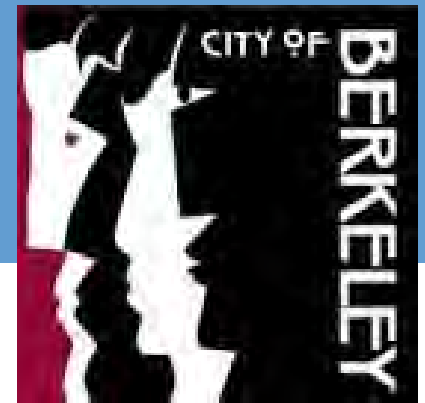
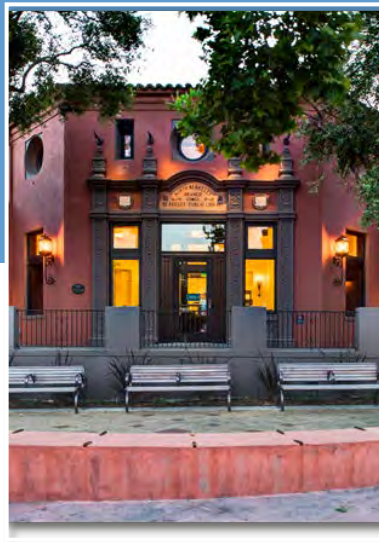
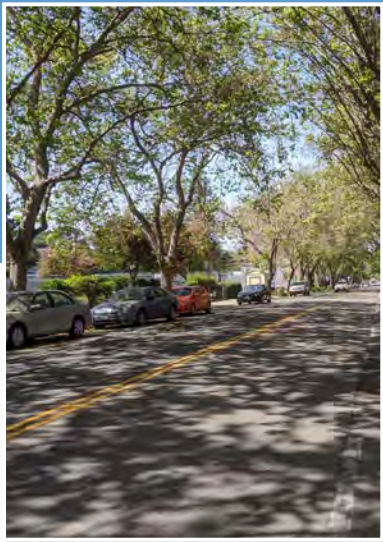


HOPKINS CORRIDOR TRAFFIC AND PLACEMAKING STUDY



VIRTUAL COMMUNITY MEETING #2
Near-Term Recommendations | March 7, 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)

The image shows a Zoom Webinar interface with a dark background. At the top left, it says "Zoom Webinar" with a green checkmark icon. At the top right, there is a "View" button with a grid icon. In the center, there is a white "Question and Answer" window. The window has a title bar "Question and Answer" and standard window controls. The main content of the window says "Welcome to Q&A" and "Questions you ask the host and panelists will show up here." Below this is a text input field with the placeholder "Type your question here...". At the bottom of the window, there is a checkbox for "Send anonymously", a "Cancel" button, and a "Send" button. At the very bottom of the window, there is a small question mark icon and the text "Who can see your questions?".

