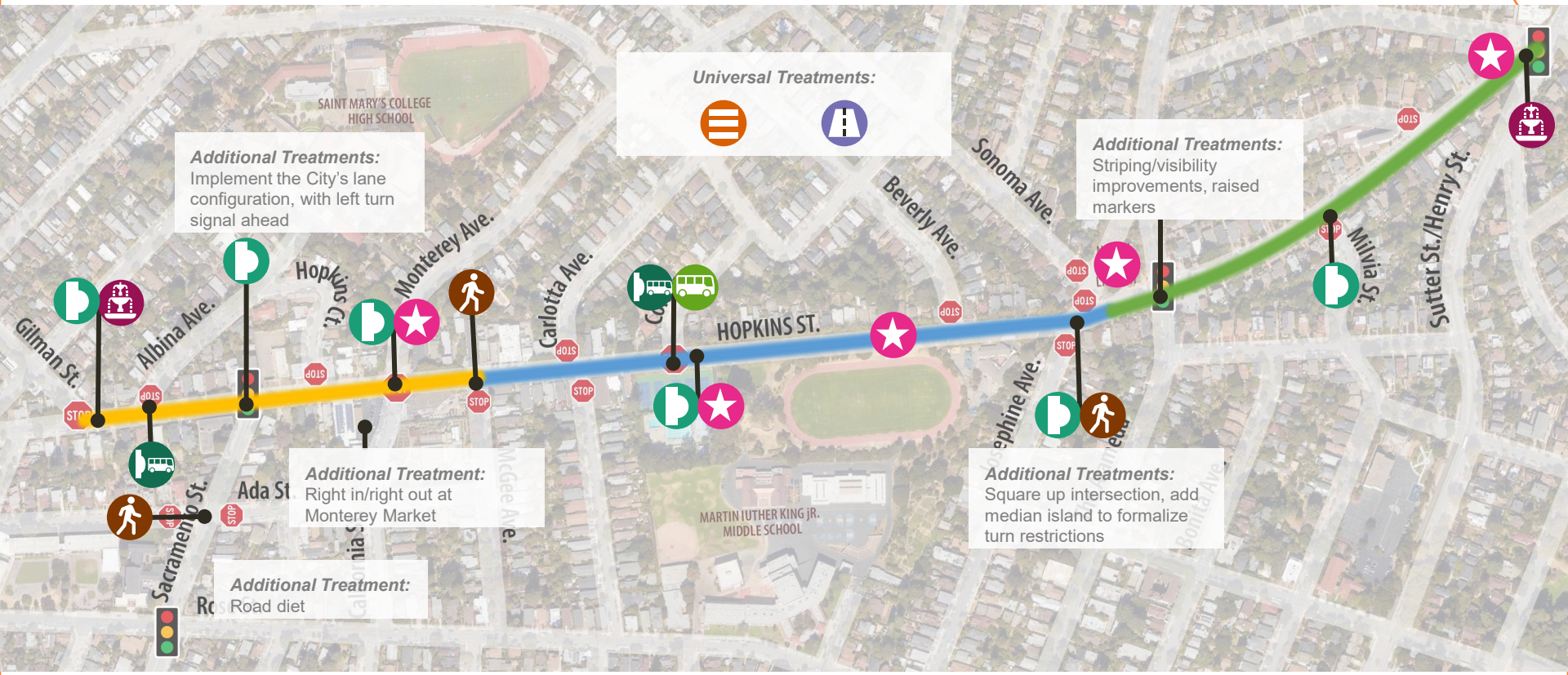

Source: SWITRS 2015-2018

# PARTICIPANT FEEDBACK



# COMPLETE STREET TREATMENTS

# POTENTIAL COMPLETE STREETS OPPORTUNITIES




Bulb-Out

High-Visibility Crosswalk

Narrowed Lanes

Placemaking

Bus Bulb-Out

Flashing Pedestrian Beacon

Transit Amenity Improvement

Gateway Treatment
(preliminary location)

# HIGH VISIBILITY CROSSWALK

## Benefits

- Makes pedestrians more visible to drivers both before they enter the crosswalk and while crossing
- May improve safety at the sites of previous collisions or where vehicles tend to speed, such as the crossing to the track

## What Is It?

High visibility crosswalks make pedestrians more visible to drivers and alert drivers to the potential of a pedestrian.

## Notes

- Can be implemented alongside any bike facility

# FLASHING PEDESTRIAN BEACON

## Benefits

- Makes pedestrians more visible to drivers both before they enter the crosswalk and while crossing
- Improves yielding rates by drivers to pedestrians in crosswalks
- May improve safety at the sites of previous collisions or where vehicles tend to speed, such as the crossing to the track

## What Is It?

Pedestrian-activated beacons alert vehicles to the presence of pedestrians in crosswalks.

