



Sophie Hahn
District 5 Councilmember

To: Honorable Mayor and Members of the City Council

From: Councilmember Sophie Hahn (Author), Councilmember Susan Wengraf (Co-Sponsor)

Subject: Reconsideration of Hopkins Corridor Plan in Light of Newly Available Material Information

RECOMMENDATION

1. Proceed with Paving of Hopkins Street from Sutter Street to San Pablo Avenue as currently scheduled for 2023.¹
2. Proceed with implementation of the approved facilities from Sutter to McGee Avenue² (including the four-way stop sign at McGee) in accordance with the Supplemental 3 recommendations approved by the City Council on May 10, 2022, including but not limited to the requirement that Community Building/Placemaking elements be developed and implemented simultaneously with Complete Streets/Traffic elements, to the greatest extent feasible.
3. Apply up to the full \$300,000 allocated between the FY 23 and FY 24 budgets towards the Community Building/Placemaking elements on the nine-block segment of Hopkins from Sutter to McGee to support their full and simultaneous implementation, as designed by a Landscape Architect.
4. Place on hold work towards implementing the changes for the three blocks of Hopkins from McGee to Gilman Street approved on May 10, 2022 pending further study of the alternatives, consideration of the specifications listed below under *Alternatives to be Considered and Independent Study Specifications* and additional City Council action, after the required study and community input, to either affirm the Council's actions of May 10, 2022 or to implement a substitute or modified program.

¹ City of Berkeley Paving Plan: <https://berkeleyca.gov/sites/default/files/2022-04/Street-Repair-Plan.pdf>

² Should staff prefer to transition from the two-way cycle track East of McGee, they may do so, but should implement approved pedestrian safety measures all the way to McGee, including the four-way stop sign.

5. Refer \$400,000 to the FY 2024 budget process to fund a comprehensive, independent study of the McGee to Gilman portion of Hopkins Street, as specified below under *Alternatives to be Considered and Independent Study Specifications*.

BACKGROUND

On May 10, 2022, (hereinafter referred to as “May 10”) after several years of public process and deliberations, with many different points of view, constructive ideas, and important concerns raised by the community, the City Council approved a conceptual plan for the Hopkins Corridor from Sutter Street to Gilman Avenue, and referred to the City Manager to consider options to extend pedestrian and bike improvements to the Gilman to San Pablo segment.³

In addition to strong interest in safer bike routes and improved pedestrian access, central to concerns raised by the community and merchants was the question of access by cars and transit to the commercial area at Hopkins/Monterey/California streets. This small commercial area is an iconic destination for many people in Berkeley and throughout the region. They come for access to some of the freshest, most varied, and low cost produce available at the Monterey Market, and frequent the many other specialty shops. including Monterey Fish Market, the Hopkins Street Bakery, Magnani Poultry, Northbrae Bottle Shop, Raxakoul Coffee and Cheese, Espresso Roma Cafe, Gioia Pizzeria, Berkeley Horticultural Nursery, Elixir Salon, Hopkins Launderette, and the newly opened Asuka Sushi & Bar, among others.

Many of these longtime small and locally owned businesses are minority or woman owned.⁴ All have worked hard to keep their businesses afloat and continue serving the community during the difficult pandemic years. All depend on both a local and regional clientele. Concern for the needs of these local businesses was also important to the City Council, as was articulated clearly in the original January 23, 2018 referral, which included the following as key considerations (among others) for the study:

- The busy neighborhood commercial area centered around the intersection of Hopkins Street and Monterey Ave., which attracts significant car, bicycle and pedestrian traffic on a daily basis, constant ingress and egress from parking lots and spaces, and associated delivery and other trucks;
- The area, in particular the commercial district at Hopkins and Monterey, serving as an important community gathering space; and
- Treasured local businesses along Hopkins that draw a neighborhood and regional clientele and benefit from pedestrian activity and lively café-seating and street-life.

The 2018 referral further specified for the commercial area:

³ [May 10, 2022 Berkeley City Council Meeting Minutes](#)

⁴ [As defined by the US Small Business Administration](#).

- Explore ways to create additional community gathering spaces and increase greenery and other placemaking amenities that harmonize with existing features in the Corridor, with full access for all ages and abilities; [and]
- Ensure design and style of improvements add to the charm and character of this highly valued and historic neighborhood commercial district.⁵

In public forums as well as in a series of internal meetings held over the course of more than three years with staff from Public Works and the City Manager's office, the district representative asked repeatedly about customer, delivery truck, and other vehicle access to the commercial area, in addition to a focus on pedestrian, bicycle, and transit access.

The following summarized parking-loss responses were shared at various times during the course of the internal and public process:

- There are no marked spaces on most parts of Hopkins so useful parking loss counts can't be done.
- Because there is no selected or recommended plan, there is no way to count parking loss - every small change would mean another count would have to be done.
- Actual counts, if any, can only be done after the conceptual plan has been approved.
- Total parking loss for the entire study area from Sutter to Gilman is estimated to be around 30-35 spaces.
- Parking loss around the shopping area can be mitigated with parking management of remaining spaces.

Members of the public and City Council relied on these representations. These assertions were repeated in community meetings and forums and in emails with constituents. Importantly, any conclusion that parking impacts in the shopping district could be successfully mitigated with parking management strategies is directly tied to an understanding of the quantity and impact of parking spaces lost, extrapolated from estimates and representations.

Subsequent to action taken by the City Council on May 10 to approve a conceptual plan for the study area, new information regarding loss of parking has come to light and been confirmed by City staff.⁶ According to a chart that was prepared as early as Mid-April but not shared with the public, the district representative, or the City Council prior to May 10, the actual number of spaces estimated to be lost across the study area from Sutter to Gilman is not 30 to 35 but 60 - almost double estimates provided. Of these, 39 of the spaces projected to be lost are concentrated in just the three-block area below McGee Avenue - *more than estimated previously for the entire Corridor.*⁷

⁵ [January 23, 2018 Hopkins Street Corridor Traffic and Placemaking Study referral.](#)

⁶ See Attachment A

⁷ See Attachment A

Late discovery of this materially different parking data raises broader questions about other information that was provided to the public and the City Council, information critical to determining tradeoffs. While numerous public meetings were held by staff and the consultants with accompanying presentations, no written study was presented quantifying impacts of different options on stakeholders including streets/intersections/neighbors on and in proximity to the Corridor; business; pre-school, middle-school, and high-school bound youths; individuals with limited mobility; recreational facility users; transit riders; cyclists; and people traveling to and through the Corridor, in particular for the sensitive commercial area.

Members of the public and the City Council were left to rely on verbal representations, introducing many opportunities for misunderstandings and requiring a high level of trust that has been brought into question with the discovery of critically important information not shared with the public or Council.

Statements by several Councilmembers and the Mayor at the May 10 meeting evidence their direct and indirect reliance on estimates of parking loss around the shopping area and the potential to mitigate impacts with parking management. At one point during the May 10 meeting, a Councilmember asked explicitly about the number of parking spaces to be lost and was told by staff “We can do a count. I don’t have the exact number.”

At the time this statement was made a count already existed with reliable estimates: actual expected parking loss was 200% of previous estimates. As parking was one of the key tradeoffs being considered by the Council, elements of the decision that were made in reliance on materially incorrect information must be reexamined.

This item asks that elements of the City Council’s decision that rested on incomplete information be placed on hold, and a full and independent study be undertaken to review and evaluate a variety of options for commercial vitality, pedestrian safety, vehicle access, and safe bike facilities on Hopkins below McGee.

Decisions for segments of Hopkins where actual information is not materially different from the information Council relied on when the May 10 decision was made are not submitted for reconsideration. While the actual number of spaces projected to be lost on portions of Hopkins above McGee is a bit higher (by three to six spaces) than previously implied,⁸ this segment spans eight to nine blocks of mostly residential and some institutional uses, while the McGee to Gilman segment spans just three-and-a-half blocks, two with a concentration of commercial uses. This is not a difference of the same magnitude or impact.

⁸ Loss of 15-18 spaces was reasonably inferred from previously available information, while current estimates are 21 spaces will be lost.

This item also directs the City Manager to proceed with the scheduled repaving of Hopkins Street from Sutter to San Pablo during the summer of 2023. *Residents and cyclists have waited long enough for these simple improvements*, which have been held back year after year on the premise that a broader plan needed to be in place. We can pave all of Hopkins, implement the approved changes to upper segments, add basic safety elements to lower segments this year, and consider other changes when more complete information is made available.

Implementing the approved direction for the Sutter to McGee segment likely will not preclude implementation of any of the options for lower segments of Hopkins being submitted for a more complete evaluation. If Council were to adopt a version of the Ada Bypass option, the McGee-to-Sutter two-way cycle track would be able to feed in directly. Were Council to adopt a Rose/Hopkins combined option, the two-way cycle track on the South side of Hopkins could become a one-way track with bikes traveling East only. Should Council decide to reaffirm a version of the May 10 decision, the two-way track would feed into a continuation. Additional options which may be brought forward should be able to transition from, or integrate, changes to the Sutter-to-McGee portion.

If Staff believes implementation of the Sutter-to-McGee portion alone is infeasible or problematic, pedestrian, signaling, and other standard improvements should be implemented along with the scheduled repaving, existing bike lanes and/or sharrows re-painted, and the current configuration of the Hopkins/Alameda intersection restored to more traditional bulb-outs and pavement markings.

Assuming the approved changes to the upper segments of Hopkins are implemented at the same time as paving, the requirement that high quality permanent features, including but not limited to landscaping, trees, and street furniture, be implemented simultaneously with any new bike facilities remains in place. The City Council already allocated \$300,000 for these elements, to be designed by a Landscape Architect, and these funds are available to be applied to the upper portions. When further action is taken on plans for Hopkins west of McGee, additional funds likely will be required to cover costs of landscaping and community-supporting elements.

ALTERNATIVES TO BE CONSIDERED & INDEPENDENT STUDY SPECIFICATIONS

A major impetus for the Hopkins Corridor study and improvements is to significantly improve pedestrian and bike safety, but business and community-supporting elements were always intended to have equal and simultaneous consideration.⁹ Required consultation with businesses and institutions on the Corridor was only undertaken after the development and first public presentation of initial bike-lane configuration options - and pressure from the district representative to follow the direction of the original referral, which included a list of the many stakeholders whose input and concerns needed to be solicited and addressed.

⁹ [Budget Referral: Hopkins Corridor Traffic and Placemaking Study](#).

To ensure a full, complete, and independent study of alternatives for Hopkins from McGee to Gilman, a Landscape Architecture and/or Urban Design firm with in-house or subcontracted expertise in traffic engineering, preservation, and commercial district vitality shall be engaged to study and evaluate the alternatives listed below, and to design at least two proposed options. Due to the centrality of the commercial district to this portion of Hopkins, it is suggested that the Study be managed/overseen by Economic Development or other City Manager department staff, with support from Public Works, and a new outside firm selected to carry out the Independent Study, with the appropriate expertise.

Recommended options for the complex McGee to Gilman segment must *first and foremost* be focused on support for local businesses and community-building spaces that invite and amplify “social infrastructure,”¹⁰ and must respond to the needs of residents as well as pedestrians, bicyclists and vehicles traveling to or through the Corridor. As stated in the original referral and demonstrated throughout the process to date, the Hopkins/Monterey/California shopping area is an important “third space” for our community, and has to be considered in this light. Designing the means to access the sensitive commercial and social area should enhance and not diminish the area itself.

Proposals should present a fully landscaped and harmonious boulevard with a further enlivened commercial node that compliments and supports the current businesses, the Corridor’s remarkable alléy of mature trees, and the existing scale and features of the neighborhood. Landscaping and/or permeable surfaces should be used in place of concrete expanses to the greatest extent possible and plastic elements, if any, used only temporarily while permanent elements are installed. The original referral and the approved May 10 supplemental includes additional information about the quality of desired outcomes that remain applicable.

Alternatives to be Considered

In addition to providing community and commerce-supporting designs, the following bike-lane options and their impacts on a wide variety of variables must be evaluated for the McGee to Gilman segment.

1. **Baseline** - current conditions with addition of standard pedestrian and bike safety upgrades.
2. **May 10 Option** - two-way cycle track on the south side of Hopkins.

¹⁰ Klinenberg, Eric. *Places for the People*. New York, Broadway Books, 2018.

“Epidemiologists have firmly established the relationship between social connections, health, and longevity.” (P.5); “Social infrastructure is . . . the physical conditions that determine whether social capital develops. . . . People forge bonds in places that have healthy social infrastructures - not because they set out to build community, but because when people engage in sustained, recurrent interaction, particularly while doing things they enjoy, relationships inevitably grow.” (P.5); “the built environment . . . influences the breadth and depth of our associations.” (P.16); “What counts as social infrastructure? . . . sidewalks, courtyards, community gardens, and other green spaces that invite people into the public realm.” (P.16); “Commercial establishments can also be important parts of social infrastructure, particularly when they operate as . . . ‘third spaces,’ places . . . where people are welcome to congregate and linger regardless of what they’ve purchased.” (P.16)

3. **Ada Bypass** - bikes traveling in both (or potentially one) directions routed behind the shopping district via McGee, Ada, and Ordoway (or similar), connecting with both Hopkins and Gilman below the Hopkins/Gilman intersection.
4. **Hopkins/Rose Combo** - protected bike lanes on the south side of Hopkins for east-bound bikes, with west-bound bikes traveling in a protected bike lane on the north side of Rose St.
5. **One-Way Uphill** - a one-way uphill protected bike lane on Hopkins with downhill bikes in sharrows.
6. **Other Options** - hybrid or new recommendations that may emerge over the course of gathering public input and reviewing these alternatives.

Independent Study Specifications

The study requested likely does not fit into a standard study format. Study leads are requested to carefully review the original study referral, the March 10, 2022 approved Supplemental, and this referral. These all make clear that while studying configurations to enhance safety for cyclists is necessary and desired, bike lanes are not the only goal. The goal is to enhance the commercial district, support and expand social infrastructure, and provide a balanced suite of solutions for safe access to and passage through the Corridor, taking into account all mobility needs and transit modes - including, very importantly, safe bike facilities. Hopkins is an evacuation route as well, so emergency evacuation capacity is an important element. All of this, and more, is referenced clearly in the original referral.

Because safe bike facilities likely require some redistribution of street and curb space on Hopkins and/or on nearby streets, understanding the options available and quantifying and assessing their relative impacts to a wide variety of stakeholders is a necessary precondition to complete the study's broader vision and goals.

In addition to studying ways to enhance commerce, community, landscaping and enjoyment of this portion of the Corridor, the study should include a formal Curb Management study¹¹ and study of the bike lane configurations proposed above. Data to inform the study should be collected via surveys, counts, measurements, and all other objective means possible and be included in the written report along with the two or more recommended proposals. Options that were studied but are not being recommended should be addressed so the public and City Council can understand why those options were deemed less desirable or feasible.

The curb management elements of the study should assess, among other things, parking demand for customers, deliveries, and employees as well as residential parking, transit, passenger loading, blue zone, and other needs. If a written survey of businesses has not yet been completed, a Loading Study should be undertaken similar to SFMTA's 13th Street survey.¹²

¹¹ See [SFMTA Curb Management Strategy](#) for an example of what a curb management study might include.

¹² https://www.sfmta.com/sites/default/files/reports-and-documents/2021/11/loading_survey_20211101.pdf

Recommendations should include sketches, drawings, schematics, elevations, and other representations so the public has a meaningful opportunity to understand and visualize what the finished improvements will provide from a user's perspective, not just technical or engineering drawings. They should also include a full suite of anticipated pedestrian safety improvements; facilities for AC Transit; blue, white, green, loading, and other special parking; as well as opportunities for creation or enhancement of landscaping and social infrastructure, and all other relevant elements as described in the original referral and in the approved May 10 Supplemental.