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

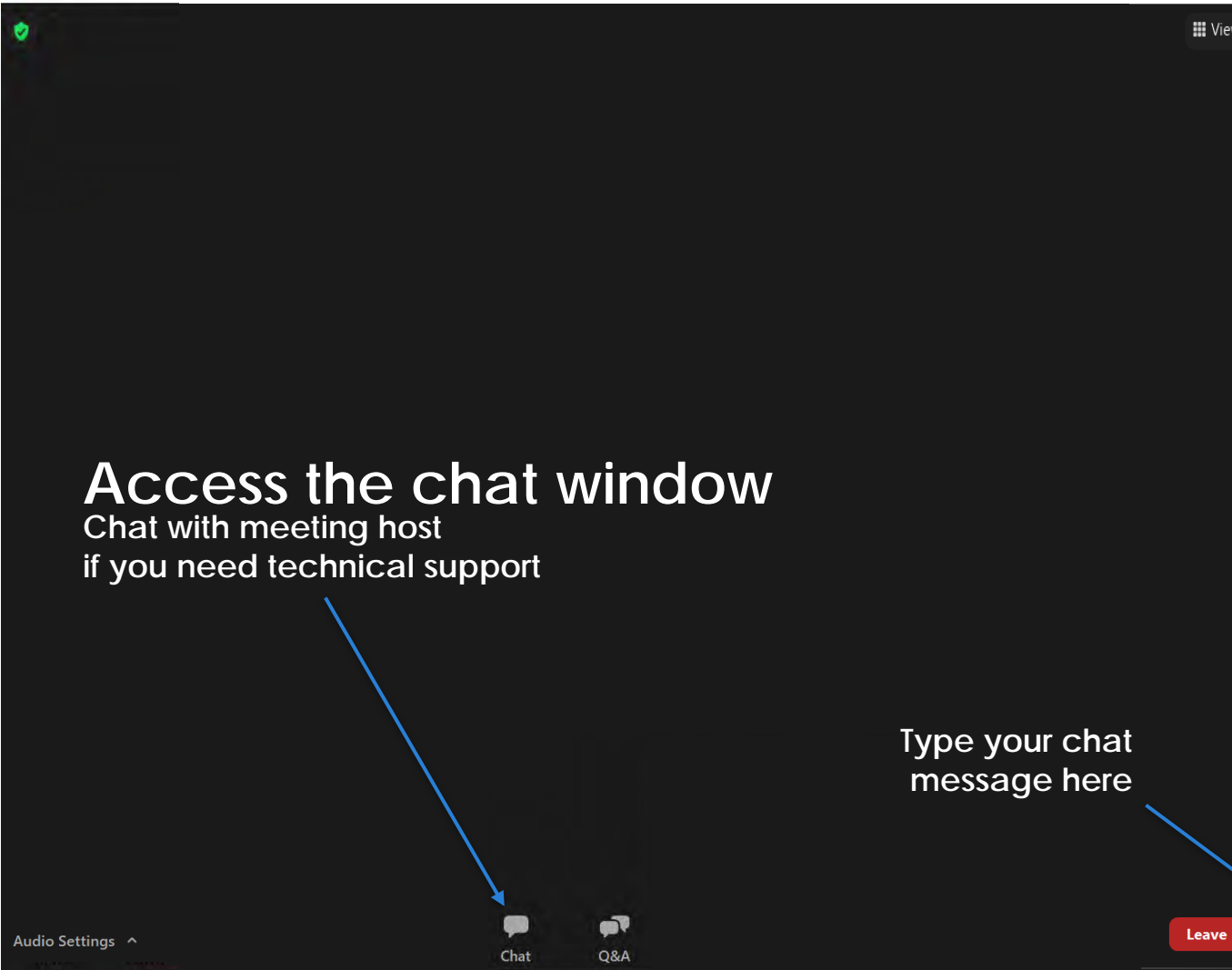
Audio Settings ^

Chat Q&A

Leave

ZOOM WEBINAR CONTROLS (COMPUTER)

Zoom Webinar

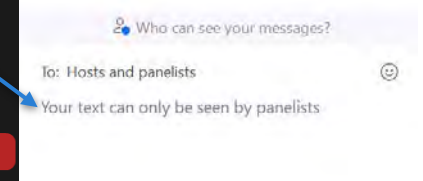
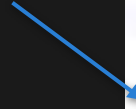


Access the chat window

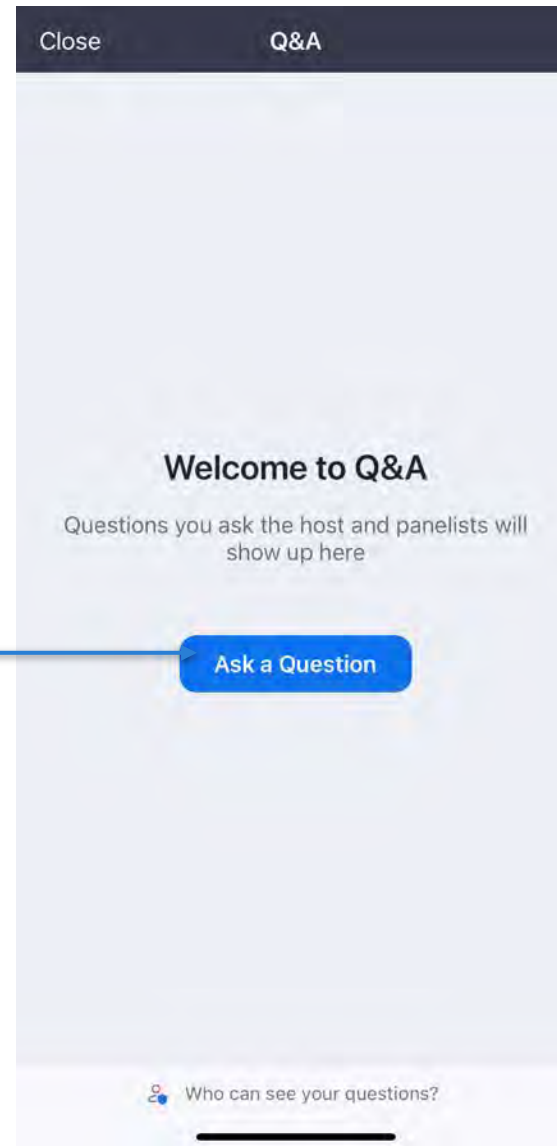
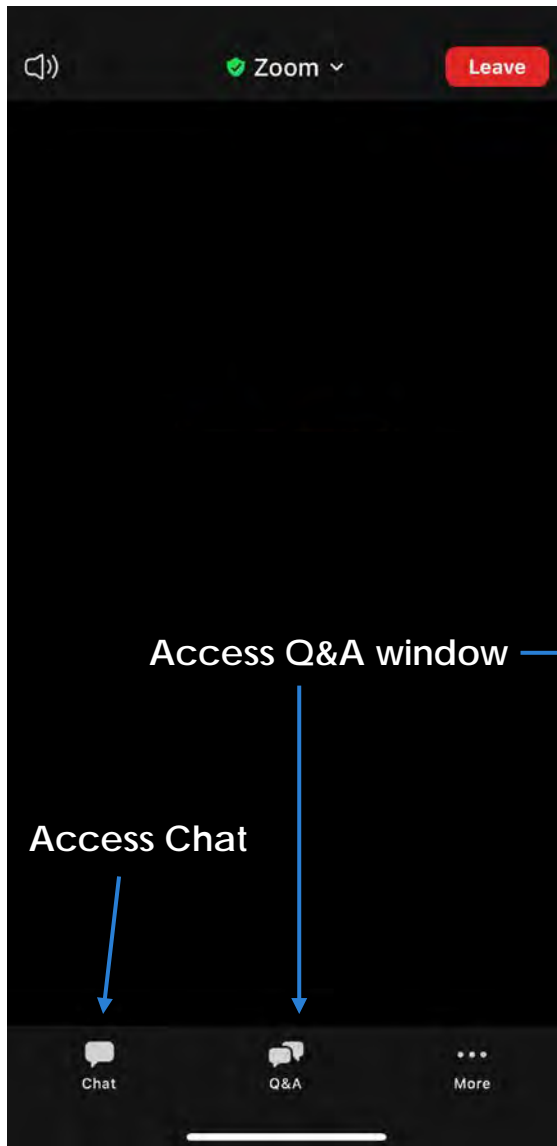
Chat with meeting host
if you need technical support