## Notes

- Can be implemented alongside any bike facility

# TRANSIT AMENITY IMPROVEMENT


## Benefits

- Enhances transit user experience
- Increases comfort of people waiting for transit service
- Lighting improves safety, especially at night

## What Is It?

Addition of amenities at transit stops such as benches, shelters, trash cans, and improved lighting

## Notes

- Can be implemented alongside any bike facility
- Shelters require 10’ sidewalk width

# NARROWED TRAVEL LANES

## Benefits

- Slows speeds
- Reduces informal turn lanes at intersections that may confuse drivers and pedestrians, especially at all-way stop signs such as the Monterey Avenue intersection

## What Is It?

Narrowing lanes encourages slowed speeds and prevents informal turn lanes at intersections that may confuse users.

## Notes

- Can be implemented alongside any bike facility

# BULB-OUTS

## Benefits

- Improves visibility of pedestrians to drivers
- Shortens pedestrian crossing distances
- Encourages slower vehicle speeds, reducing collisions
- Slows the turning speeds of vehicles

## What Is It?

Bulb-outs extend the sidewalk into the street. They can be installed simply with paint and curb or constructed as actual extensions of the sidewalk.

## Notes

- May require removal of parking
- Design considerations when implementing on the same side of the street as protected cycle tracks or bike lanes

# BUS BULB


## Benefits

- Helps bus travel times and reliability
- Provides more space for shelters and other amenities
- Enhances transit user experience, especially when paired with transit stop amenities

## What Is It?

Curb extensions align the transit stop with the parking lane, allowing buses to stop without leaving the travel lane.

## Notes

- Net increase in on-street parking
- Design considerations when implementing on the same side of the street as protected cycle tracks or bike lanes

# PLACEMAKING

## Benefits

- Provides public space for gatherings or community events
- Enhances neighborhood character

## What Is It?

Placemaking uses various elements to create public spaces that promote community health and well-being.

## Notes

- Design considerations when implementing on the same side of the street as protected cycle tracks or bike lanes

# GATEWAY TREATMENTS


## What Is It?

Design elements mark the transition to a neighborhood or a street with a different characteristic.

## Benefits

- Enhances neighborhood character
- Signals to drivers to reduce speeds and be aware of the potential of pedestrians and/or bicyclists in the roadway

## Notes

- Requires adequate space to construct
- Can be implemented alongside any bike facility

# BIKE LANE TREATMENTS

# SEPARATED BIKEWAY

Two-Way Protected

Raised

# BIKE LANE

Buffered

**NOTE: The preliminary corridor designs depicted in this presentation are conceptual and subject to change pending public input and more detailed engineering studies. For any of the three segments of Hopkins in this study, the option selected by the community through the engagement process may ultimately be a fourth option as yet to be identified through this engagement.**

# CORRIDOR DESIGN OPTIONS

## OPTION 1: Two-Way Separated Bikeway




## OPTION 2: One-Way Separated Bikeways




## OPTION 3: Buffered Bike Lanes

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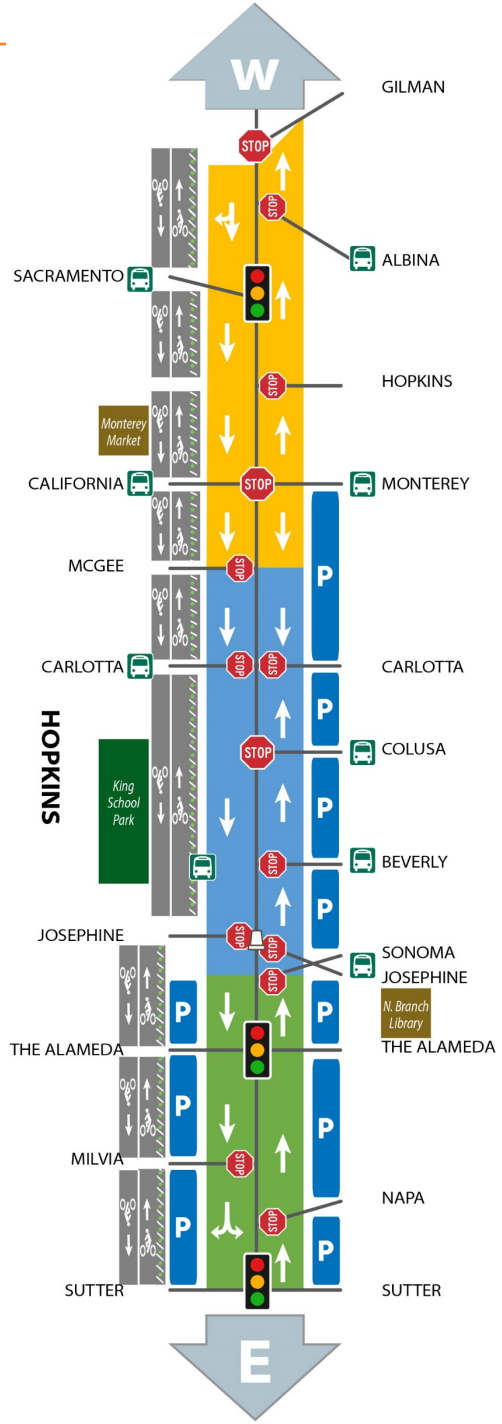