RATIONALE FOR RECOMMENDATION:

Our Council can make difficult decisions; we do it all the time. And with the breadth and strength of opinions expressed by an engaged public, we know that many of the decisions we make will delight some while frustrating others. The City Council and district representative strongly support safe bike facilities, as was evidenced by the remarks made and votes taken at the May 10 meeting.

Whether excited by the decisions made on May 10, 2022 or dismayed, everyone should support the concept that decisions our Council makes must be based on complete and accurate facts and information. In the case of the May 10 Hopkins Corridor decision, the City Council and public lacked full and accurate information on a material element impacting the decision, and incorrect information was being circulated - including during Council deliberations.

It is incumbent on us to hold our own decision-making processes to the highest possible standards.

FINANCIAL IMPLICATIONS

Independent study will require allocation of funds, as referred by this item to the 2024 Budget Process. The City Manager should request appropriate amounts in her proposed budget should additional (or less) funding be necessary to complete the required study.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

A major impetus for the Hopkins Corridor study and improvements is to significantly improve pedestrian and bike safety and create more lively and inviting streetscapes for community gathering. Alternatives considered may have varying impacts, which can be described in the Independent Study.

CONTACT PERSON

Councilmember Sophie Hahn

Council District 5

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Attachments:

- A. Parking Count Spreadsheet
- B. 2018 Hopkins Corridor Traffic and Placemaking Study referral
- C. May 10, 2022 Council Action on the Hopkins Corridor
- D. Budget Referral 4/26/22: Hopkins Corridor Bike, Pedestrian, and Placemaking Improvements

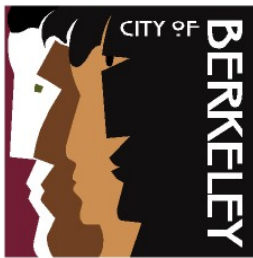
From: **To:**
 The Alameda Milvia
 Milvia Napa
 Napa Sutter

Existing			Proposed		
N	S	Total	N	S	Total
19	16	35	19	12	31
21	11	32	19	7	26
8	11	19	8	4	12
48	38	86	46	23	69

Difference
-4
-6
-7
-17

From:	To:	Existing			Proposed			Difference
		N	S	Total	N	S	Total	
McGee	Carlotta	7	8	15	6	6	12	-3
Carlotta	Colusa	6	8	14	6	9	15	1
Colusa	Beverly	24	36	60	24	37	61	1
Beverly	Josephine	8	10	18	7	10	17	-1
Josephine	The Alameda	1	6	7	1	4	5	-2
		46	68	114	44	66	110	-4

From:	To:	Existing			Proposed			Difference
		N	S	Total	N	S	Total	
Gilman	Albina	3	6	9	0	0	0	-9
Albina	Sacramento	5	6	11	0	0	0	-11
Sacramento	Hopkins Ct	0	5	5	0	0	0	-5
Hopkins Ct	Monterey	4	6	10	0	0	0	-10
Monterey	McGee	3	7	10	0	6	6	-4
		15	30	45	0	6	6	-39



SOPHIE HAHN

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CONSENT CALENDAR

January 23, 2018

To: Honorable Mayor and Members of the City Council
From: Councilmember Sophie Hahn
Subject: Budget Referral: Hopkins Street Corridor Traffic and Placemaking Study

RECOMMENDATION

Refer to the Budget Process the funds necessary to undertake a traffic and placemaking study of the Hopkins/Monterey/Sacramento corridor; specifically, Sacramento Street from the southern approach of Rose Street to Hopkins, Hopkins from Gilman Avenue to Sutter/Henry, and the Monterey Avenue approach to Hopkins from the North. The study should include all intersections and use a “complete streets” approach to identify improvements to be integrated into the paving and bicycle infrastructure work already scheduled for this area, and to identify additional projects to be undertaken over time, with an emphasis on pedestrian safety, bike and vehicle safety and flow, community-building and placemaking, parking, support for local businesses, green infrastructure and aesthetics. Include cost estimates, potential sources of funding and a proposed timeline for implementation of recommended improvements.

FINANCIAL IMPLICATIONS

\$200,000 to supplement existing funds for planning in the corridor, and staff time to complete the studies.

BACKGROUND

In 2017, the City of Berkeley experienced two fatalities as a result of car accidents involving pedestrians or cyclists. Both occurred in the heavily trafficked Hopkins /Sacramento/Monterey corridor (the “Hopkins Street Corridor”), one at the intersection of Hopkins and Monterey involving a pedestrian¹, and the other on Sacramento Avenue near Hopkins, involving a cyclist². These tragedies are just two of the most recent and deadly incidents in this busy area, and highlight the need for a comprehensive traffic study of the Hopkins Street Corridor. Specifically, the area of study should include Sacramento Street from the southern approach of Rose Street to Hopkins Street, Hopkins from Gilman Street to Sutter Street, and the Monterey Avenue approach to Hopkins from the North, plus all major and minor intersections.

In addition to the recent deaths in this area, there are numerous impactful conditions in the Hopkins/Monterey corridor that support the need for comprehensive study of traffic conditions

¹ <http://www.berkeleyside.com/2017/05/01/longtime-activist-69-dies-north-berkeley-crash-police-say-driver-failed-yield/>

² <http://www.berkeleyside.com/2017/02/08/cyclist-dies-north-berkeley-crash/>

and placemaking including, but not limited to:

- The busy neighborhood commercial area centered around the intersection of Hopkins Street and Monterey Ave, which attracts significant car, bicycle and pedestrian traffic on a daily basis, constant ingress and egress from parking lots and spaces, and associated delivery and other trucks;
- Numerous educational and recreational facilities in the area that involve drop-off and pick-up of youth, and/or youth pedestrians and bike riders, including at least four preschools (Mustard Seed at 1640 Hopkins St, Hopkins Pre-school at 1810 Hopkins, Sprouts at 1910 Hopkins, and Gay Austin School at 1611 Hopkins), King Middle School, King's playing fields and the adjacent park, pool, and tennis courts, St. Mary's High School and the North Branch Library;
- Two active churches;
- A high concentration of families and Senior Citizens living in the area, regularly crossing streets to access shops, recreational and ecumenical facilities and the North Branch public library;
- Hopkins and Monterey serving as major East/West access corridors with significant vehicular traffic to and from freeways and cross-town destinations (via Sacramento, San Pablo, The Alameda/MLK and Sutter/Henry/Shattuck);
- Hopkins and Sacramento serving as designated Emergency Access and Evacuation Routes³;
- California Street as a bicycle boulevard, and both Hopkins and Monterey scheduled for new bike infrastructure as part of the 2017 Berkeley Bicycle Plan;
- Several AC Transit bus lines travelling through the corridor;
- One of only two gas stations in North Berkeley located at Hopkins and MLK/Alameda, with vehicles regularly stacked in the street and intersection awaiting ingress;
- The area, in particular the commercial district at Hopkins and Monterey, serving as an important community gathering space; and
- Treasured local businesses along Hopkins that draw a neighborhood and regional clientele and benefit from pedestrian activity and lively café-seating and street-life.

In light of all of these conditions, a comprehensive planning process is warranted - if not overdue - to improve the safety and enjoyment of the corridor for all citizens and all uses.

The study should include robust community outreach and input, and address the following considerations, as well as others deemed advisable by staff or the public:

Complete Streets/Traffic:

- Pedestrian safety at all intersections along the corridor, in particular at Monterey and Hopkins, the site of a fatality in April of 2017;
- Bicycle lanes, parking and infrastructure, including elements anticipated as part of the 2017 Berkeley Bicycle Plan;

³ https://www.cityofberkeley.info/uploadedImages/Fire/Level_3_-_General/Wildfire%20Evacuation%20Map%202011.JPG?n=8697

- Traffic flow into and out of the corridor, with special attention to the Gilman/Hopkins, Sacramento/Hopkins, Hopkins/Monterey and Hopkins/MLK/Alameda intersections;
- Ingress and egress from the Monterey Market and the Hopkins/MLK/Alameda gas station;
- Parking, pick-up and drop-off for schools, the public library, churches and recreational facilities, including consideration of traffic management at peak times;
- AC Transit and school busses, both public and private;
- Green Infrastructure
- Addition of signalized intersections and/or adjustment of timing, turning and other features of signalized intersections; and
- Parking for employees and customers and loading for commercial vehicles.

Community Building/Placemaking

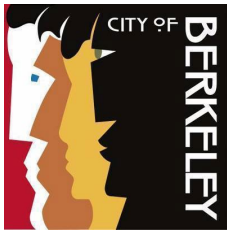
- Study to include the entire neighborhood commercial area of Hopkins Street from McGee Avenue to Hopkins Court;
- Exploration of means to create additional spaces for community gathering and to increase greenery and other placemaking amenities that harmonize with existing features in the corridor, with full access for all ages and abilities;
- Ensure design and style of improvements add to the charm and character of this highly valued and historic neighborhood commercial district; and
- Any other considerations that may further enhance placemaking and the safe and vibrant use of public spaces, including improvements to hardscape and greenery and enhancement of community-building and placemaking.

ENVIRONMENTAL SUSTAINABILITY

This recommendation supports Berkeley's environmental sustainability and resilience goals by encouraging biking and walking, enhancing a neighborhood shopping district with locally owned businesses that source responsibly and locally, incorporating green infrastructure, and strengthening community.

CONTACT PERSON

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Councilmember Sophie Hahn
City of Berkeley, District 5

SUPPLEMENTAL AGENDA MATERIAL for Supplemental Packet 2

Meeting Date: May 10, 2022

Item Number: 33

Item Description: Hopkins

Submitted by: Councilmember Hahn, Mayor Arreguin



Artistic Rendering Upper Hopkins courtesy of Alfred Twu

This submittal creates an “omnibus” motion combining Staff’s proposal, Councilmember Kesarwani’s Supplemental 1 proposal, and additional changes reflective of community input to:

- Adopt the Staff Recommendation with amendments to the conceptual design
- Adopt CM Kesarwani’s Supplemental 1 proposal as a referral
- Ensure Community Building/Placemaking elements are developed and implemented simultaneous with Complete Streets/Traffic elements¹
- Restate elements already under consideration and refer additional community suggestions for the Engineering Phase
- Consider funding sources

The Resolution shall be amended to reflect adopted recommendations.

** “TC” indicates suggestions from the Transportation Commission*

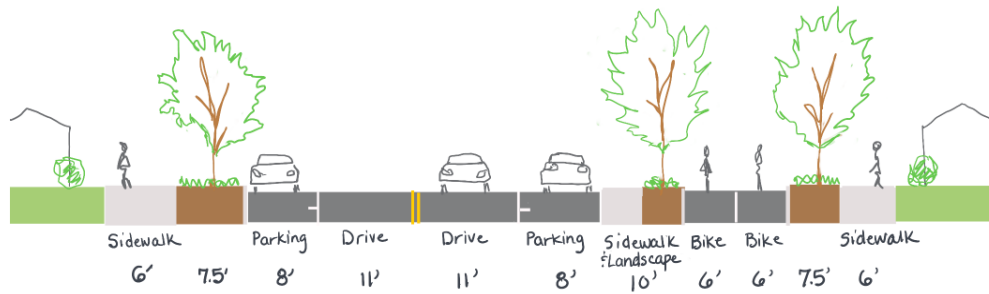
¹ Community Building/Placemaking and Complete Streets/Traffic elements are listed in the [Hopkins Corridor Traffic and Placemaking Study](#)

Adopt the Staff Recommendation with Amendments to the Conceptual Design:

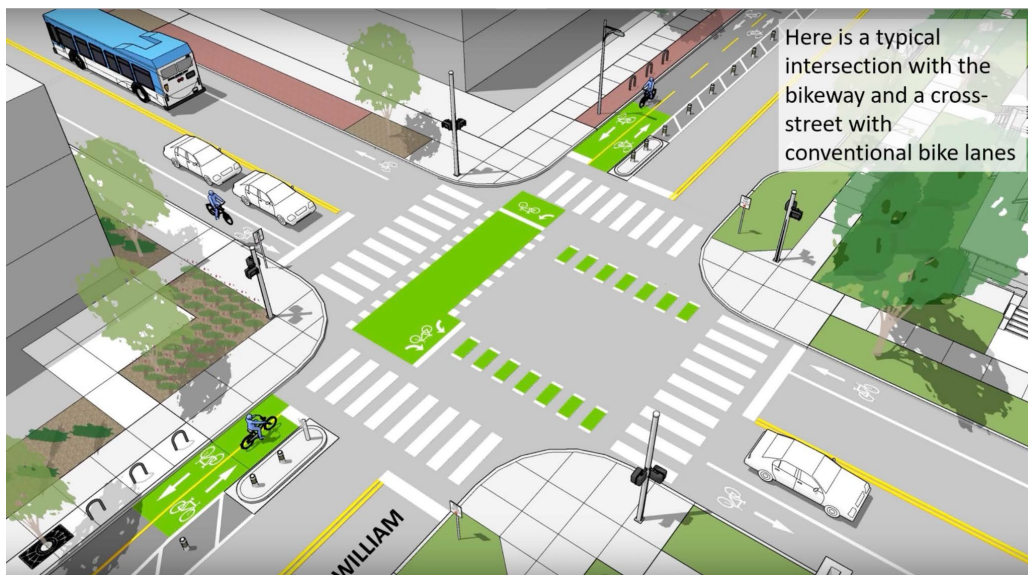
- **Replace the proposed design for Segment 1: Sutter to the Alameda (Pages 8, 9, and 10 of 20) with extension of two-way parking-protected bike lanes (cycletracks) along the entire south side of Hopkins and increase the width of parking buffers to provide approximately 10 foot islands composed of sidewalks with wheelchair access adjacent to vehicle parking and planting strips, as sketched below (TC):**

Concept to extend the 2-way protected cycle track from The Alameda to Sutter

Looking east up Hopkins just east of The Alameda



- **Redesign the “Alameda Intersection” (Page 11 of 20) to implement appropriate elements for the extended two-way protected bike path/cycletrack in lieu of the existing and proposed four-sided bike slip lane design and provide pedestrian safety elements using traditional bulbouts, curb extensions and pedestrian islands, with landscaping and/or green infrastructure and placemaking elements respectful of historic features of the intersection and North Branch Library, based on the concept below (TC):**



- **End the approved Design Concept at Sacramento Street** and join the segment from Sacramento to Gilman Streets to the Kesarwani referral to allow for integrated consideration of areas of Hopkins within District 1.

Adopt CM Kesarwani's proposal as a referral

- Refer to the City Manager consideration of extending bicycle and pedestrian safety improvements west of Sacramento to San Pablo Avenue, including two community engagement meetings to discuss benefits and impacts. (TC)

Direct the City Manager to develop and implement Community Building/Placemaking elements simultaneous with Complete Streets/Traffic elements²

- Engage the project Landscape Architecture firm to design the Community Building/Placemaking elements as specified in the original study referral and as stated in the 3rd, 5th, 6th, and 7th bullet points of staff's restated Project Goals; and to specify high quality treatments and materials for crosswalks, sidewalks, islands, bulb-outs, and other elements of Complete Streets/Traffic design, to achieve a unified, landscaped, aesthetically pleasing, business- and community-supporting project throughout.
- To the greatest extent possible build/install Community Building/Placemaking elements simultaneously with implementation of Complete Streets/Traffic elements through use of concrete curbs and islands, metal bollards, landscaping, and other quality durable, well-designed elements, as specified by the Landscape Architect. Plastic bollards and other plastic elements, if any, shall be used only on a temporary basis to achieve safety while project is in progress.

Restate elements already under consideration and refer additional community suggestions for the Engineering Phase

The following elements important to the community are already under consideration for the Engineering Phase or are suggestions referred for consideration.