Type your chat
message here



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 2 – THE ALAMEDA TO MCGEE AVENUE

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:

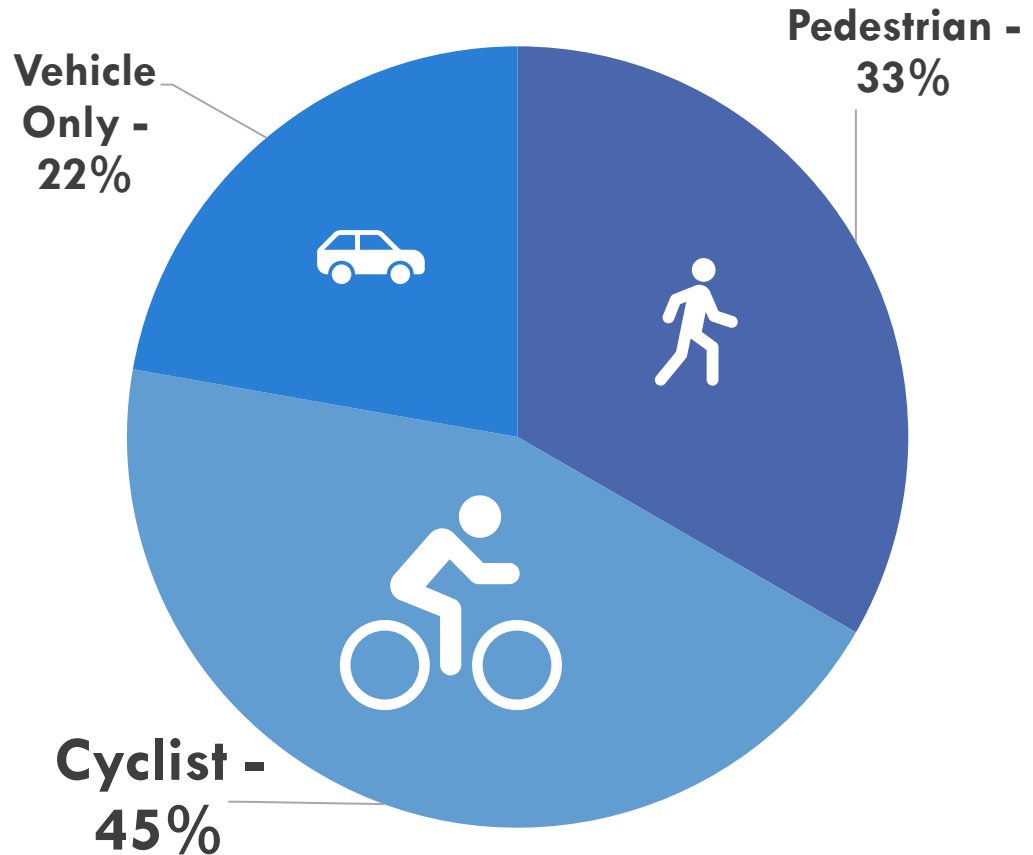
- Church
- School
- North Branch Library (Landmark)
- Park

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.

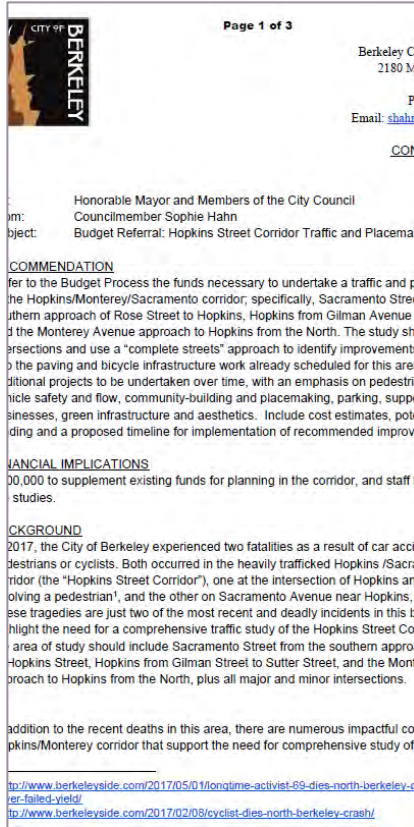
Every reported collision involving a pedestrian and cyclist resulted in an injury or fatality.



CITY PRIORITIES



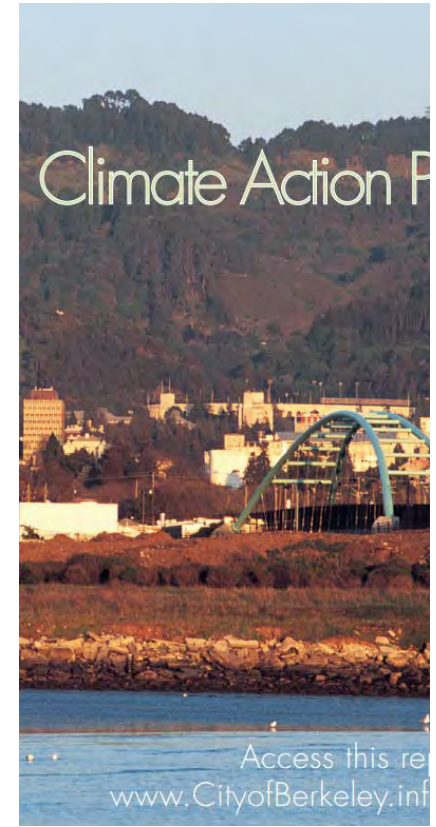
2017 Bicycle Plan



2018 Budget Referral



Vision Zero Action Plan (2019)