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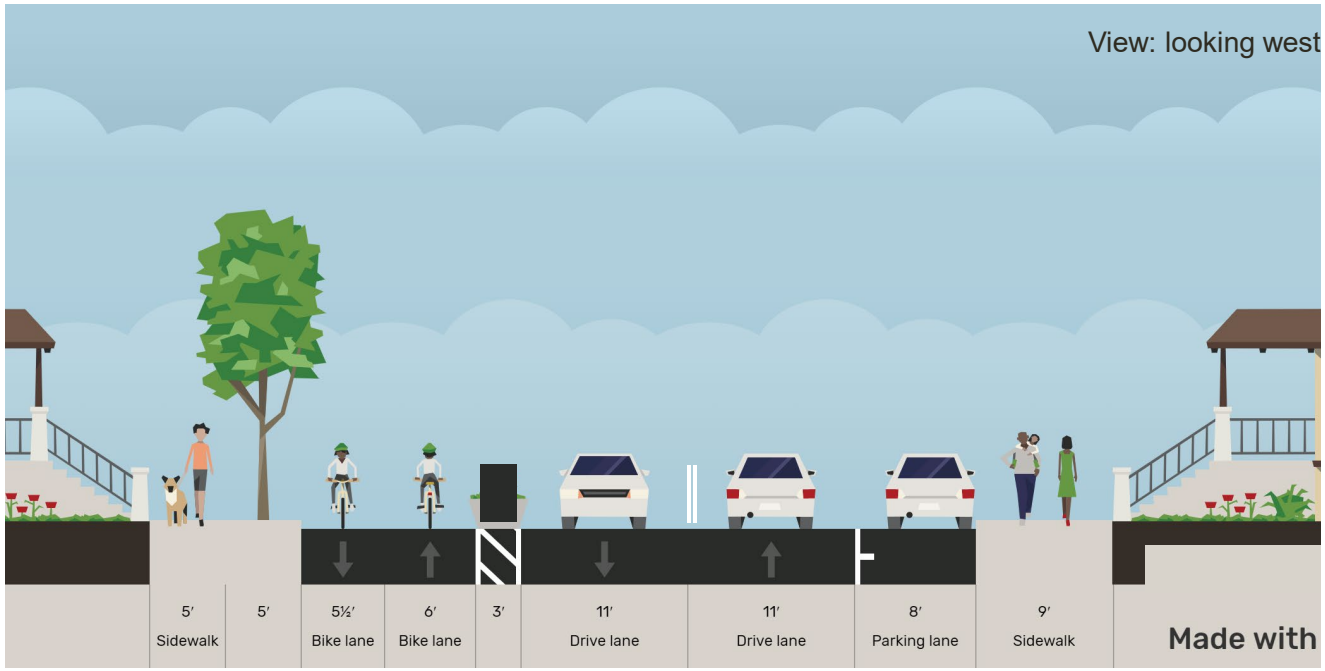
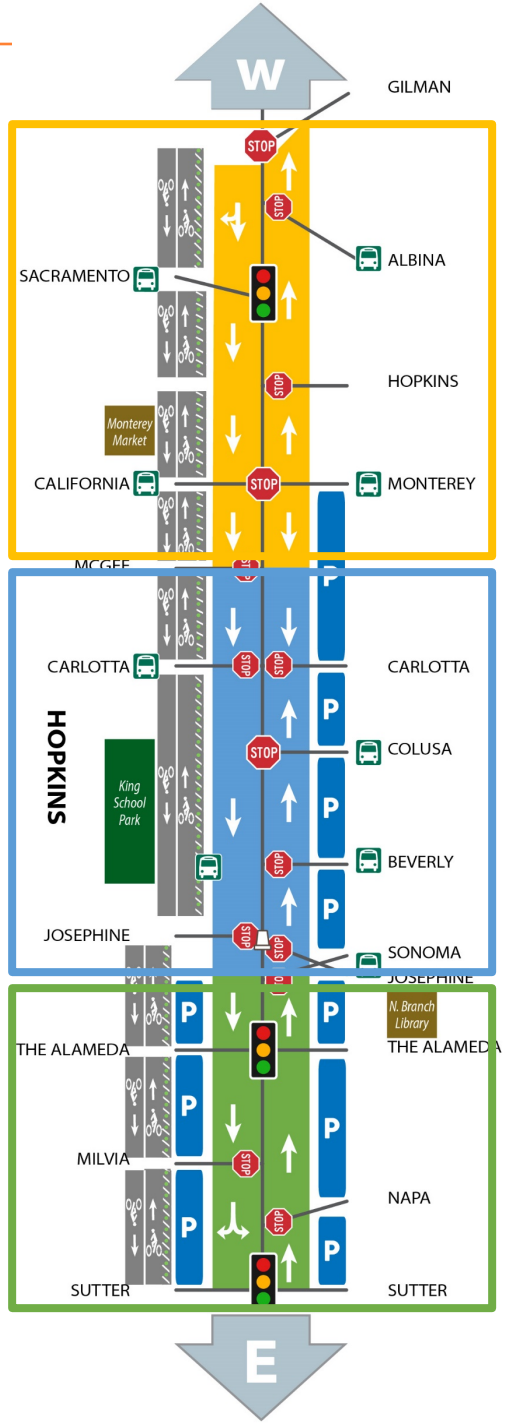
# OPTION 1: TWO-WAY SEPARATED BIKEWAY