- **Establish Residential Preferred Parking (RPP):** Designate areas both on and/or surrounding Hopkins Street to implement RPP as needed to manage existing parking overflow and ensure preferential parking access for residents, and consider providing permits at no cost to residents for the first year of implementation. Include consideration of Hopkins Court, Albina Street, and other side-streets and work with neighbors to establish appropriate boundaries and time limitations.
- **Widen Bike Lanes** to a minimum of 4.5 or 5 feet each (for a total of 9-10 feet) wherever possible by narrowing traffic lanes, in consultation with the Fire Department to ensure access for public safety vehicles, without eliminating additional parking.

² **Community Building/Placemaking** and **Complete Streets/Traffic** elements are listed in the [Hopkins Corridor Traffic and Placemaking Study](#)

- **At the Hopkins/Monterey/California intersection and on the California to McGee block-face directly in front of shops, direct the City Manager to:**
 - **Improve Pedestrian Safety:** Consider raising the entire intersection (or at least one Hopkins crosswalk) to pedestrian level and/or the possibility of including flashing pedestrian crossing indicator lights, and/or providing a stamped concrete or other distinctive treatment to the entire intersection/raised crosswalks, to emphasize primacy of pedestrians, and to enhance aesthetics (TC)
 - **Add Dedicated Handicapped Parking and Truck Delivery Zones** near shops.
 - **Increase Parking Availability:** Implement enforced time-restricted parking, with or without meters, around the perimeter of the “Berkeley Horticulture” block, including along the Hopkins Street commercial block-face, and consider implementing in other adjacent commercial areas, to encourage turnover of spaces for customers.
 - Ensure a variety of time limits to accommodate quick deliveries and errands as well as longer shopping and services, including hair salon customers.
 - Provide designated handicapped and delivery spaces to support full access for the community and manage the commercial deliveries.
 - Explore the potential to add parking west of the Monterey/Hopkins intersection by cutting into parking-strip areas.
 - **Address Employee Transit and Parking Needs:** Work with business to support transit passes and other alternative modes of commuting to work and consider employee parking needs in designing RPP and other parking treatments.
 - **Add Community Space** including curb extensions/bulbouts and other features to the greatest extent possible to provide additional landscaping, seating and community gathering spaces.
 - **Improve the Retail and Community Environment:** Replace concrete sidewalks and potentially provide raised bike lanes along the shop block-face and provide a concentration of benches, café tables, trash receptacles, landscaping, and similar elements, with bike parking east of the Liquor store/driveway only, to maximize the shopping, community-building, and pedestrian experience in front of shops.
 - **Increase Bike Parking and Amenities:** Provide ample bike parking in a variety of locations (except as noted above), with a concentration in parking strips and other areas around or, with permission, in the Monterey Market parking lot, and

also consider a Bike Parking station with benches, a Bicycle Fix It station, and other amenities for bicyclists near the California Street back entrance to Berkeley Horticulture, and/or in another feasible nearby location.

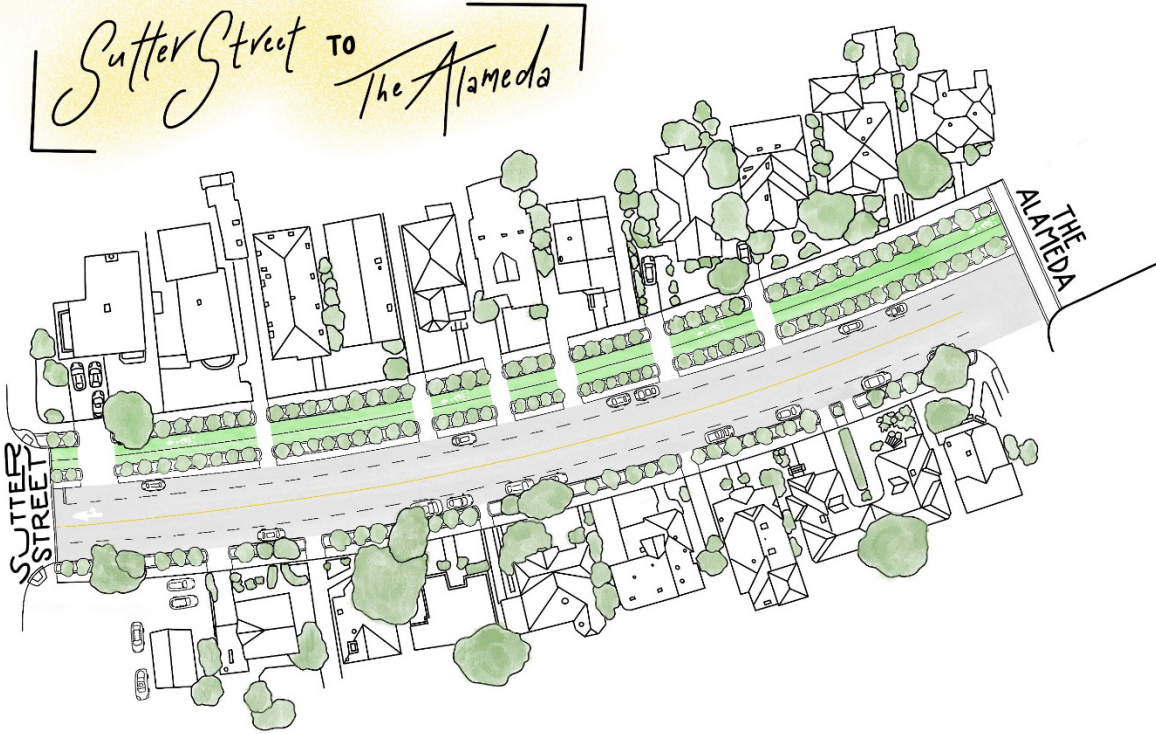
- **Create Dedicated Preschool and Religious Institution Drop-Off and Handicapped Facilities:** Throughout the corridor, provide dedicated safe drop-off areas for preschools, churches, and other institutions if needed, and handicapped spaces serving all facilities.
- **Add Crosswalks and Strengthen Pedestrian Safety Elements Throughout:** Near the King Track entrance revisit possibility of a raised crosswalk mid-block as close as feasible to the entrance to enhance safety for youth and other pedestrians accessing recreation facilities, and review all intersections for potential pedestrian enhancements, including where crosswalks are currently proposed for only selected crossing including the possibility of flashing pedestrian crossing lights. *(TC)*
- **Enhance Areas Adjacent to King Park, Tennis Courts and Track:** Provide landscaping and/or benches and other community enhancements at the track entrance areas and adjacent to the pool access road and tennis courts.
- **Add Landscaping at Hopkins/Josephine Intersection:** provide landscaping harmonious with the existing triangle island to the west of the North Branch Library in new median, curb extension, and island elements (4 areas currently shown) and consider possible benches and/or other community enhancements.
- **Improve Ingress and Egress to Major Uses:** Continue consultation with the Gas Station at the Alameda Intersection to improve flow and safety of vehicles and manage fuel deliveries as well as potential conflicts with bikes and pedestrians. Continue consultation with the Monterey Market to improve flow and capacity of parking lot.
- **Regulate Speeds and Safety and Manage Potential Pedestrian Conflicts within Bike Lanes:** Consider a variety of means to ensure speeds are limited within dedicated bike lanes and stop signs and other signals are respected, including but not limited to posting or painting signage and raising crosswalks to slow bikes and emphasize primacy of pedestrians.

Refer Funding Considerations:

The recommendation as proposed by staff has no fiscal impacts. Modifications introduce both savings and potential costs. To the extent amendments to the staff recommendation introduce new fiscal impacts, identify a full suite of existing and potential funding sources for implementation of the entire project, including Community Building/Placemaking and other elements to be designed/specified by the Landscape Architect. In addition, explore means to maintain landscaping, placemaking, and other elements over time. Refer to appropriate Budget processes consideration of additional funding as needed, with Vision 2050 monies as a potential source if approved by voters.

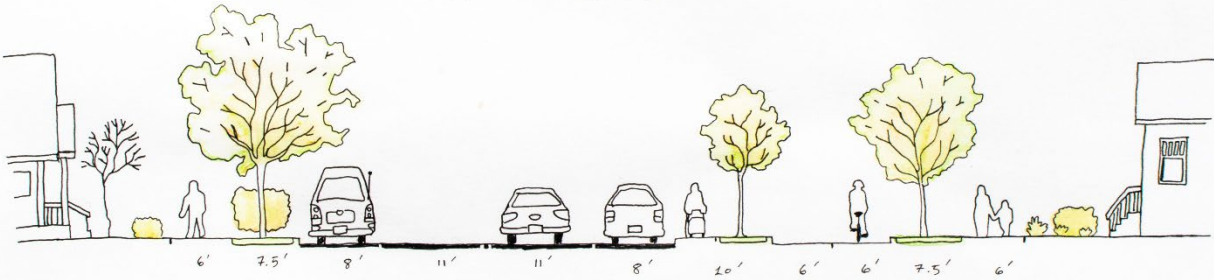
Additional Images - for visual reference:

HOPKINS CORRIDOR



Top view: artistic rendering by Brandon James Yung and Angela Clearwater.

HOPKINS, BETWEEN THE ALAMEDA AND MILVIA
FACING EAST



Cross section: artistic rendering by Brandon James Yung and Angela Clearwater.

This is a two-way bike path/cycletrack along one side of a street with planted strips on either side. This image lacks parking and driveways but provides a sense of how the two-way cycletrack can look/feel on the Sutter to Alameda segment.



This is an example of a landscaped strip with a loading sidewalk for parked vehicles, punctuated by walkways, and is evocative of how the landscaping and parking sidewalk beyond the two-way bike path/cycletrack can look/feel on the Sutter-to-Alameda segment.



Image of an intersection where a two-way bike path/cycletrack crosses a street with bike lanes on either side of the street, like the Alameda Intersection. The “box” where the bike is waiting in the intersection to make a turn would be much deeper; protected by a 10 foot wide buffer zone:

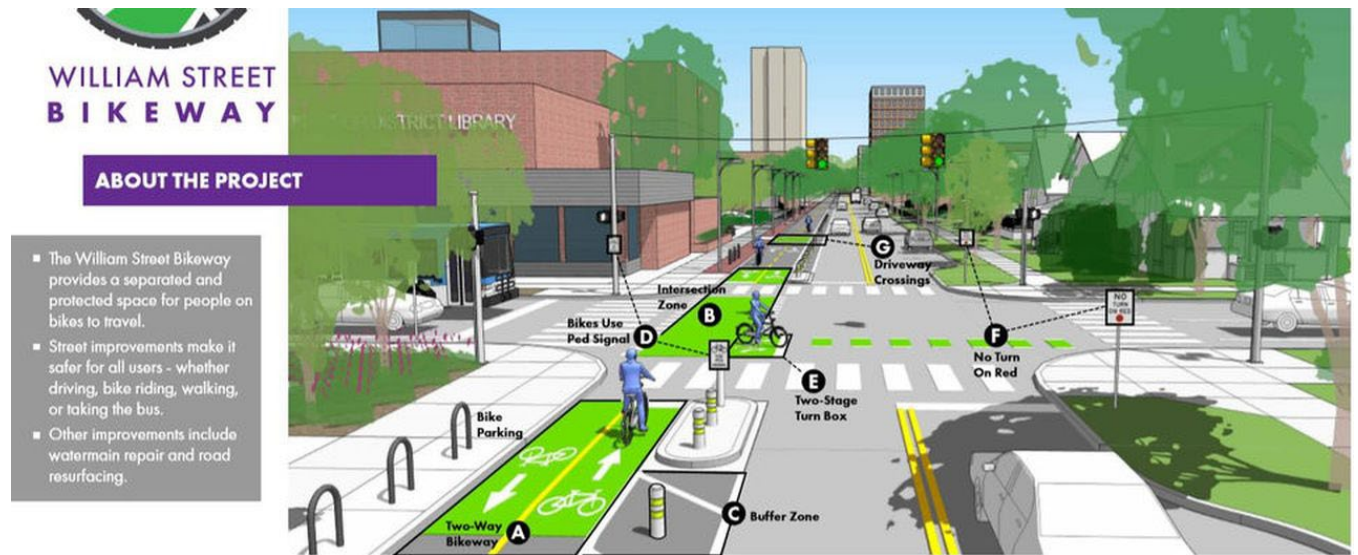


Image demonstrating the significant pedestrian (and aesthetic) benefits of a wide landscaped island/buffer between a bike lane and parked vehicles. In the case of Hopkins from Alameda to Sutter, the safe area for the pedestrian would be a full ten feet wide with the crossing shortened from 60 feet to 48 feet or less, depending on bulbouts on the opposite side of the street.





Rendering Upper Hopkins courtesy of Alfred Twu demonstrating green buffer zone concept. Driveways would punctuate the island for access.



Office of the City Manager

ACTION CALENDAR

May 10, 2022

(Continued from April 26, 2022)

To: Honorable Mayor and Members of the City Council
 From: Dee Williams-Ridley, City Manager
 Submitted by: Liam Garland, Director, Department of Public Works
 Subject: Hopkins Corridor Project Conceptual Design

RECOMMENDATION

Adopt a Resolution approving the conceptual design for the Hopkins Corridor Project on Hopkins Street between Sutter Street and Gilman Street, and directing the City Manager to proceed with the detailed engineering design of the project.

SUMMARY

The Hopkins Corridor design concept addresses pedestrian and bicyclist safety on Hopkins Street between Sutter and Gilman Streets. Features include a physically protected bikeway, a segment of Class II bicycle lane, bus boarding islands, and intersection safety treatments such as corner sidewalk extensions, a raised crosswalk, and high-visibility pavement markings. Another key design feature is increased public space through the provision of sidewalk bulbouts at the Hopkins/ California Street/ Monterey Avenue intersection. The proposed design concept was developed through a robust public and stakeholder engagement process that included four rounds of public meetings over a period of one and a half years.

FISCAL IMPACTS OF RECOMMENDATION

The recommendation has no fiscal impacts.

CURRENT SITUATION AND ITS EFFECTS

The proposed design concept was developed through the Hopkins Corridor Traffic and Placemaking Study which was initiated as the result of a budget referral by Councilmember Sophie Hahn, dated January 23, 2018. The budget referral allocated funding for a traffic and placemaking study including Hopkins Street from Sutter Street to Gilman Street. It called for the study to 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.” Complete Streets are streets that are designed and operated to accommodate the needs of all road users. Preceding this referral, the Berkeley Bicycle Plan, adopted by City Council in 2017, calls for evaluation of two-way cycle tracks (protected bike lanes) on Hopkins Street as low-stress biking facilities. More recently,

Hopkins Street was identified as a high-injury street for severe and fatal traffic crashes in the Berkeley Vision Zero Action Plan adopted by City Council in 2020.

Project Goals

The goals developed through and for the Hopkins Corridor Traffic and Placemaking Study are as follows:

- Improving the safety of walking along and crossing Hopkins Street,
- Improving bicycle and vehicular transportation safety and flow along and crossing Hopkins Street,
- Transforming Hopkins Street between Sacramento Street and McGee Avenue into a community gathering place,
- Managing parking to meet the needs of residents and local businesses,
- Supporting local businesses by creating a streetscape that attracts customers,
- Installing green infrastructure to protect the Bay while also providing visual enjoyment, and
- Improving aesthetics all along Hopkins Street, employing a design palette consistent with its historic character.

Recommended Design Concept

An iterative design process was implemented due to extensive input from community members and institutions along the corridor. The resulting near-term design recommendations are compromises intended to meet the project's goals while also minimizing trade-offs and accommodating needs such as on-street parking, curbside access, and bicycle and pedestrian safety.

Broadly, the project would allow for the implementation of the following features.

- Dedicated bicycle facilities along the corridor, ranging from a two-way protected bikeway to Class II bicycle lanes
- Bus boarding islands to facilitate public transportation along the corridor
- Intersection treatments to improve pedestrian safety and comfort, such as sidewalk extensions (bulbouts), center median islands, pavement markings, and a raised crosswalk. Sidewalk extensions provide additional public space and opportunities for landscaping.