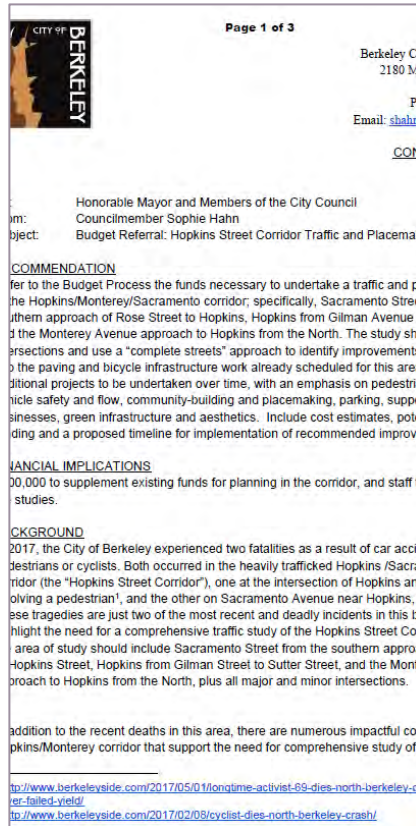


Climate Action Plan (2009)

CITY PRIORITIES



2017 Bicycle Plan



2018 Budget Referral

- 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”**

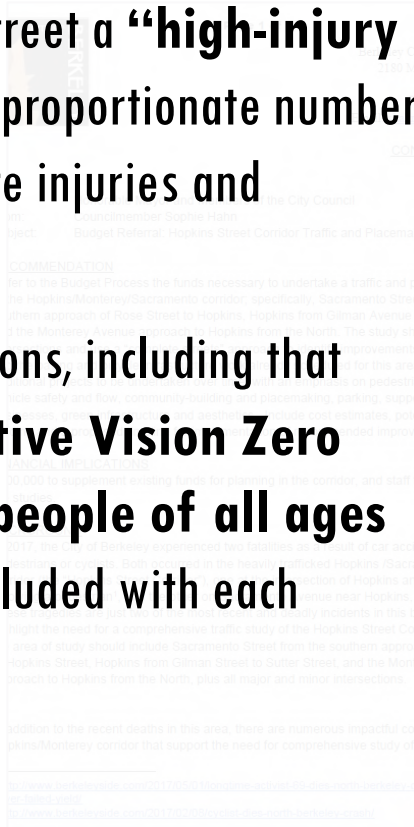
Vision Zero Action Plan (2019)

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

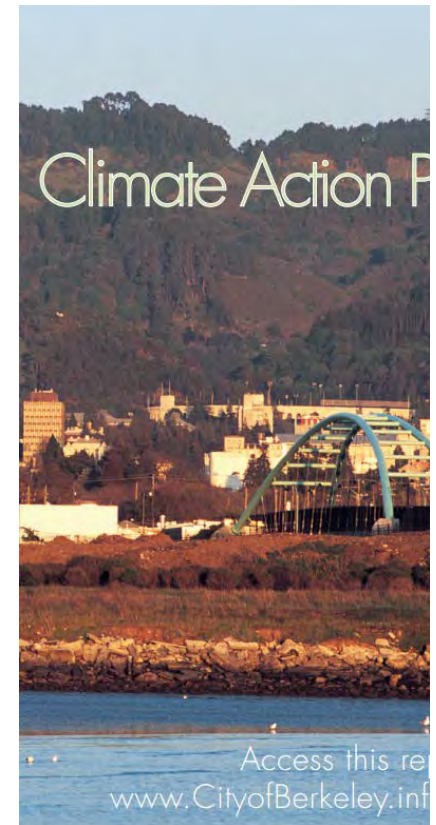


2017 Bicycle Plan

- 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)