Cross-Section Example (Between Sonoma Avenue and McGee Avenue)

# OPTION 1: TWO-WAY SEPARATED BIKEWAY




- High level of bicycle safety
- 5% - 10% of on-street parking remains; metered parking could be relocated to California St.
- Pedestrians would cross bi-directional bicycle traffic to cross the street
- Reduction of buffer between moving cars and pedestrians on north side of street

- High level of bicycle safety
- Few driveways on south side of street enhances cyclist comfort
- Pedestrians would cross bi-directional bicycle traffic to cross the street
- 35% - 40% of on-street parking remains

- High level of bicycle safety
- Grade of street may result in large speed differential between uphill and downhill cyclists
- Drivers using driveways will have to look for cyclists in both directions
- 85% - 90% of on-street parking remains

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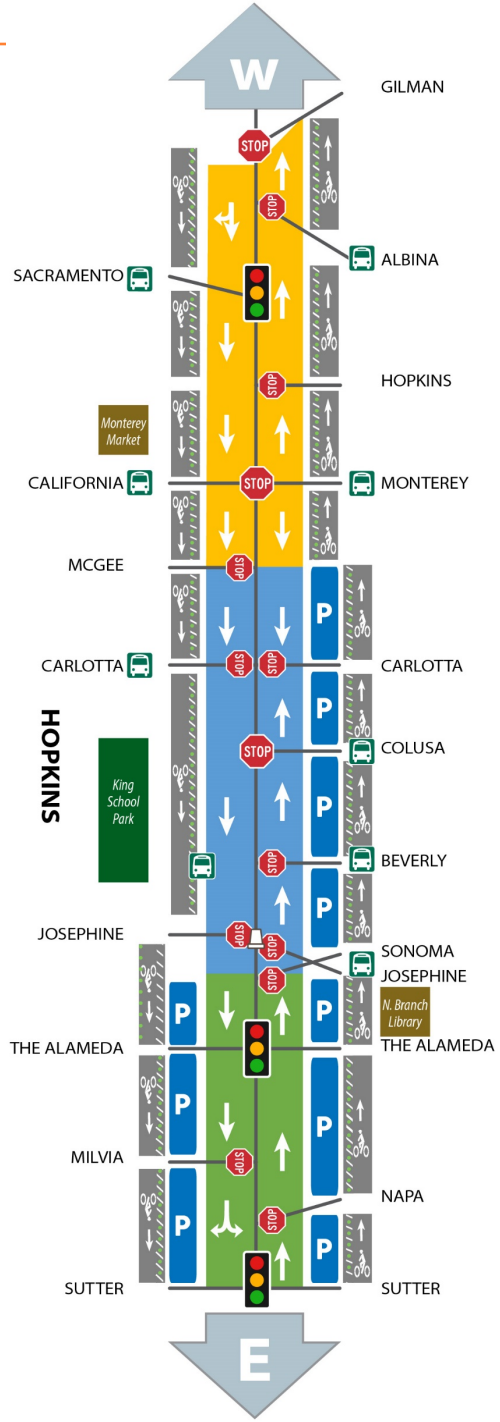