Sutter Street to The Alameda

The south side of the street would feature a parking-protected bicycle lane with a striped buffer zone between the bicycle lane and parked vehicles. On the north side, a Class II bicycle lane (between on-street parking and the traffic lane) would be installed with a striped buffer on each side – one next to parked vehicles and the other separating cyclists from moving vehicles. On-street parking would be retained on both sides of the street.

Modifications at the intersection with The Alameda would be made to address community input, including adjustments to north- and southbound vehicle alignment and the provision of more clearly defined aprons around the existing raised islands in the intersection, which would have beveled curbs in order to be more forgiving of driver error. Proposed modifications would be designed to aesthetically complement the surrounding area. The intersection islands would have rose coloring and landscaping that harmonize with the existing rose colored sidewalk and vegetation in front of the North Branch Library.

The Alameda to McGee Avenue

A two-way protected bikeway would be constructed on the south side of the street. A buffer zone would provide separation from parked vehicles as well as loading space. Most on-street parking would be retained on both sides of the street.

At the Hopkins Street intersection with Josephine Street, two sidewalk corner bulbouts are proposed for the southern leg of the intersection to shorten the crossing distance for pedestrians. The bulbouts would realign Josephine to intersect with Hopkins at an angle closer to 90 degrees, reducing vehicle turning speeds. A new raised crosswalk would be placed across Hopkins Street, perpendicular to the roadway, to meet the new bulbout on the southwest corner of the intersection, increasing the visibility of pedestrians while shortening the crossing distance and reducing vehicular speeds.

McGee Avenue to Gilman Street

The bi-directional protected bikeway would continue from McGee Avenue to Gilman Street. From McGee to Monterey Avenue, the bikeway would be protected by parked vehicles separating it from the vehicle travel lanes. All on-street parking with the exception of one stall would be retained along the south side of the street in this commercial block. Between Monterey Avenue and Gilman Street, the bi-directional bikeway along the south side of the street would be protected from the travel lanes with a raised concrete median. All parking would be removed on both sides of the street on these blocks in order to provide enough space for the protected bike lanes.

The project would result in safety improvements at the Hopkins Street / Monterey Avenue / California Street Intersection. A bulbout into California Street on the southwest corner would shorten the pedestrian crossing distance while expanding the sidewalk space at this currently very constrained corner. The crosswalk on the north side of the intersection across Monterey Avenue, which was the location of a pedestrian fatality, will be raised to slow vehicle speeds to and from this street onto Hopkins. Further, a

raised median would be constructed on the northeast corner to narrow this wide crossing and reduce pedestrian exposure to traffic.

The proposed modifications to the roadway would necessitate changes to the Hopkins Street / Sacramento Street intersection. Specifically, the space for the protected bike lanes would be provided by converting the existing westbound informal left turn / through lane configuration into a single lane that accommodates both through-movements and left turns. These movements would be made more efficient than existing conditions by having a dedicated signal phase for both movements, freeing up time in the signal cycle for a dedicated pedestrian and bicyclist crossing phase on the south side of the intersection.

BACKGROUND

Public Engagement

A total of four sets of virtual workshops were held to get public feedback throughout the project. Each of the four workshops included over 100 attendees. The first workshop was held on October 22, 2020. The purpose of this workshop was to introduce the project as well as the concept of “complete streets” and to present an overview of existing conditions along the corridor. The workshop also included small group discussions where participants provided feedback on the draft project goals and completed a prioritization exercise for improvements that may be considered along the corridor.

Workshop #2, held on March 20, 2021, shared initial proposed corridor-wide design improvements; reviewed options for placemaking opportunities; and solicited feedback from the public on proposed measures through facilitated break-out room exercises. About 800 comments were received during the public comment period following this meeting.

Workshop #3 was held on October 28, 2021. During this workshop, options for placemaking were reviewed and specific near- and long-term complete street corridor design options were presented. This workshop included a facilitated discussion in virtual break-out rooms where participants could provide their feedback on both the placemaking and complete streets options. A virtual crowd-sourcing platform, called Social Pinpoint, was used to solicit specific public comment on the proposed near- and long-term design options and placemaking opportunities. The public was invited to participate in the Social Pinpoint exercise for approximately five weeks after the workshop. Over 700 individual comments were recorded from the Social Pinpoint exercise over the 5-week period.

Finally, a series of three webinars was held on March 1, 7, and 14, 2022. Each of the webinars included a presentation of the City’s recommended short-term design concepts that would be implemented as part of the 2023 paving project for each of the three segments of the corridor. Participants had the opportunity to ask questions about these designs during the webinar that were addressed by staff after the presentation.

This public engagement was supplemented by direct conversations held between staff and key stakeholders in the community, including business-owners, residents, and representatives of the numerous institutions along the corridor, such as the schools, pre-schools, churches and the library, among others. This engagement resulted in a greater understanding of the needs of these stakeholders and resulted in adjustments to the design plans to accommodate these needs.

Options Previously Considered

During the course of the study, a range of options were considered, including the following.

- Retain existing on-street parking along both sides of Hopkins Street for the entire length from Sutter to Gilman. This option required that bicyclists ride in the general purpose vehicular traffic lanes between McGee and Gilman, not meeting the project goal of improving bicycle transportation safety and flow.
- Retain existing on-street parking along both sides of Hopkins Street from Sutter to Josephine, and on the south side of Hopkins between Josephine and McGee, but eliminate all on-street parking along both sides of Hopkins from Josephine to Gilman. This option provided space for either a protected bicycle lane or Class II bicycle lane on each side of Hopkins Street for the entire length, but impacted public access to the recreational facilities between Josephine and McGee and to the shops between McGee and California Street.

After much public engagement and analysis, a hybrid design was developed that retained nearly all of the on-street parking as far west as the California/Monterey intersection. This was accomplished by providing a two-way cycle track on one side of Hopkins Street (the south side), requiring space for only one buffer or median between the bikeway and parking lane or vehicular traffic lane.

Project Timeline

- Conceptual Design, Preliminary Engineering, Public Outreach, and Environmental Review August 2020 to April 2022
- Detailed Engineering Design April-December 2022
- Advertise project & award construction contract December 2022
- Construction Summer-Fall 2023

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Installation of protected bikeways and improved pedestrian crossings is anticipated to increase walking and biking, which is consistent with the 2009 Berkeley Climate Action Plan Policy that calls for expanding and improving Berkeley’s bicycle and pedestrian infrastructure. The 2009 Berkeley Climate Action Plan sets targets of reducing

transportation emissions 33% below year 2000 levels by 2020, and 80% below year 2000 levels by 2050. The Plan further states that transportation modes such as public transit, walking, and bicycling must become the primary means of fulfilling the City's mobility needs in order to meet these targets.

RATIONALE FOR RECOMMENDATION

Approval of the conceptual designs will keep the project on schedule for detailed engineering design in 2022, allowing the City to award the construction contract in time to receive responsive bids and start construction in 2023.

ALTERNATIVE ACTIONS CONSIDERED

Council could opt not to approve the conceptual designs for the project or could opt to approve the proposed design concept for only a subset of project segments.

CONTACT PERSON

Farid Javandel, Deputy Director of Public Works for Transportation (510) 981-7061
Beth Thomas, Principal Planner, Public Works (510) 981-7068
Ryan P. Murray, Associate Planner, Public Works (510) 981-7056

Attachments:

1: Resolution

Exhibit A: Hopkins Corridor Design Concept

RESOLUTION NO. ##,###-N.S.

HOPKINS CORRIDOR PROJECT CONCEPTUAL DESIGN

WHEREAS, the project corridor includes Hopkins Street from Sutter Street to Gilman Street; and

WHEREAS, the Berkeley Vision Zero Action Plan has documented severe and fatal crashes on Hopkins Street; gaps in the low-stress protected bikeway network on Hopkins Street result in connectivity problems that discourage bicycling for transportation; and the Berkeley Bicycle Plan has recommended evaluating cycle tracks for providing a low-stress bikeway on Hopkins Street; and

WHEREAS, to address these needs, the project delivers on the City's Vision Zero, Complete Streets, and Climate Action Plan policies; and

WHEREAS, with the support of an engineering and design consultant team, City staff have identified conceptual design options for the Project corridor; sought public input on and analyzed those conceptual design options; and have selected a recommended conceptual design for consideration by the Berkeley City Council; and

WHEREAS, the recommended design includes physically protected bicycle lanes on the south side of Hopkins Street between Sutter and Gilman and a Class II bicycle lane on the north side of Hopkins Street between Sutter and The Alameda, in addition to pedestrian safety features, as shown in Exhibit A to this Resolution; and

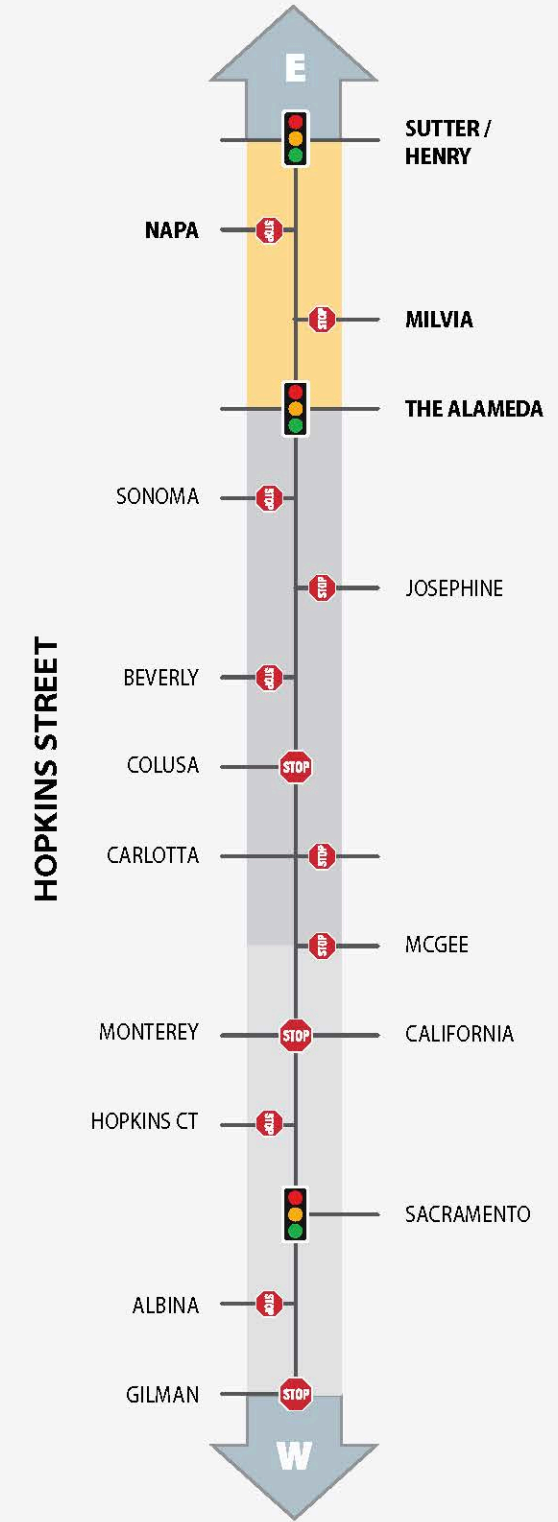
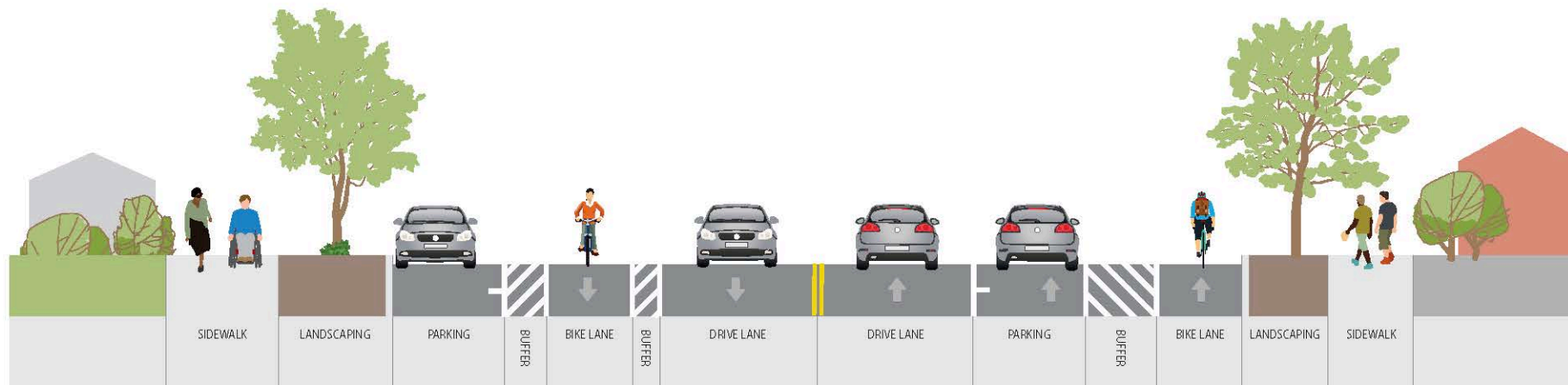
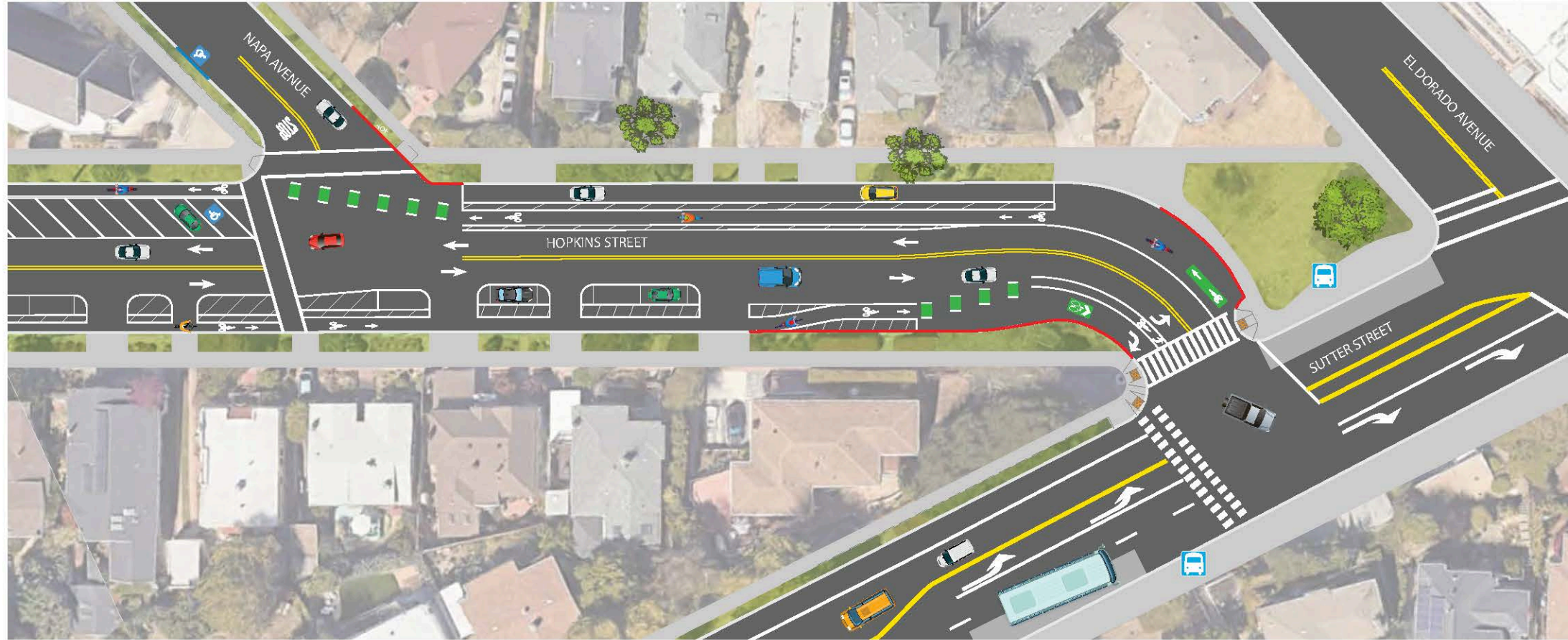
WHEREAS, approval of the Hopkins Corridor Project recommended conceptual design will keep the project on schedule for detailed engineering design in 2022.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to proceed with the detailed engineering design of the Hopkins Corridor Project, based on the preliminary engineering of the recommended conceptual design.