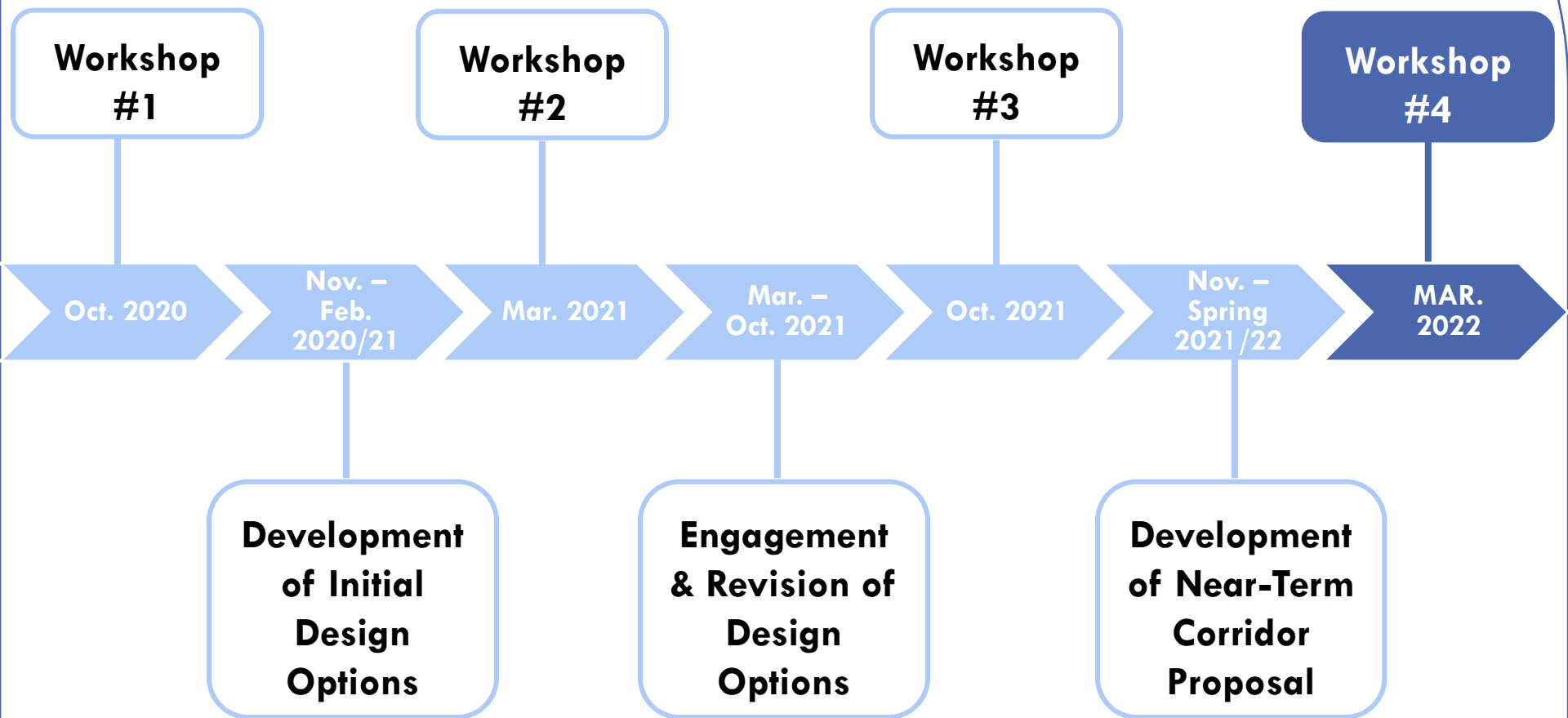
Climate Action Plan (2009)

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

**Detailed
Design
Plans**

**Project
Awarded**

**Oct.
2022**

**Jan.
2023**

**Mar.
2023**

**Jun.
2023**

Project Bid

Construction

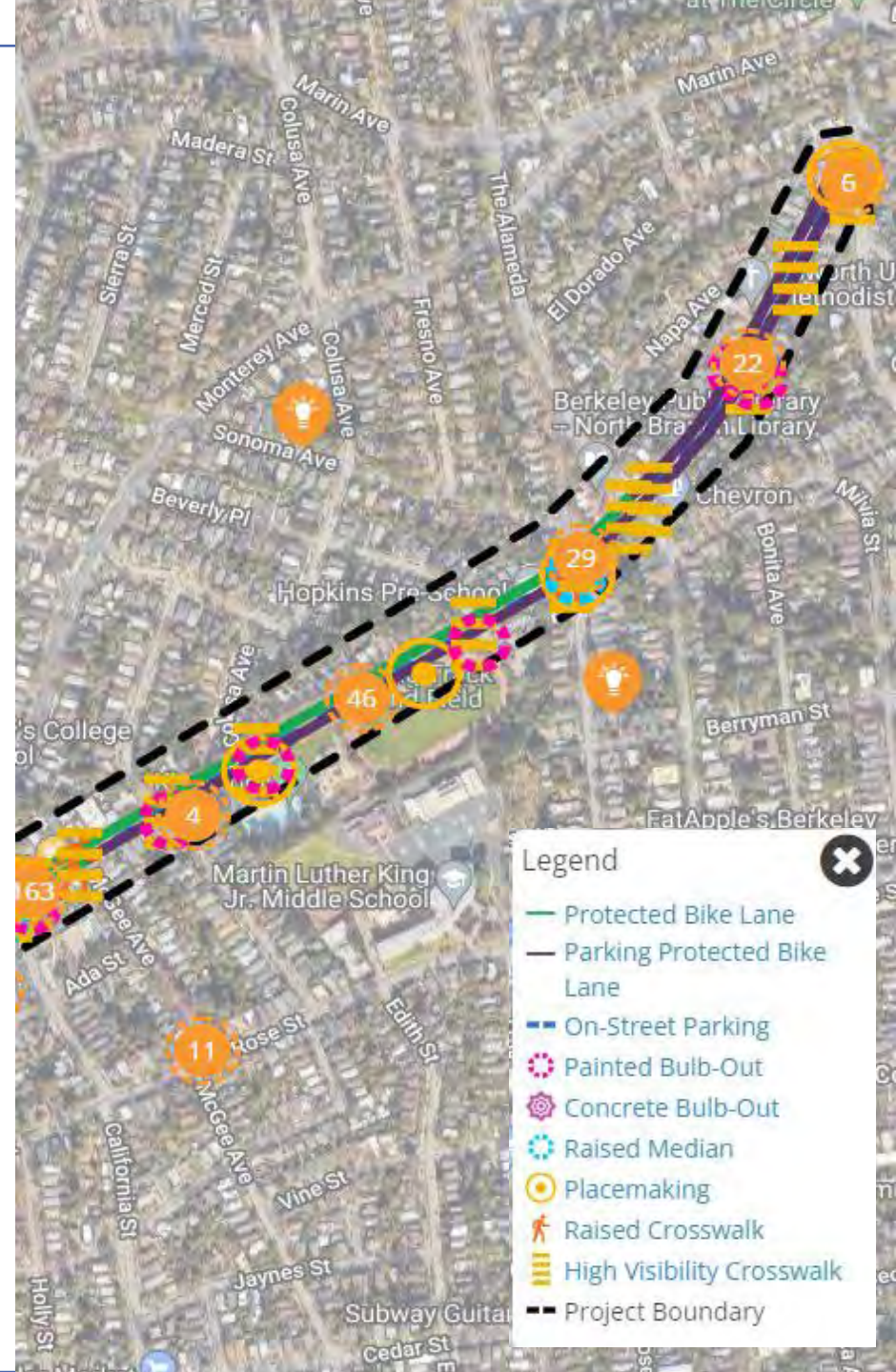
PUBLIC ENGAGEMENT

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 2:
THE ALAMEDA TO
MCGEE AVENUE**