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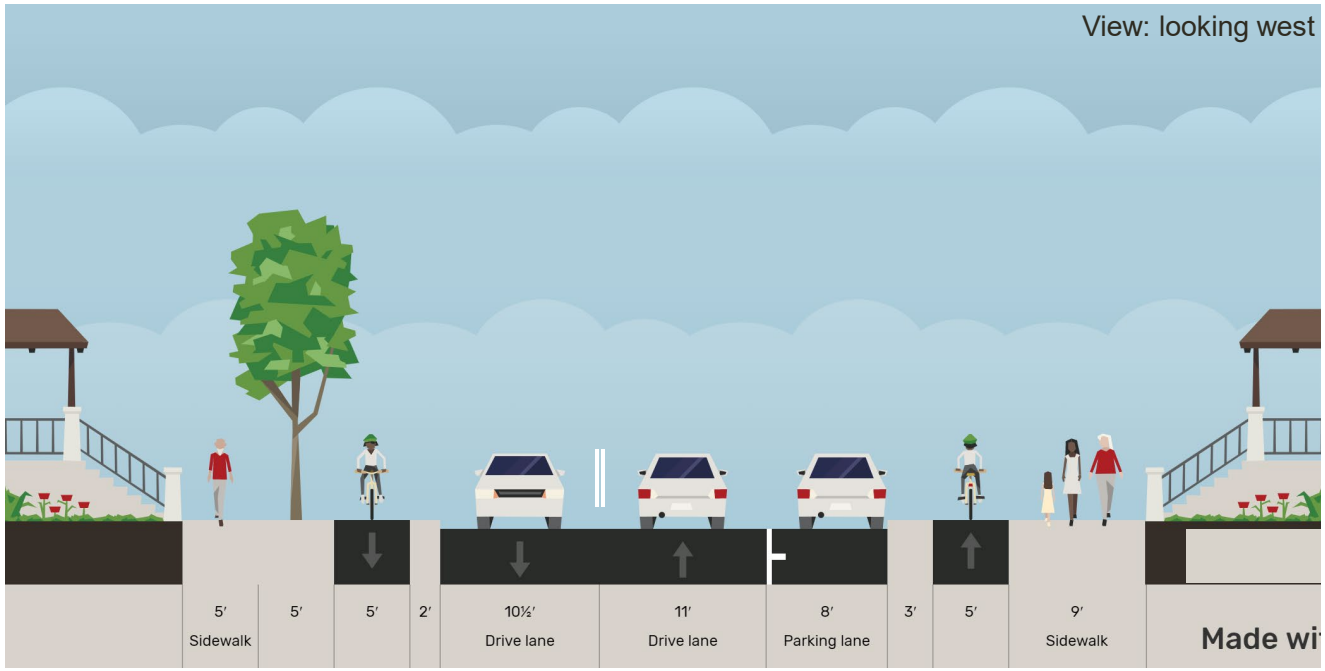
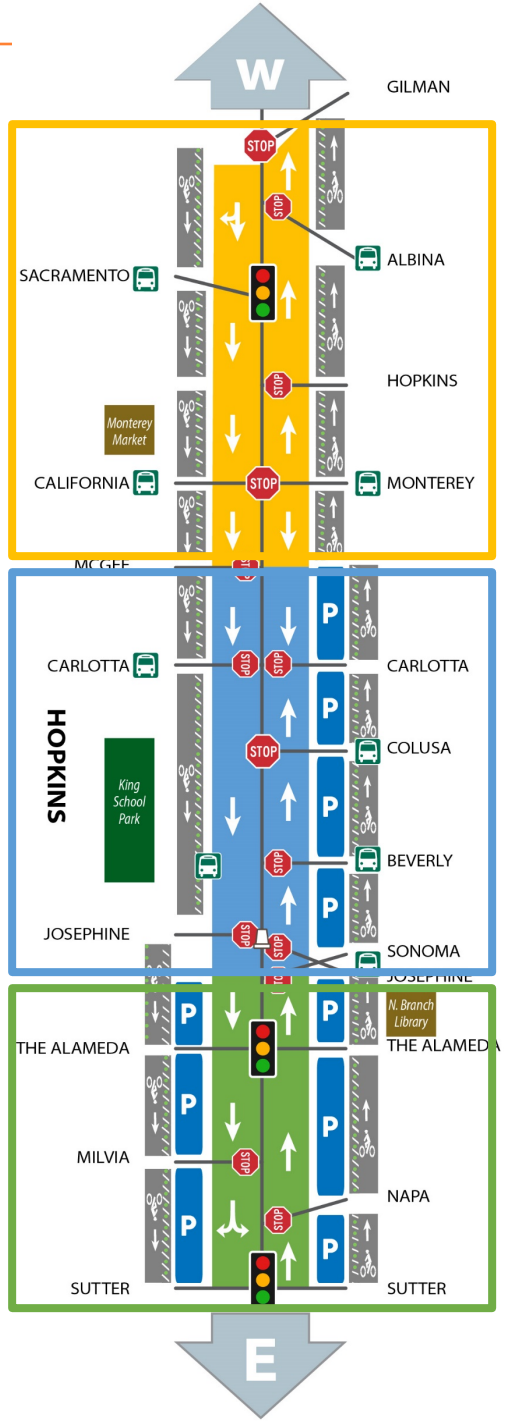
# OPTION 2: ONE-WAY SEPARATED BIKEWAYS