EXHIBIT 1

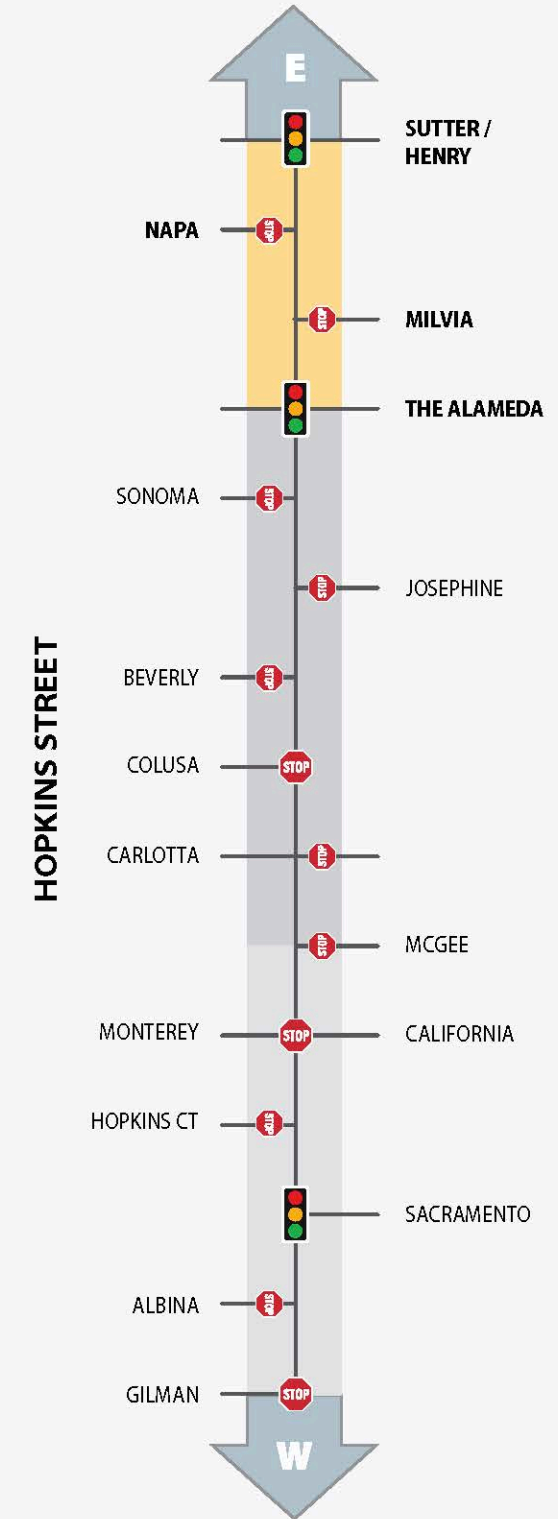
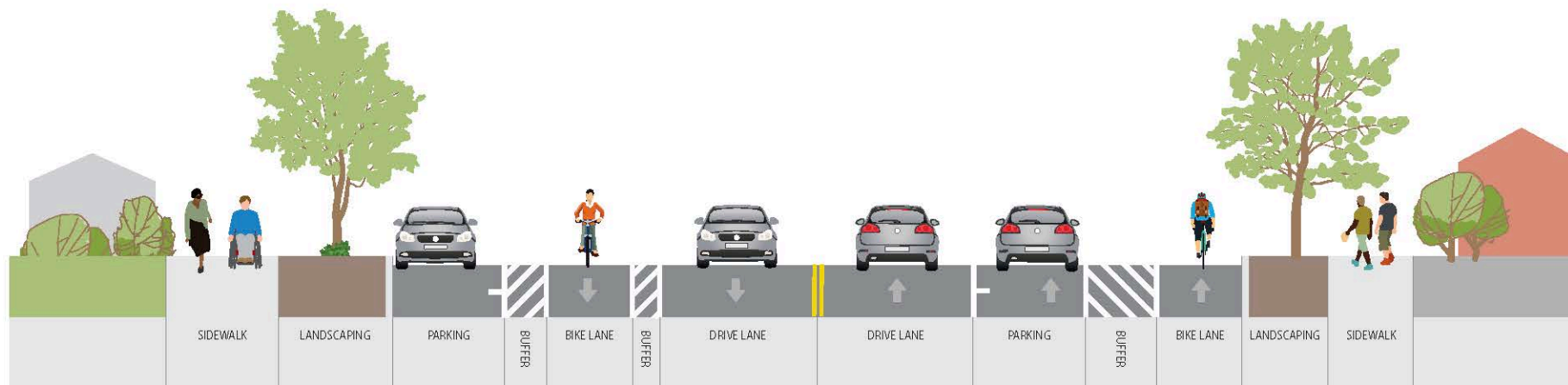
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 1: Sutter Street to The Alameda



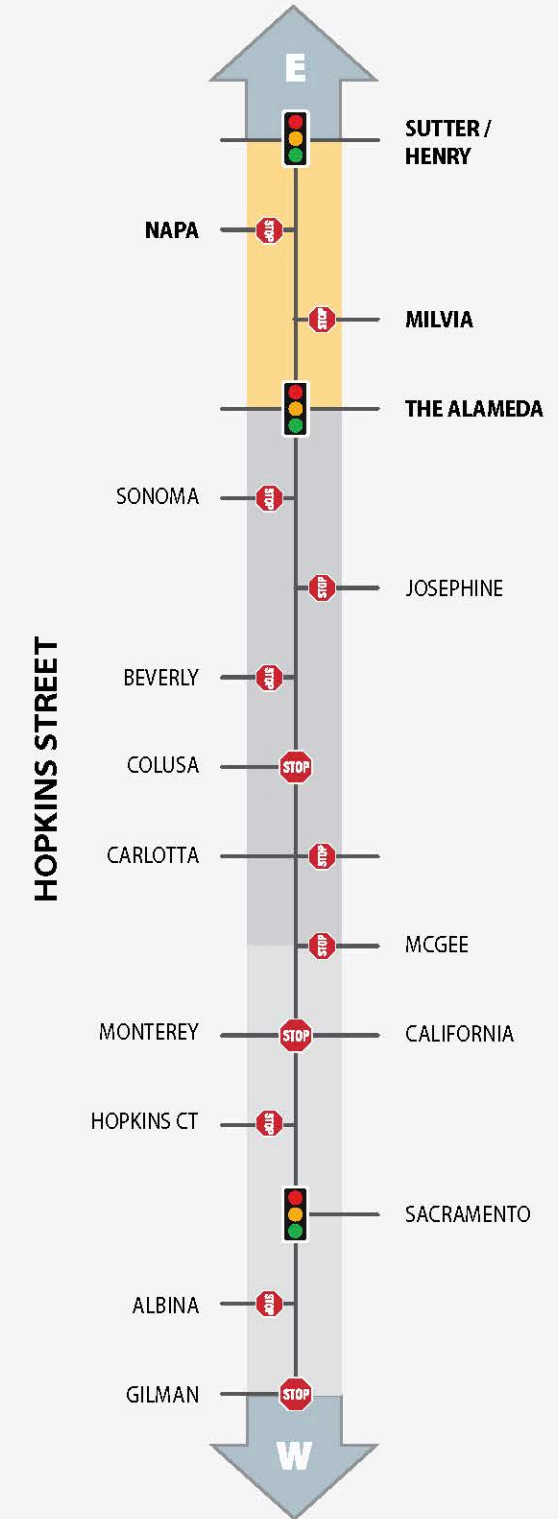
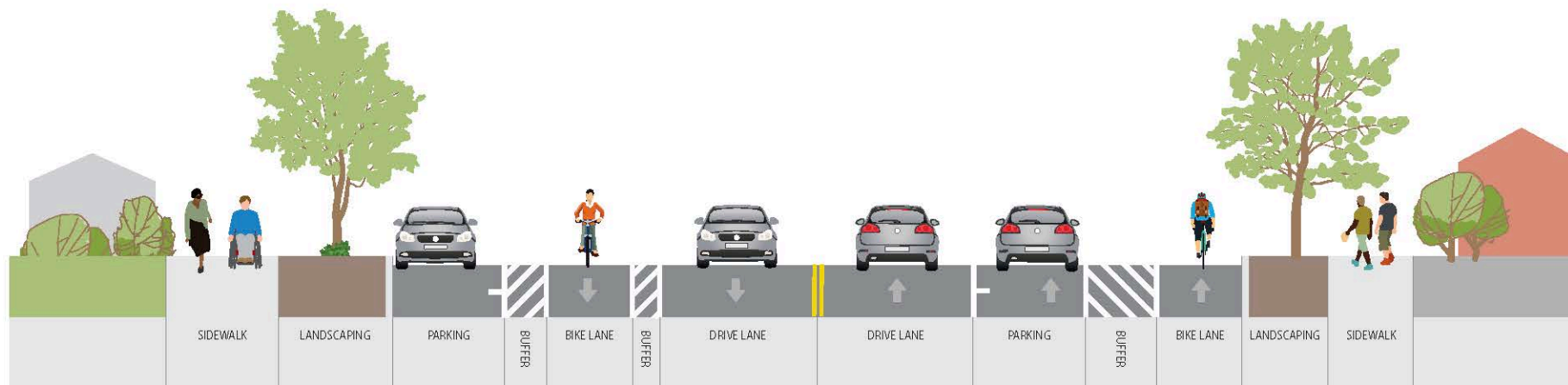
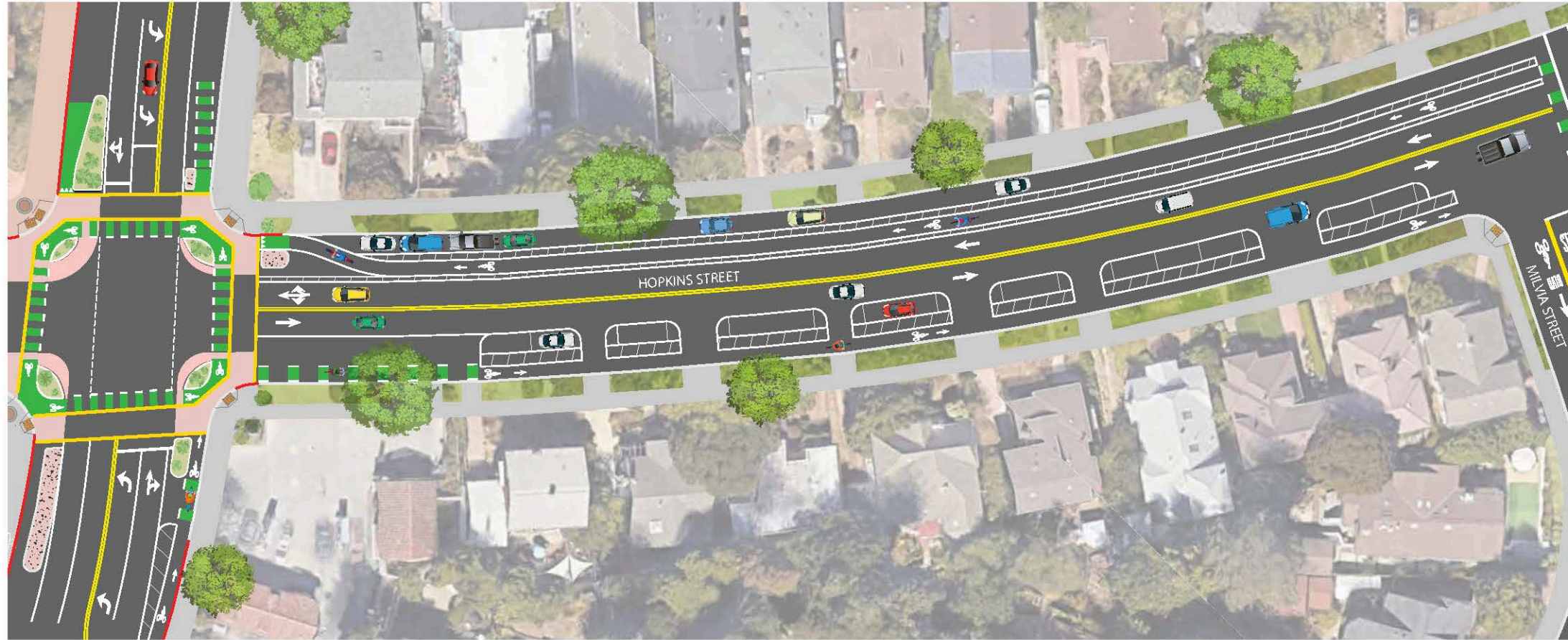
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 1: Sutter Street to The Alameda