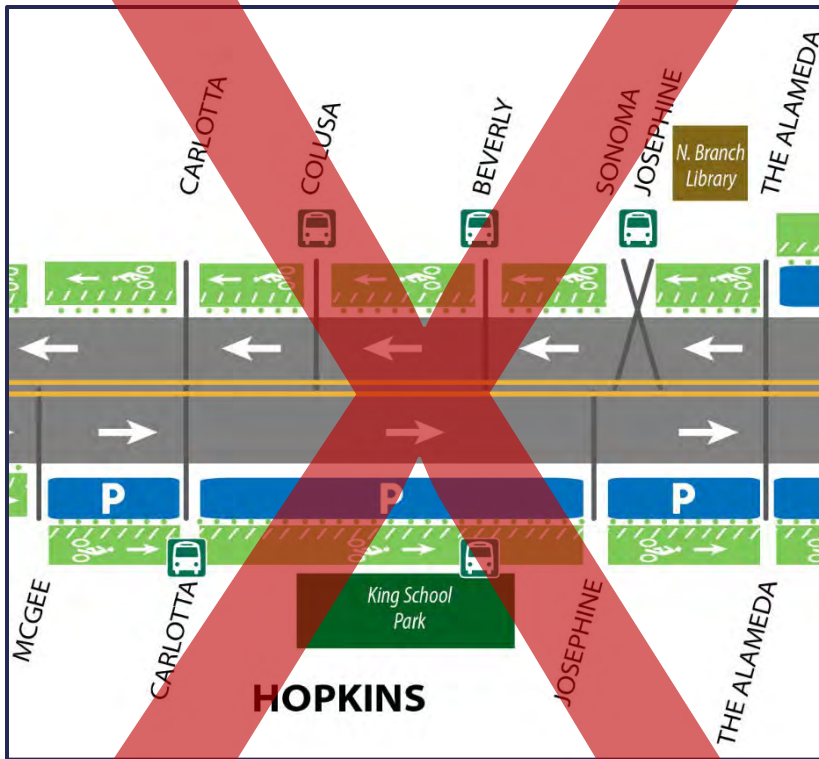
EXISTING CONDITIONS

The Alameda to McGee Avenue

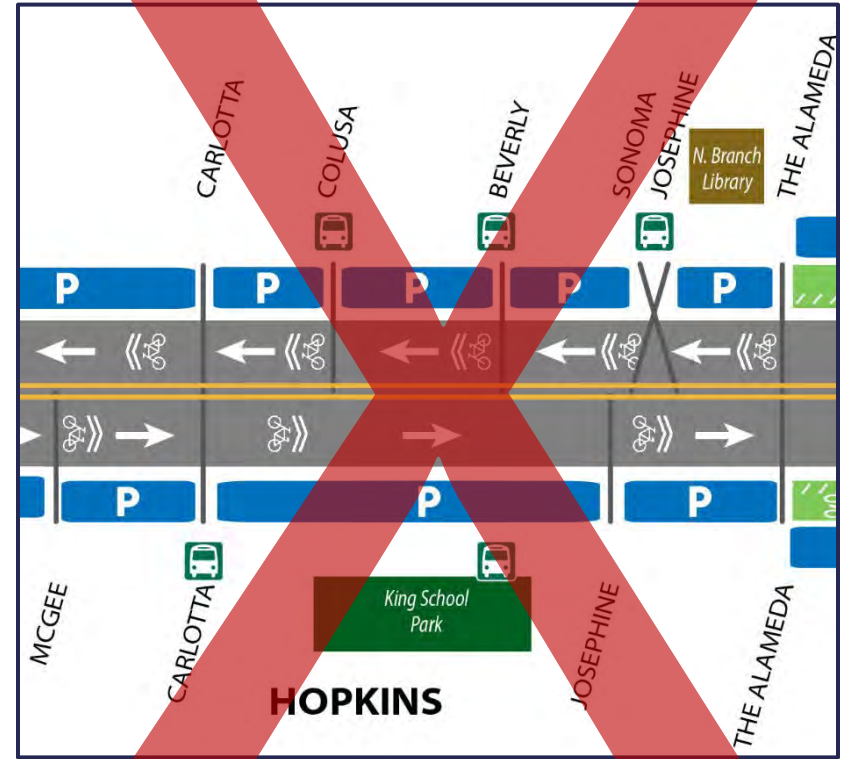


WHERE WE'VE BEEN – WORKSHOP #3

Near-Term #1



Near-Term #2



Separated bicycle lane on north side, parking protected bicycle lane on south side
Retain parking on south side only