Cross-Section Example (Between Sonoma Avenue and McGee Avenue)

# OPTION 2: ONE-WAY SEPARATED BIKEWAYS




- High level of bicycle safety
- No on-street parking remains; metered parking could be relocated to California St.
- Design would be intuitive for most pedestrians
- Design suitable for all-ages and abilities

- High level of bicycle safety
- Few driveways on south side of street enhances cyclist comfort in uphill direction
- Adequate space for bus bulbs on north side of street
- 35% - 40% of on-street parking remains

- Highest level of bicycle safety
- Wide roadway width offers ability to provided desired design dimensions
- 85% - 90% of on-street parking remains

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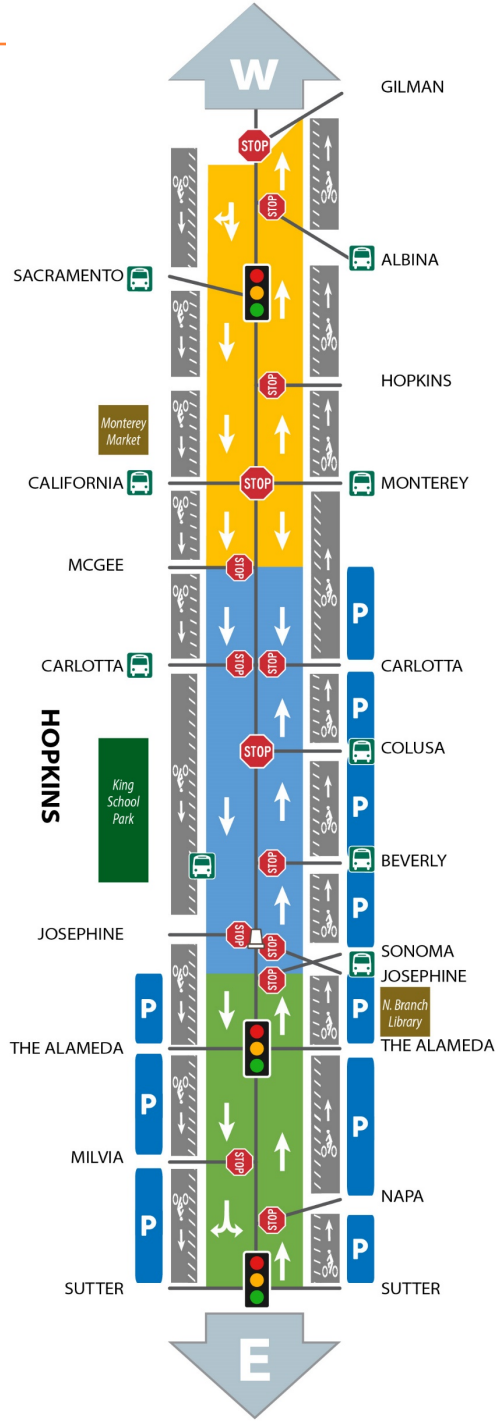