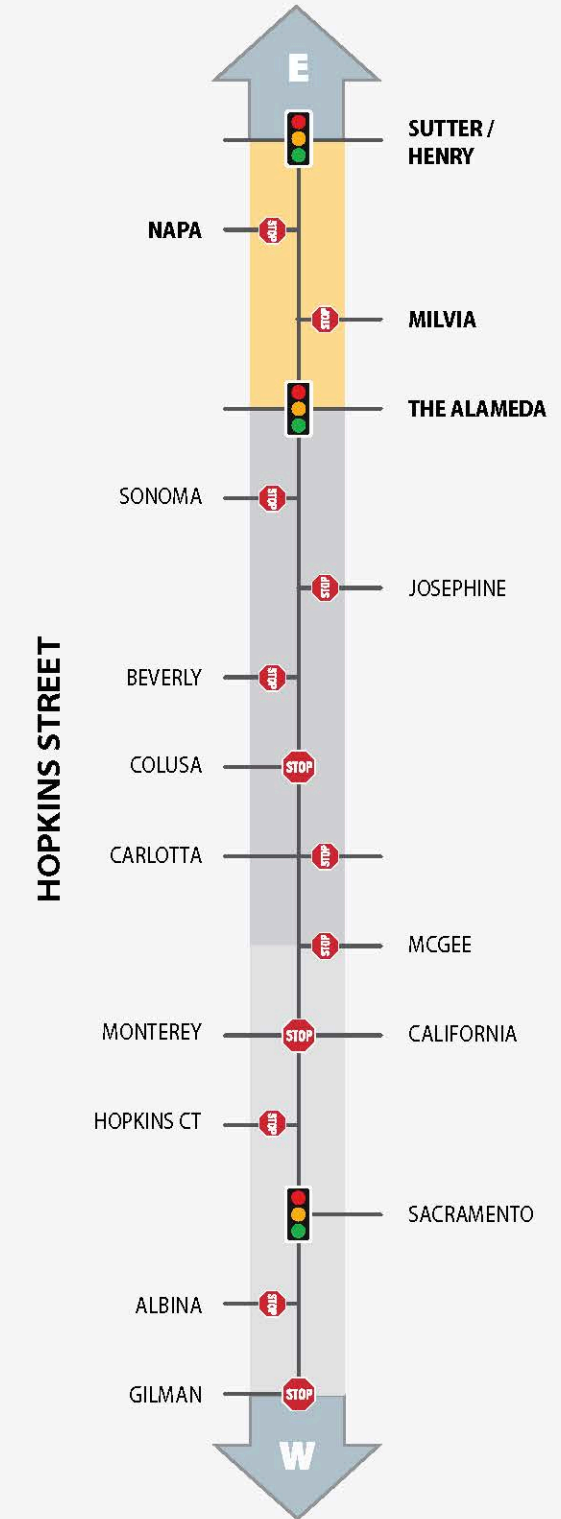
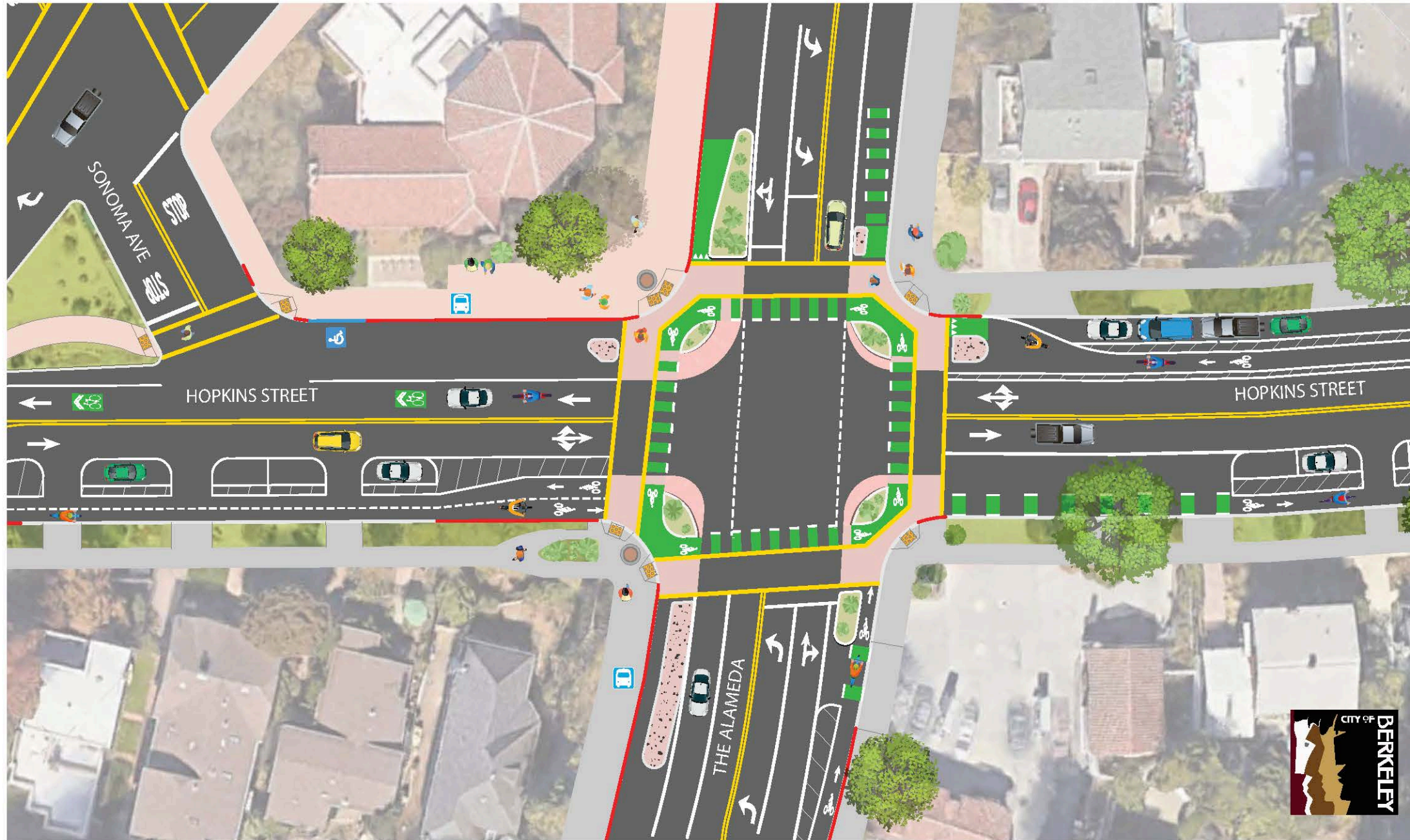
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 1: Sutter Street to The Alameda



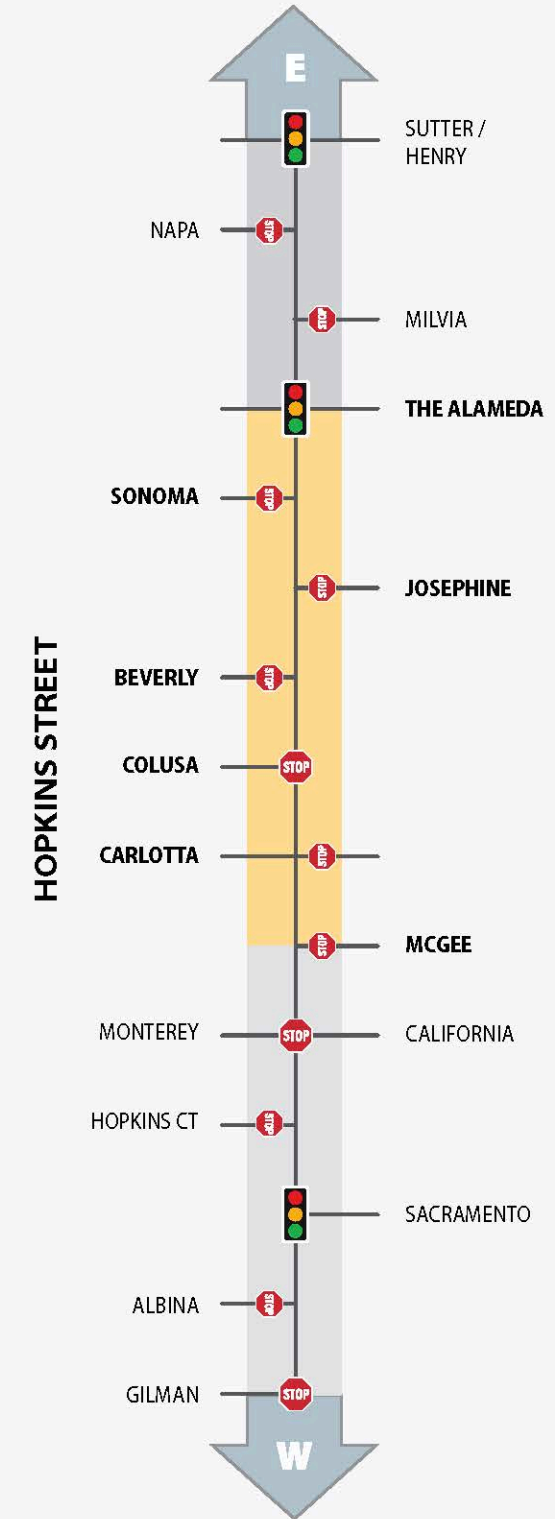
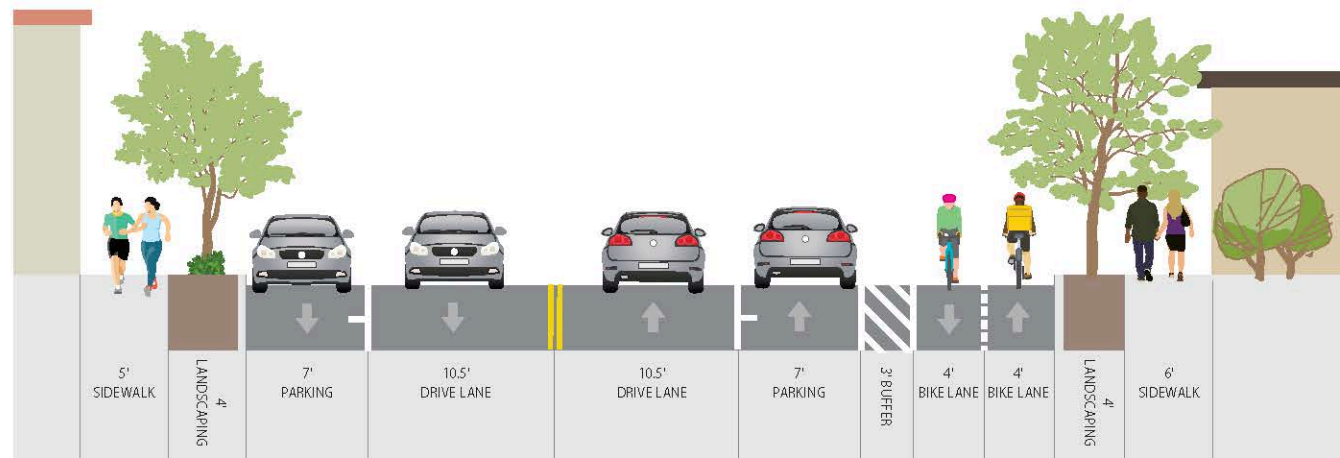
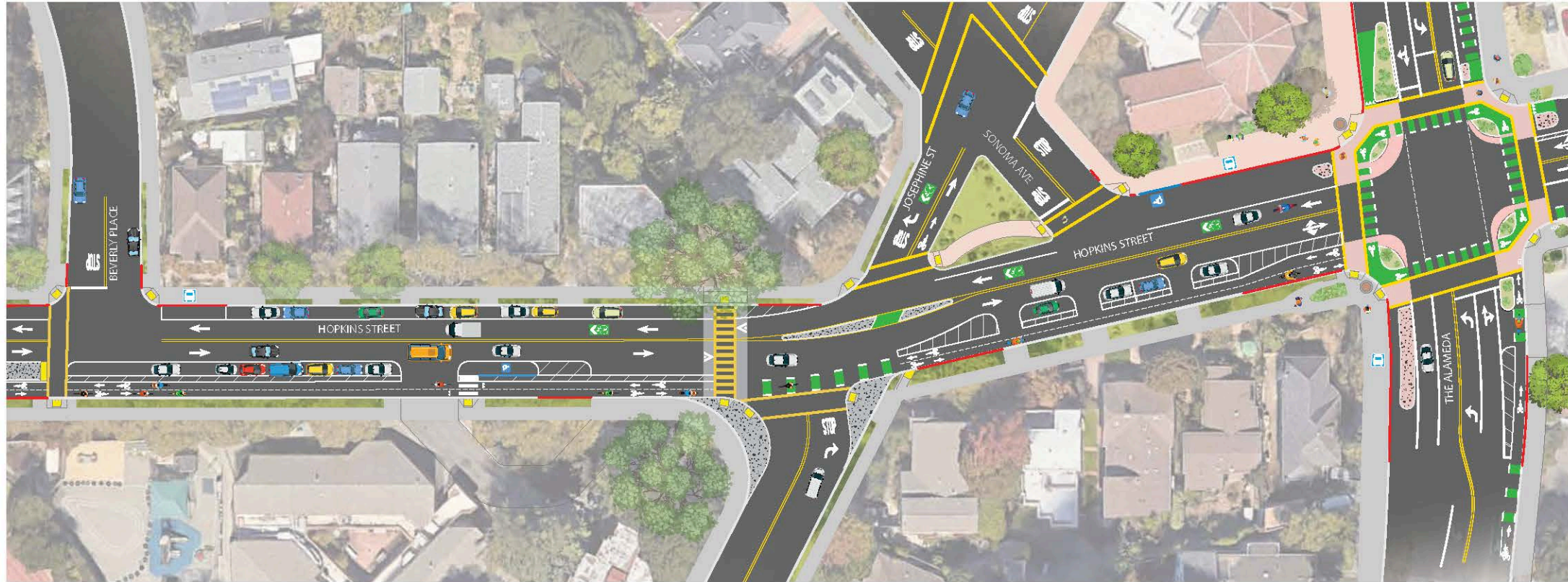
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

The Alameda Intersection



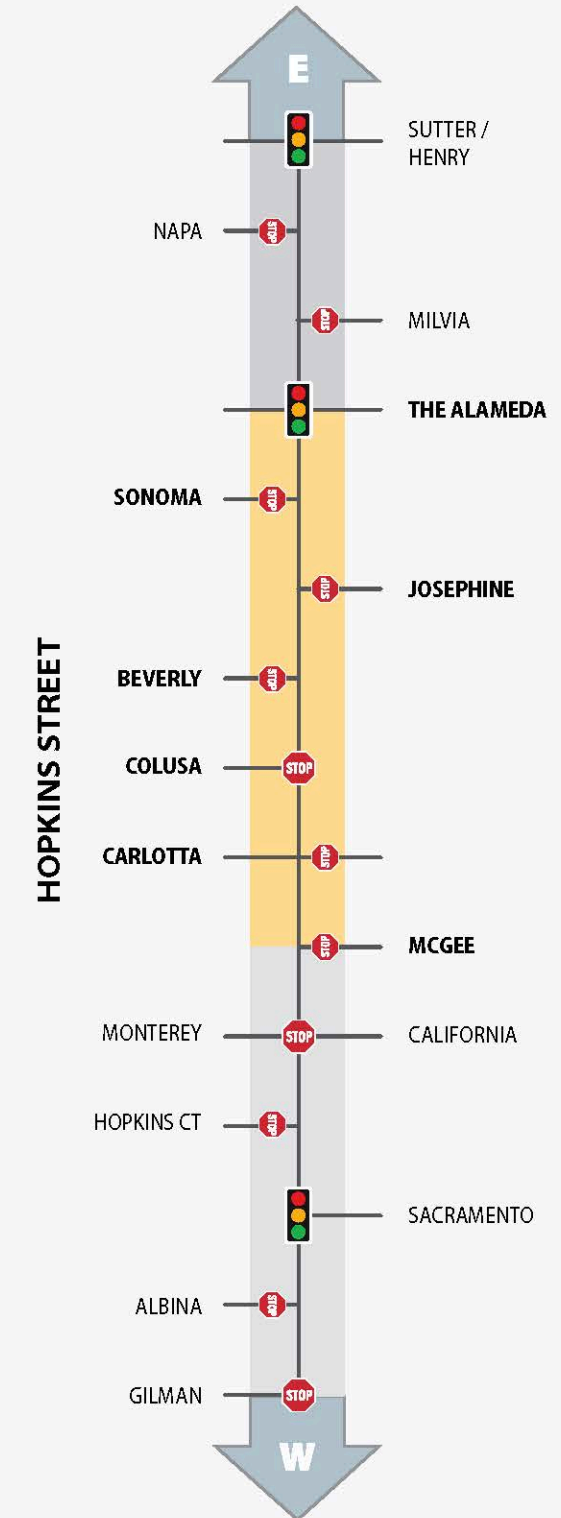
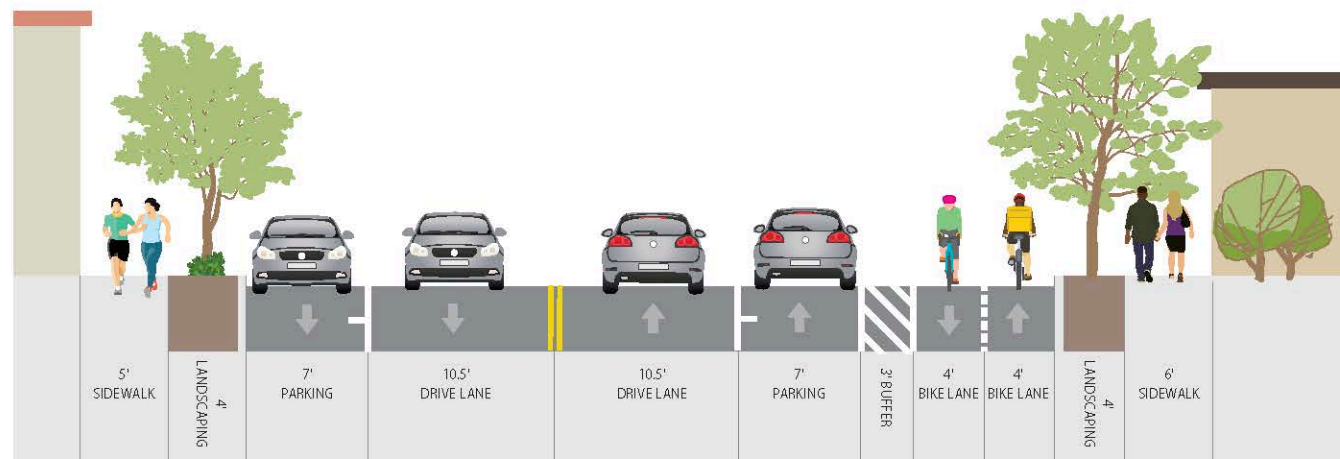
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 2: The Alameda to McGee Avenue