Shared bicycle and travel lane
Retain all parking

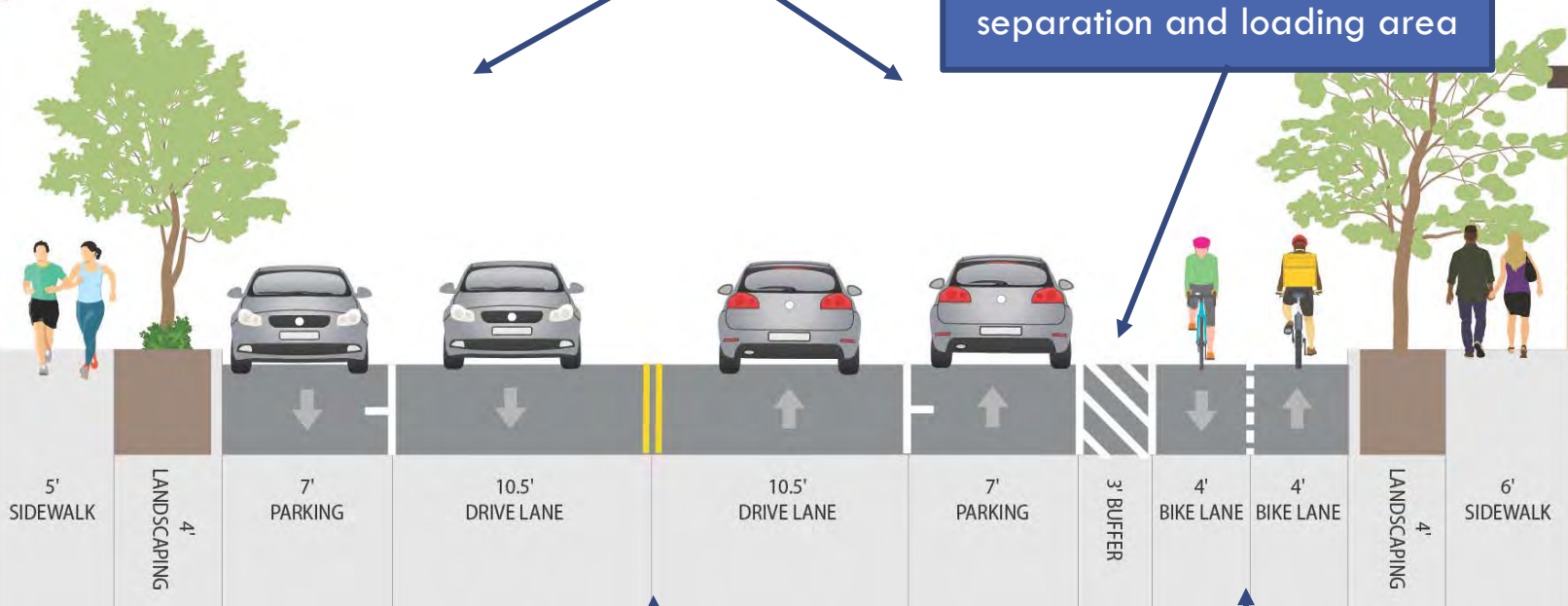
**NEAR-TERM DESIGN
CONCEPT
RECOMMENDATION**

RECOMMENDED DESIGN CONCEPT

View: looking east

Retention of most on-street parking on both sides of the street

Buffer zone to provide separation and loading area

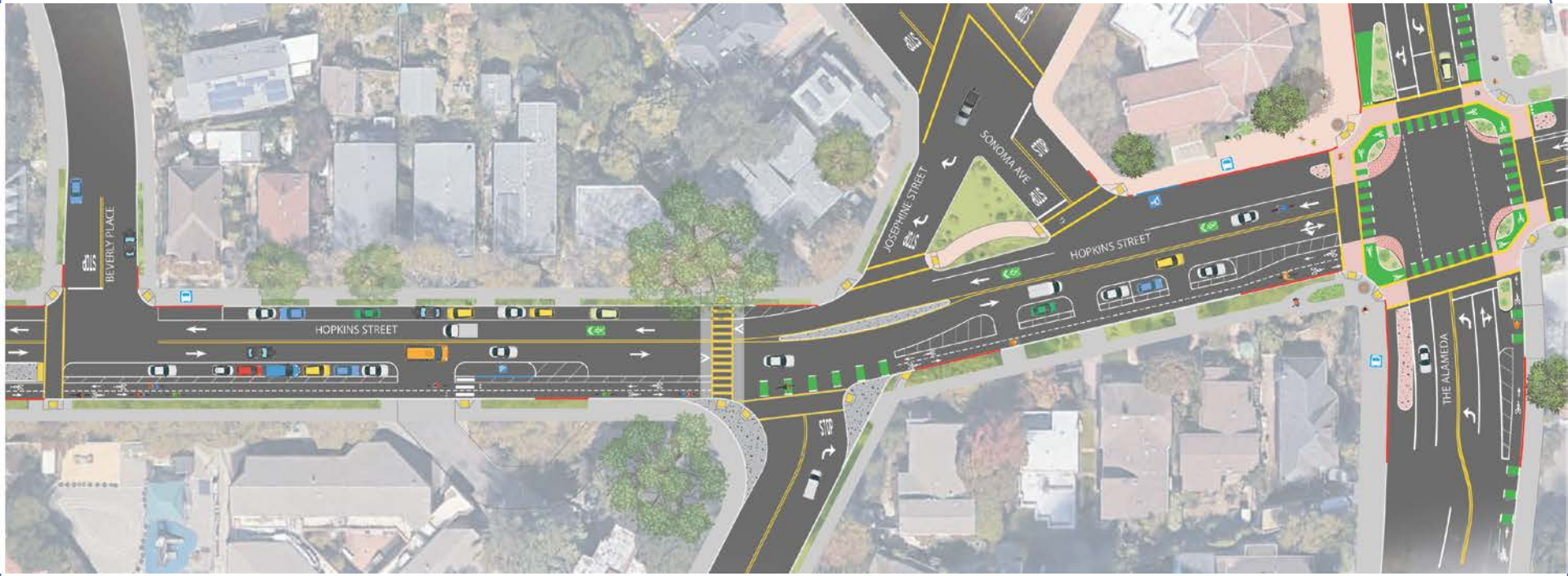


Narrowed travel lanes, from 11' to 10.5'