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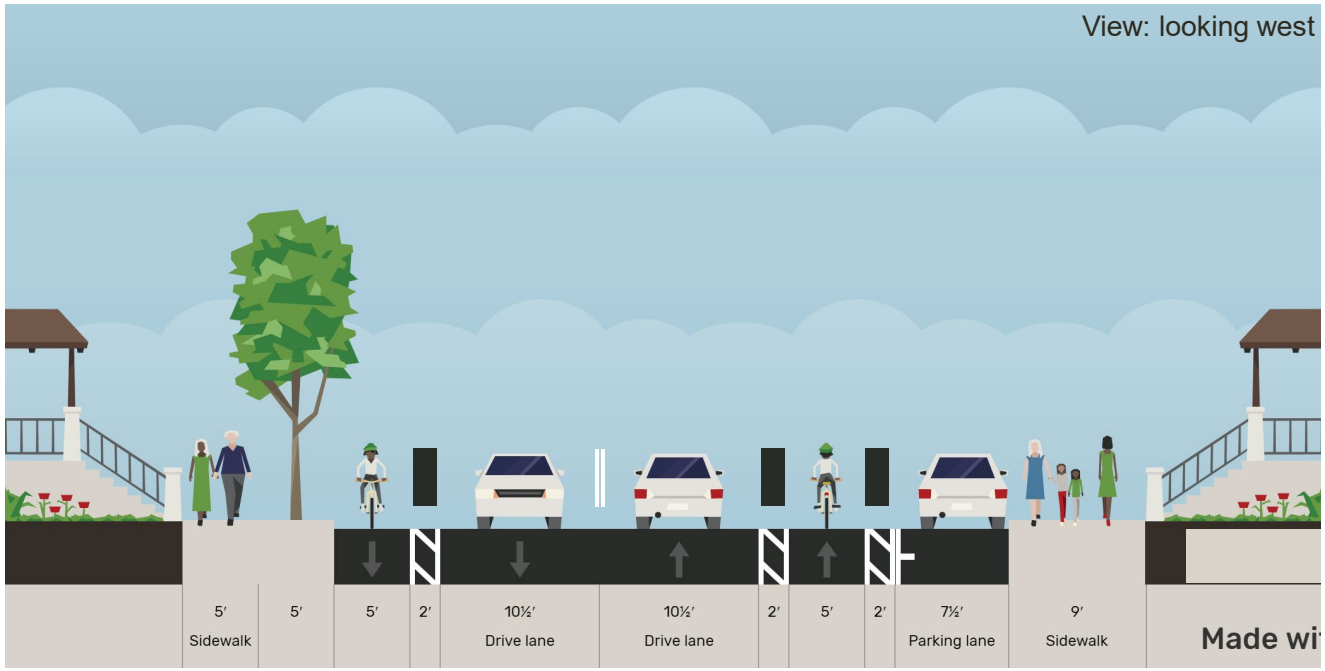
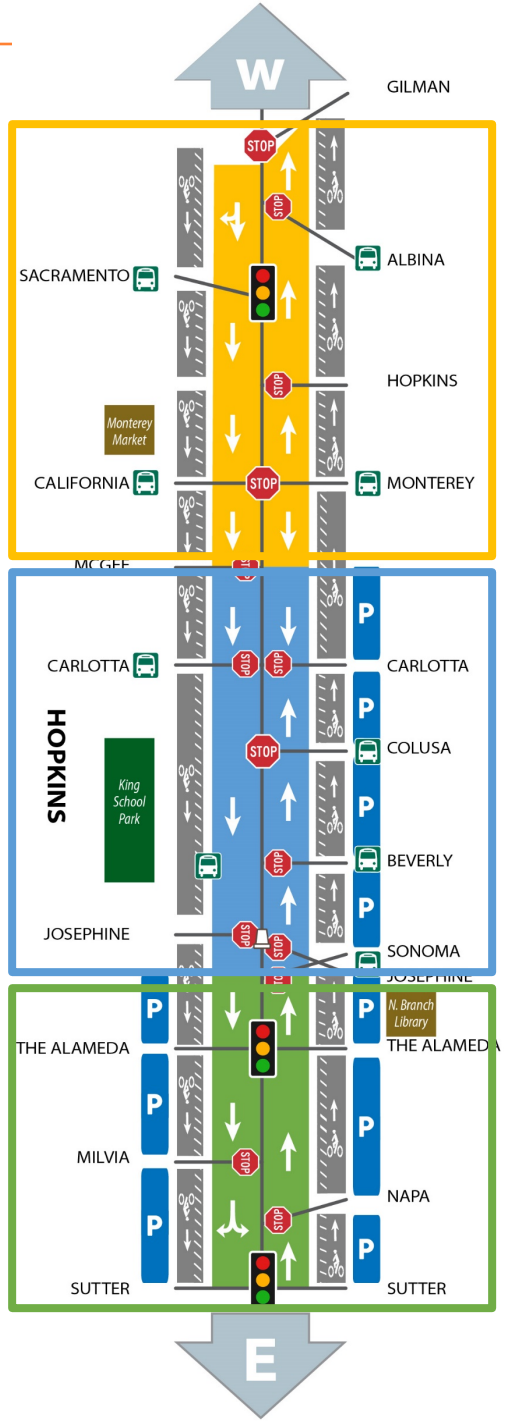
# OPTION 3: BUFFERED BIKE LANES




Cross-Section Example (Between Sonoma Avenue and McGee Avenue)




# OPTION 3: BUFFERED BIKE LANES

- Increased bicycle safety over existing conditions
- Conflicts between vehicles and cyclists would remain
- Anticipated that design wouldn't attract as many cyclists compared to other options
- Intuitive design for pedestrians
- No on-street parking remains; metered parking could be relocated to California St.