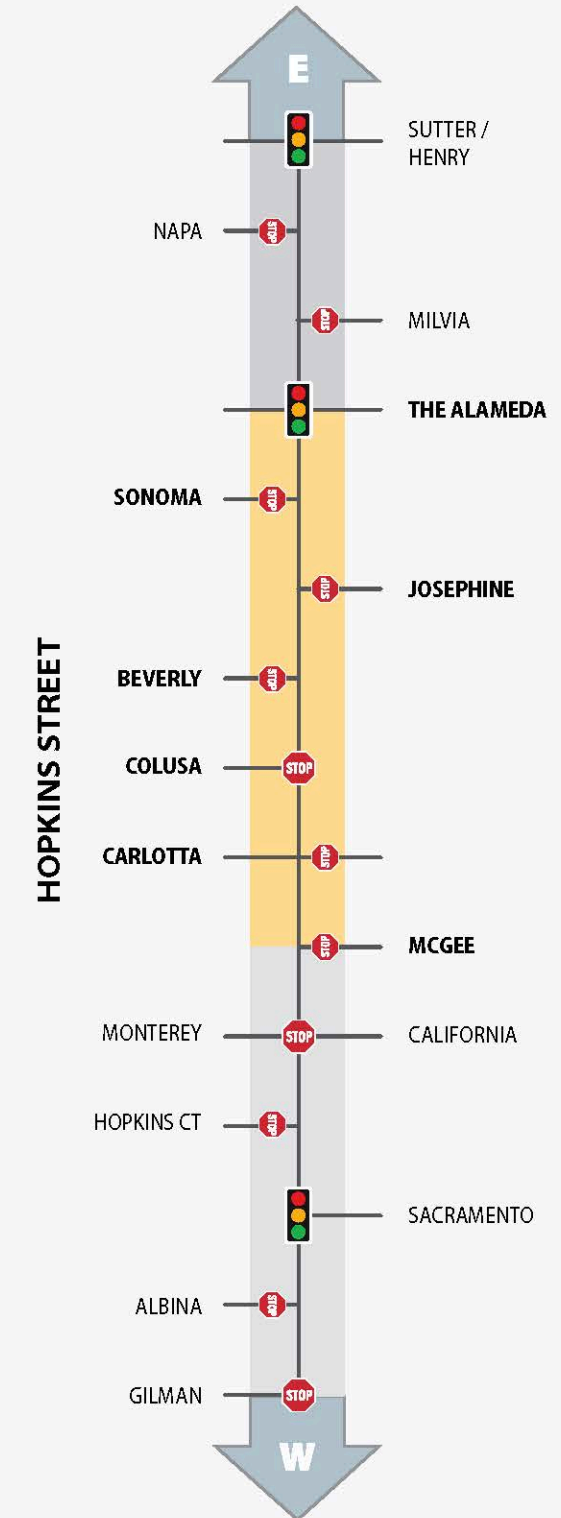
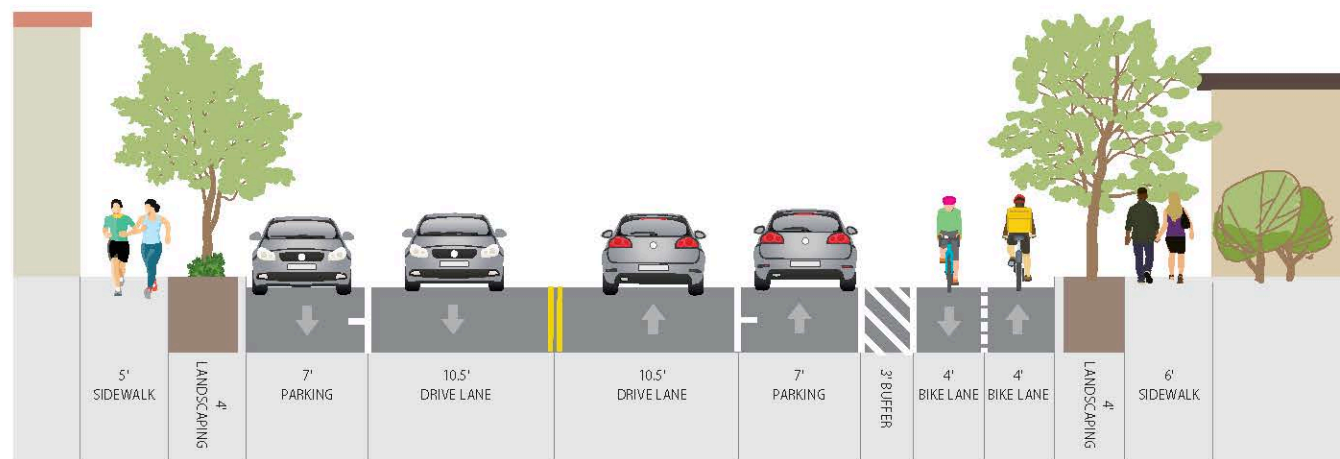
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Segment 2: The Alameda to McGee Avenue



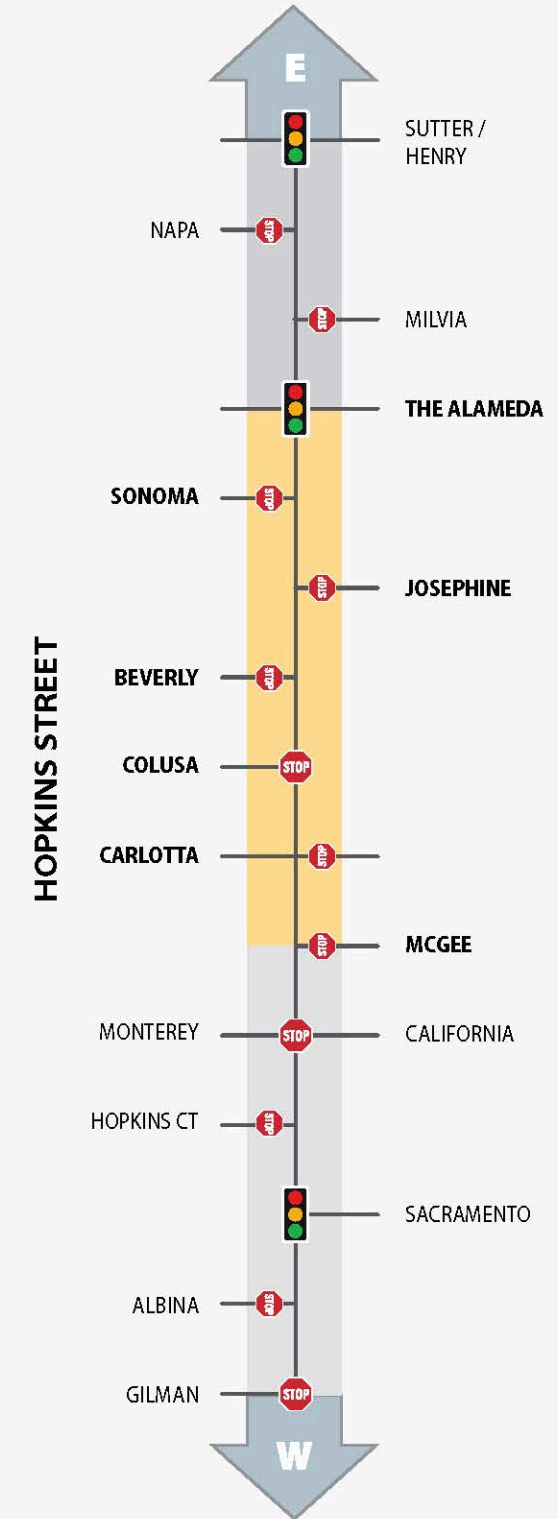
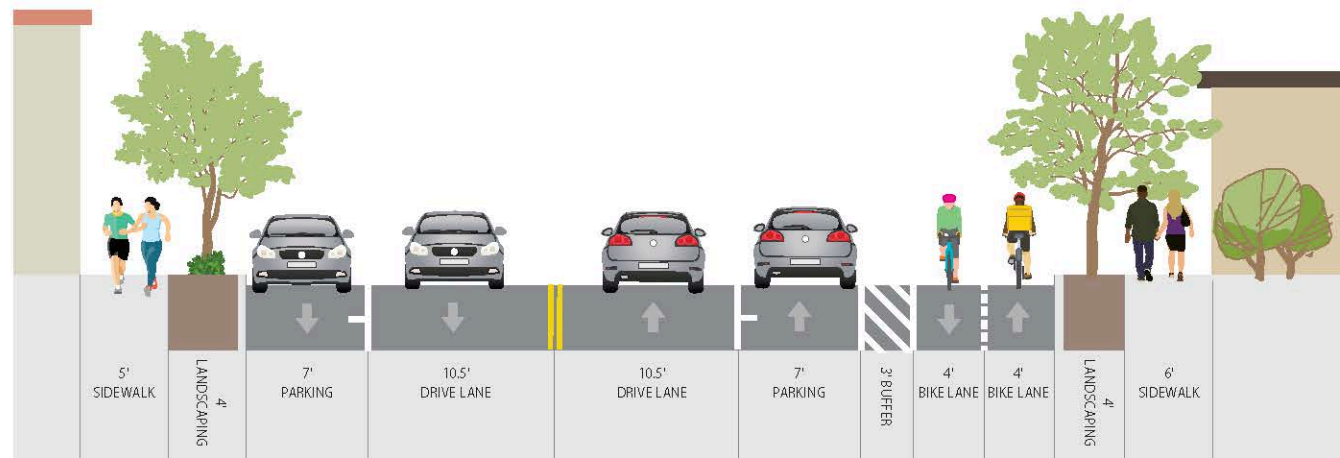
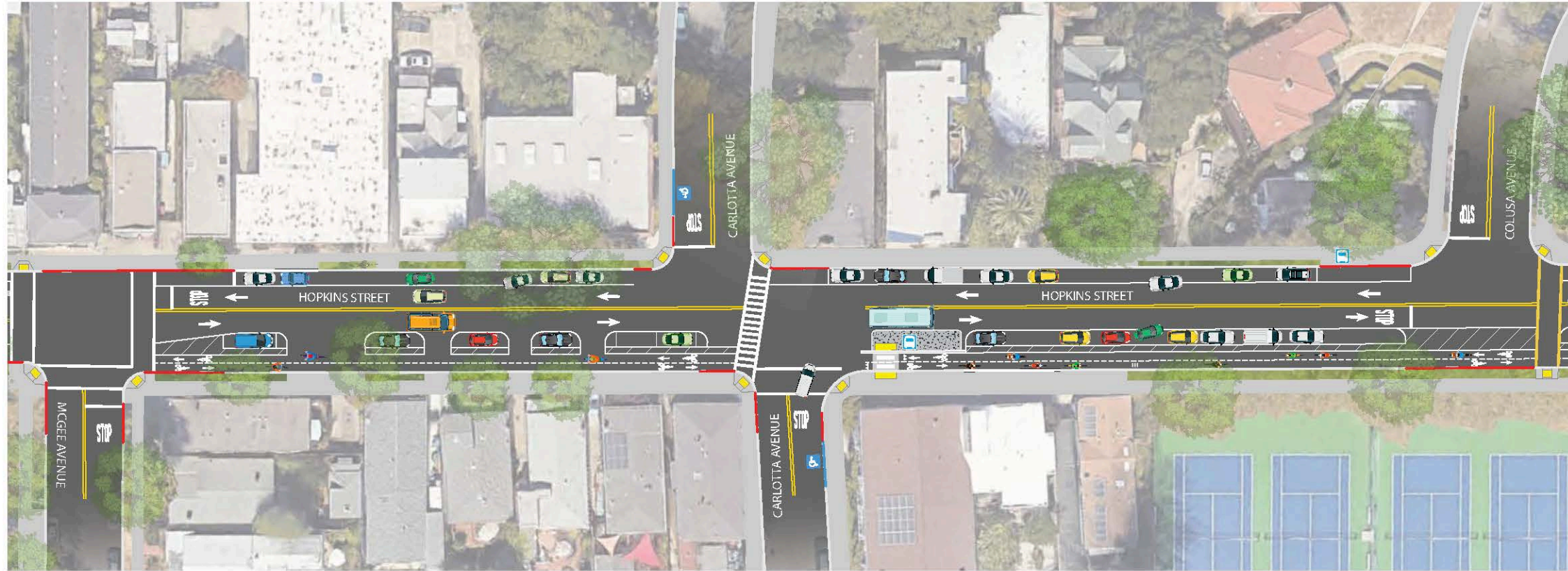
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Segment 2: The Alameda to McGee Avenue



