VIRTUAL COMMUNITY WORKSHOP #2
Transportation and Placemaking Opportunities | March 10, 2021

HOPKINS CORRIDOR TRAFFIC AND PLACEMAKING STUDY


PROJECT TEAM

- City of Berkeley
  - Beth Thomas
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  - 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)

Choose “Project Questions/Comments?” in drop-down menu.
Submit questions or comments via chat.
Access the chat window.
Type Message Here.
ZOOM MEETING CONTROLS (TABLET & SMART PHONE)

Access the Chat Window
First, click “More”

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

November - February 2020/21

Conceptual Design Alternative Development

March 2021

Workshop #2

June 2021

Workshop #3: Conceptual Design Preferred Option

March - June 2021

Conceptual Design and Engagement
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.
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**
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.

Who was involved?

- Pedestrian - 11%
- Cyclist - 25%
- Vehicle Only - 64%

Source: SWITRS 2015-2018
PARTICIPANT FEEDBACK

- Pedestrian Crossing Safety
- Speeding Vehicles/Need for Traffic Calming
- Cyclist Safety/Facilities
- Placemaking
- Congestion
- Perceived Usefulness of Traffic Calming Features
- Safety Concerns around Traffic Controls
- Parking Improvement
- Cut-Through Traffic
- Transit Facility Improvements
- Emergency Vehicle Issues
- Air Quality from Traffic
- Sidewalks Too Narrow
- Poor Pavement Quality
- Driver Visibility Concerns
- Conversion to One-Way

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Sacramento St.  Gilman St. to McGee Ave.  McGee Ave. to Sonoma Ave.  Sonoma Ave. to Sutter St.
COMPLETE STREET TREATMENTS
**POTENTIAL COMPLETE STREETS OPPORTUNITIES**

**Bulb-Out**
- **Bus Bulb-Out**
- **Flashing Pedestrian Beacon**
- **High-Visibility Crosswalk**
- **Narrowed Lanes**
- **Transit Amenity Improvement**
- **Gateway Treatment** (preliminary location)

**Additional Treatments:**
- Implement the City’s lane configuration, with left turn signal ahead
- Square up intersection, add median island to formalize turn restrictions
- Right in/right out at Monterey Market
- Road diet
- Striping/visibility improvements, raised markers

**Universal Treatments:**

**Placemaking**
What Is It?

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

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

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

Notes

- Can be implemented alongside any bike facility

What Is It?

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

**What Is It?**
Addition of amenities at transit stops such as benches, shelters, trash cans, and improved lighting

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

**Notes**
- Can be implemented alongside any bike facility
- Shelters require 10’ sidewalk width
What Is It?
Narrowing lanes encourages slowed speeds and prevents informal turn lanes at intersections that may confuse users.

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

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**

**What Is It?**

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

**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

**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

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

Benefits
• Provides public space for gatherings or community events
• Enhances neighborhood character

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.
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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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**OPTION 2: ONE-WAY SEPARATED BIKEWAYS**
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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**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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<table>
<thead>
<tr>
<th>Pedestrians</th>
<th>Sutter St. – Sonoma Ave.</th>
<th>Sonoma Ave. – McGee Ave.</th>
<th>McGee Ave. – Gilman St.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Comfort</td>
<td>Good</td>
<td>Best</td>
<td>Better</td>
</tr>
<tr>
<td>Cyclists</td>
<td>Cyclist Comfort</td>
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<td>Best</td>
</tr>
<tr>
<td>Cyclist Safety</td>
<td>Better</td>
<td>Best</td>
<td>Good</td>
</tr>
<tr>
<td>Drivers</td>
<td>Parking Retention</td>
<td>85%-90%</td>
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</tr>
<tr>
<td>Transit Users</td>
<td>Transit Operations Improvement</td>
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<td>N/A</td>
</tr>
<tr>
<td>Cost &amp; Ease of Implementation</td>
<td>$$</td>
<td>$$$</td>
<td>$</td>
</tr>
</tbody>
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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
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