- Increased level of bicycle safety over existing conditions
- Anticipated that design wouldn't attract as many cyclists compared to other options
- Adequate space for bus bulbs on north side of street
- 35% - 40% of on-street parking remains

- Increased level of bicycle safety over existing conditions
- Less usage by cyclists compared to other options
- 85% - 90% of on-street parking remains

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# SUMMARY

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| | | Sutter St. – Sonoma Ave. | | | Sonoma Ave. – McGee Ave. | | | McGee Ave. – Gilman St. | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Two-Way Separated | One-Way Separated | Buffered | Two-Way Separated | One-Way Separated | Buffered | Two-Way Separated | One-Way Separated | Buffered |
| Pedestrians | Pedestrian Comfort | *Good* | **Best** | Better | *Good* | **Best** | Better | *Good* | Better | **Best** |
| | Pedestrian Safety | *Good* | **Best** | Better | *Good* | **Best** | Better | Better | Better | Better |
| Cyclists | Cyclist Comfort | Better | **Best** | *Good* | **Best** | Better | *Good* | Better | **Best** | *Good* |
| | Cyclist Safety | Better | **Best** | *Good* | **Best** | Better | *Good* | Better | **Best** | *Good* |
| Drivers | Parking Retention | **85%-90%** | **85%-90%** | **85%-90%** | 35%-40% | 35%-40% | 35%-40% | *5-10%* | *0%* | *0%* |
| | Vehicle Operations Preservation | Better | Better | **Best** | Better | Better | **Best** | Better | Better | **Best** |
| Transit Users | Transit Operations Improvement | *N/A* | *N/A* | *N/A* | *Good* | Better | Better | *Good* | Better | Better |
| | Cost & Ease of Implementation | $$ | $$$ | $ | $$ | $$$ | $ | $$ | $$$ | $ |

# PLACEMAKING

# COMMUNITY WORKSHOP #1 FEEDBACK

On October 22, 2020, we held our first virtual community meeting where we took a poll that told us you are most interested in prioritizing the following placemaking elements:

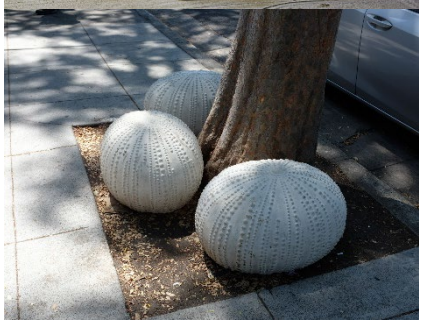
- Sutter to Sonoma: Pedestrian Improvements, Landscape Enhancements, Gathering Spaces, Public Art
- Sonoma to McGee: Pedestrian Improvements, Landscape Enhancements, Public Art
- McGee to Gilman: Pedestrian Improvements, Landscape Enhancements, Gathering Spaces

# PLACEMAKING TYPES

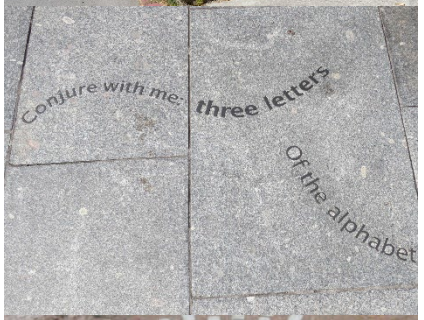
## Pedestrian Improvements


## Landscape Improvements

## Gathering Spaces



## Public Art/ Gateway Elements




# POTENTIAL PLACEMAKING LOCATIONS


Intersection at Gilman

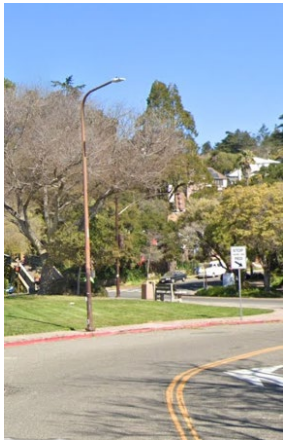
Intersection and Cul de Sac at Monterey

Entry to King Pool and park

Entry to King Track

North Berkeley Library

Parklet at Sutter St

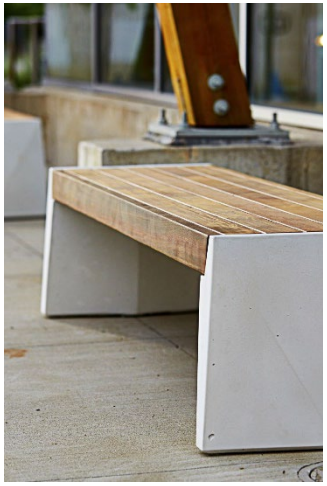


# POTENTIAL PLACEMAKING OPPORTUNITIES


Pedestrian Improvements


Landscape Improvements

Gathering Spaces



Public Art

Gateway Treatment

# SMALL GROUP DISCUSSION

# THANK YOU!

**Contact Beth Thomas, Principal Planner**
**City of Berkeley, Transportation Division**
**with any questions or comments**
**BAThomas@cityofberkeley.info | (510) 981-7068**