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

RECOMMENDED DESIGN CONCEPT

THE ALAMEDA TO BEVERLY PLACE



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

RECOMMENDED DESIGN CONCEPT

BEVERLY PLACE TO MID-BLOCK



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

RECOMMENDED DESIGN CONCEPT

MID-BLOCK TO COLUSA AVENUE



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

RECOMMENDED DESIGN CONCEPT

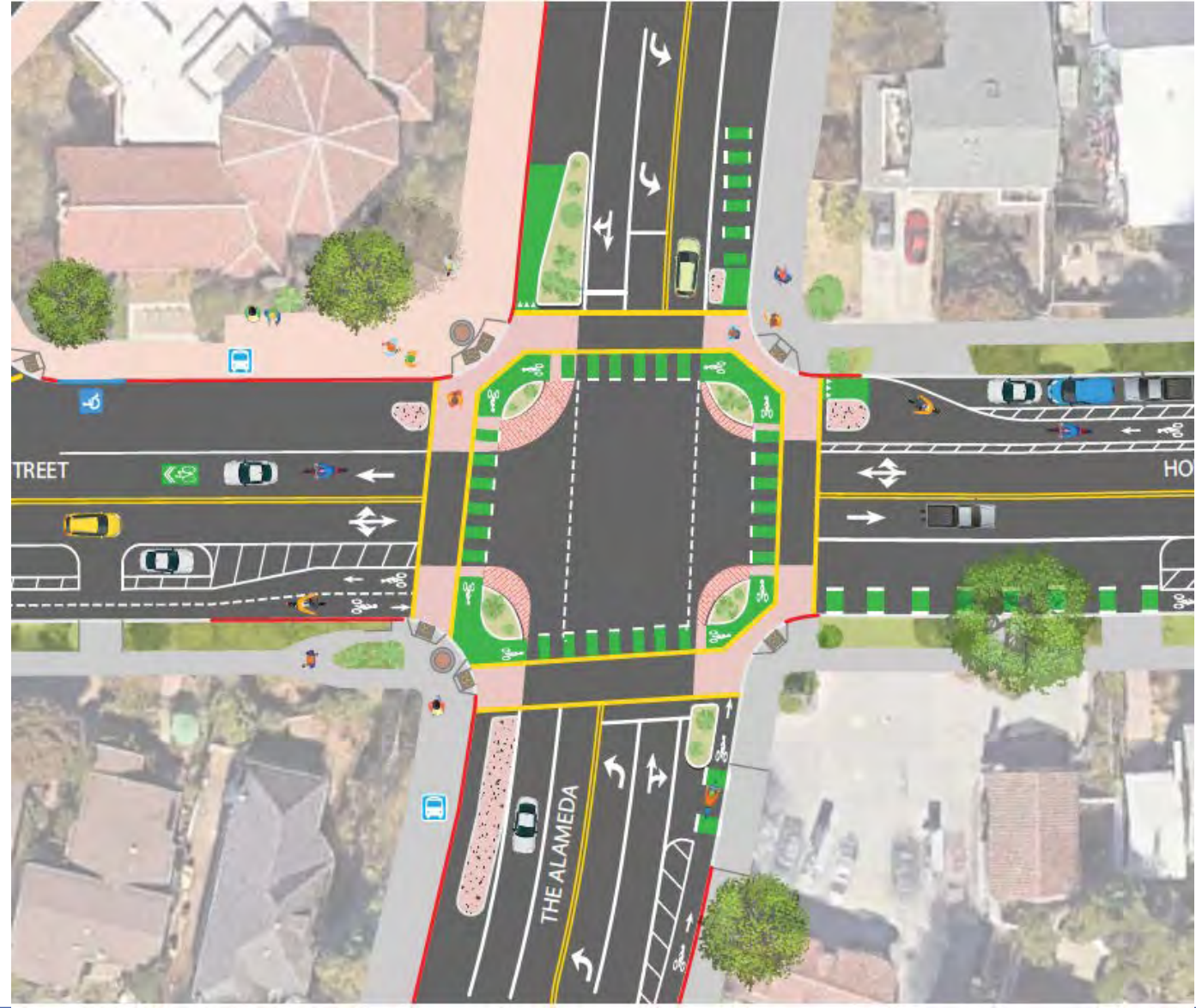
COLUSA AVENUE TO MCGEE AVENUE



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

RECOMMENDED DESIGN CONCEPT

THE ALAMEDA INTERSECTION



RECOMMENDED DESIGN CONCEPT

OVERLAID ON EXISTING CONFIGURATION



RECOMMENDED DESIGN CONCEPT - ADVANTAGES

- Provision of **separate space** along the roadway for drivers, pedestrians and bicyclists
- **Reduction of conflict points** between road users
- **More predictable travel** along the roadway due to expected lower speeds and understanding of where drivers and bicyclists might be expected
- **Preservation of majority of parking** along the corridor, including blue and white zones
- **Enhanced visibility** of all road users
- **Safe and comfortable crossings** at Josephine
- **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: RPMurray@cityofberkeley.info
 - Beth Thomas: BAThomas@cityofberkeley.info
- Staff recommendation at City Council meeting on **April 26, 2022**

Q&A