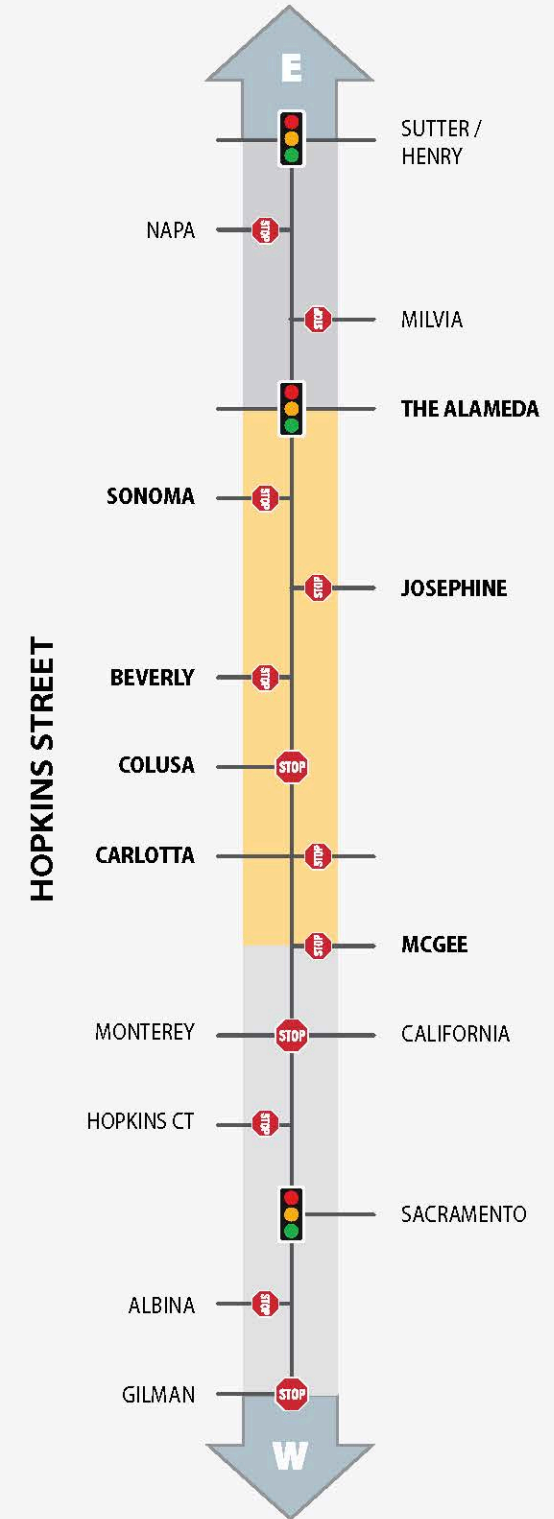
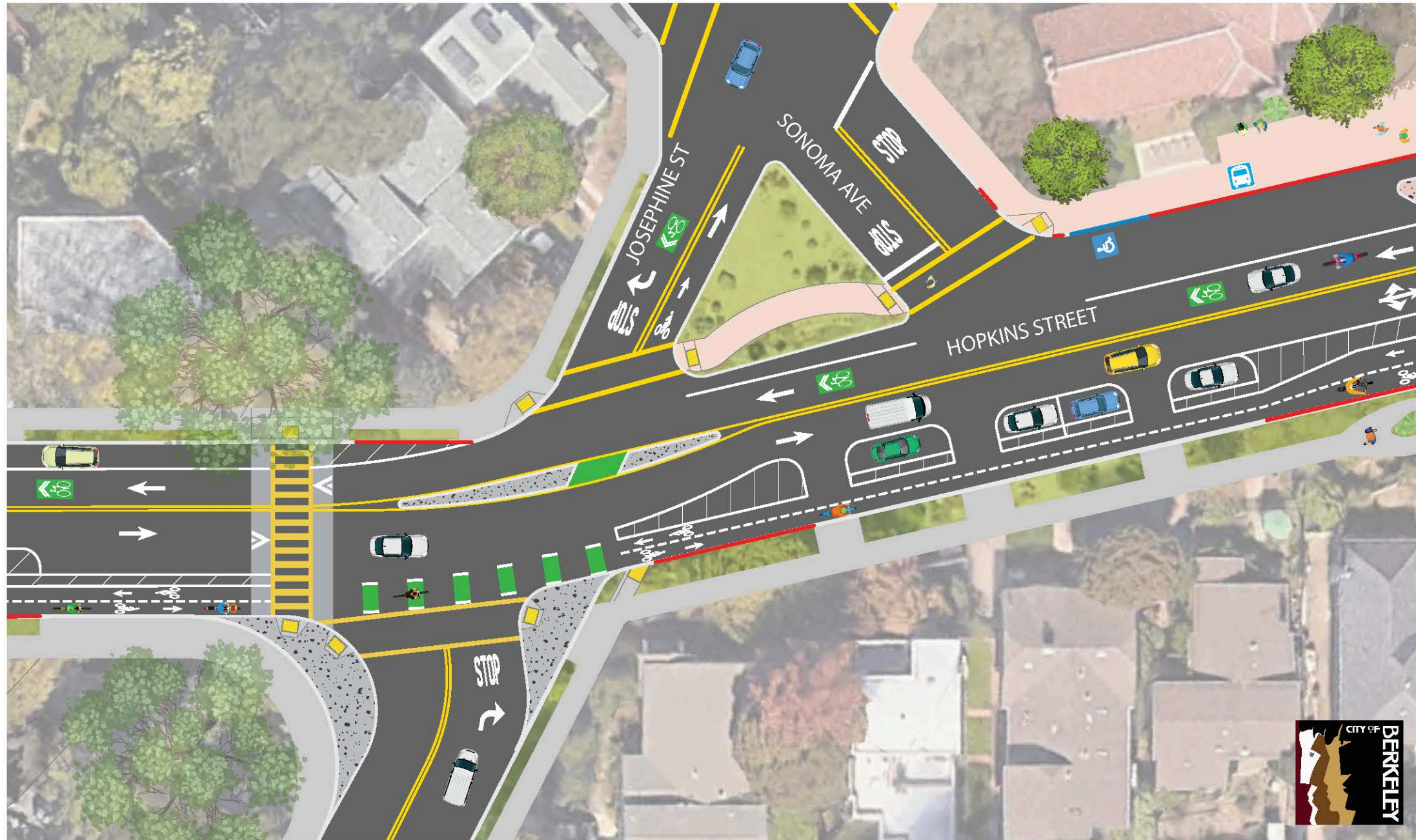
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Segment 2: The Alameda to McGee Avenue



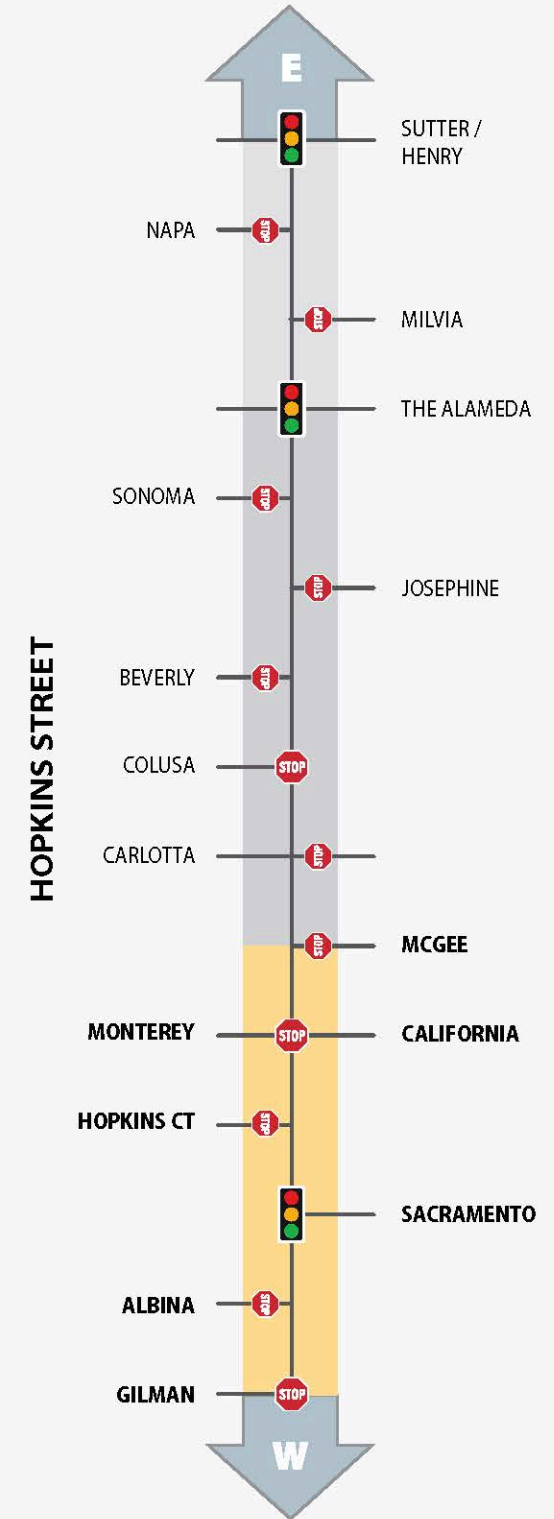
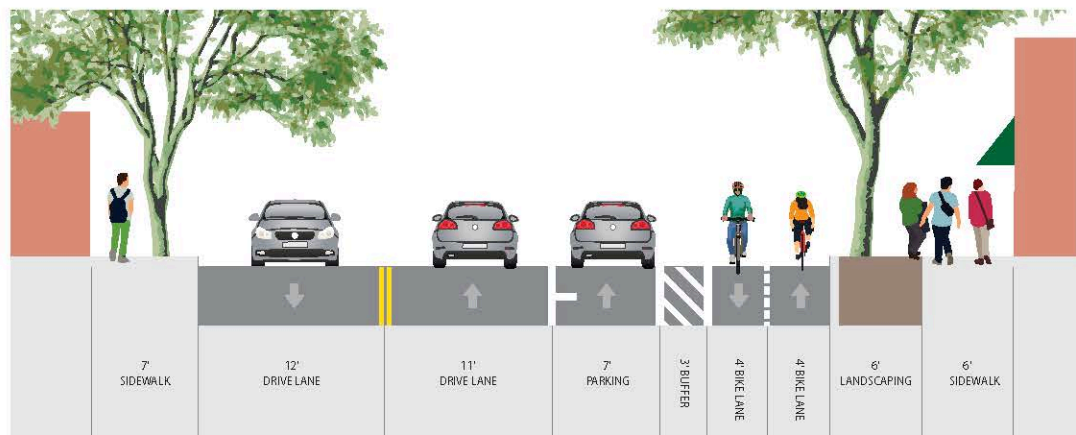
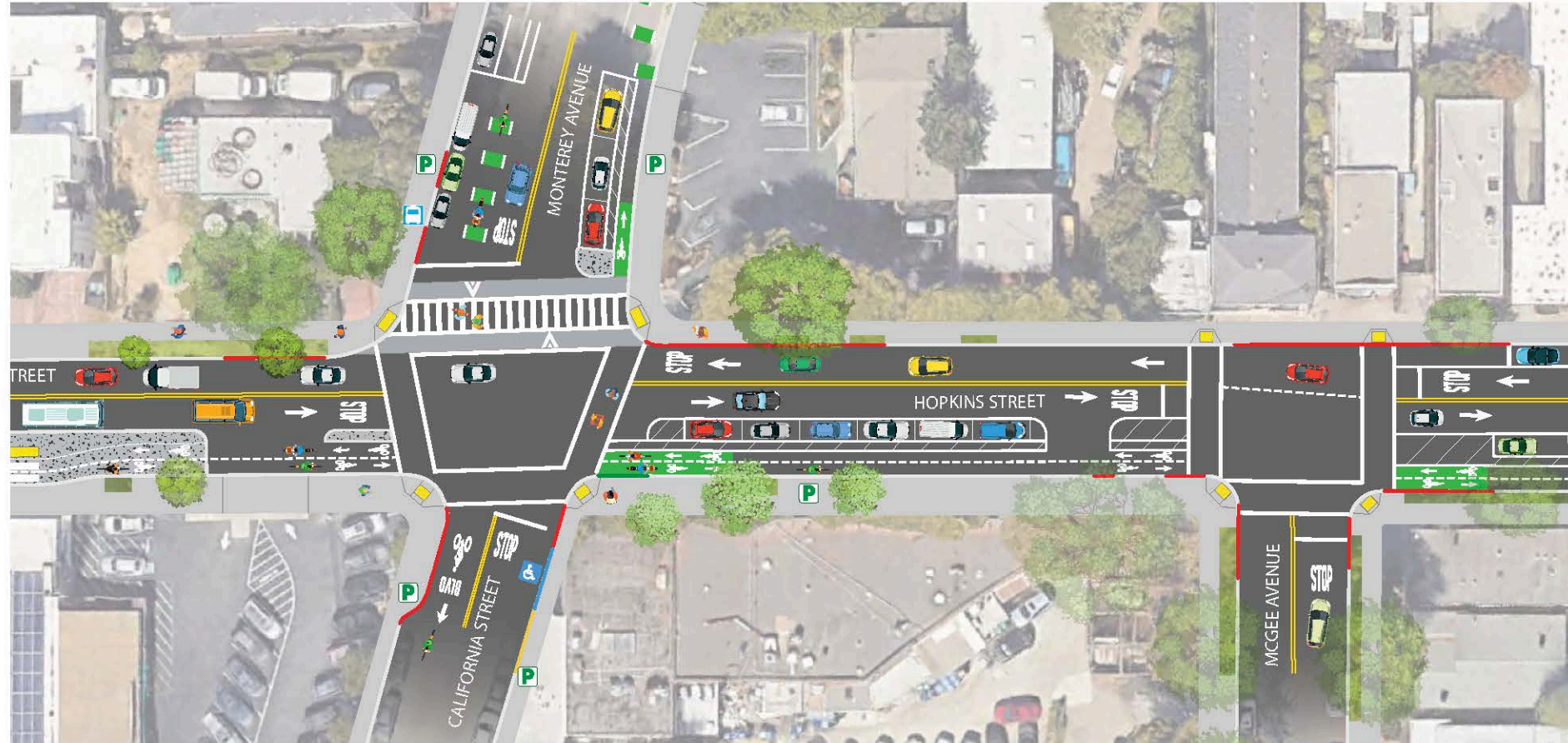
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 2: Josephine Street and Hopkins Street Intersection



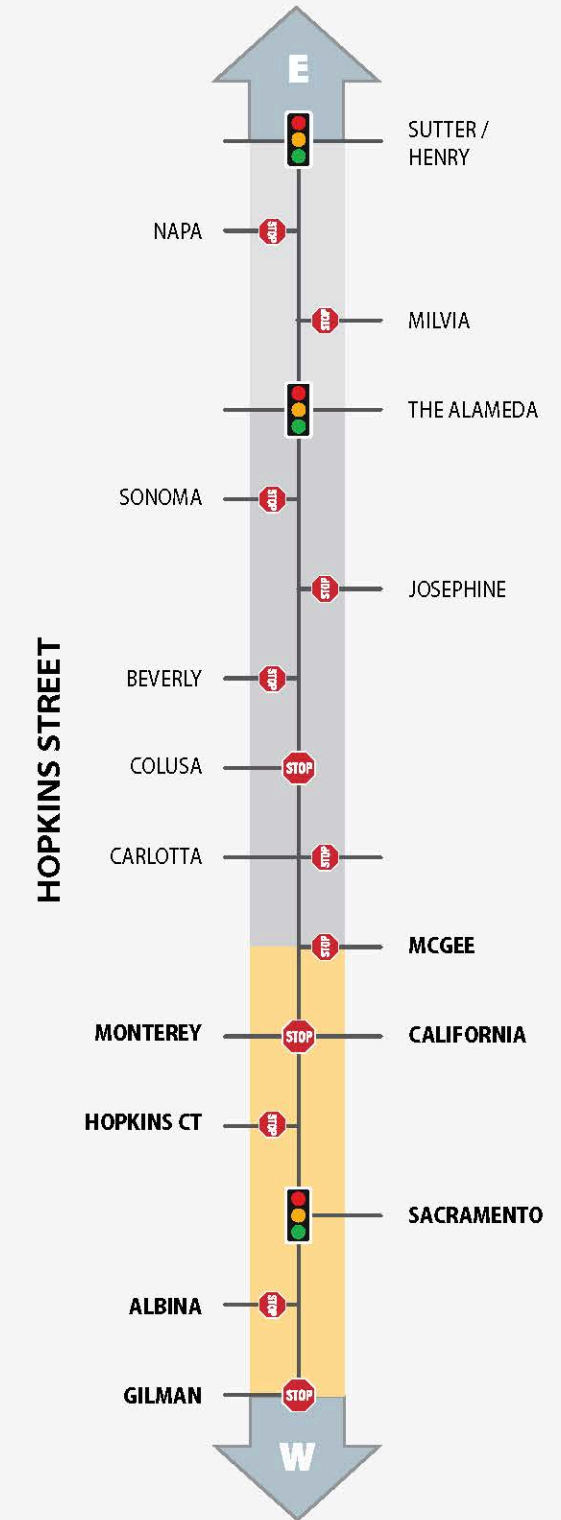
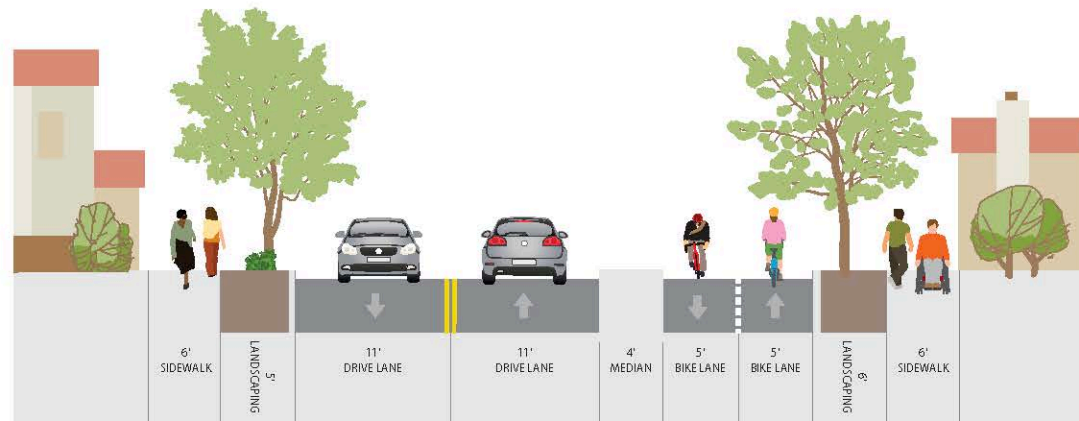
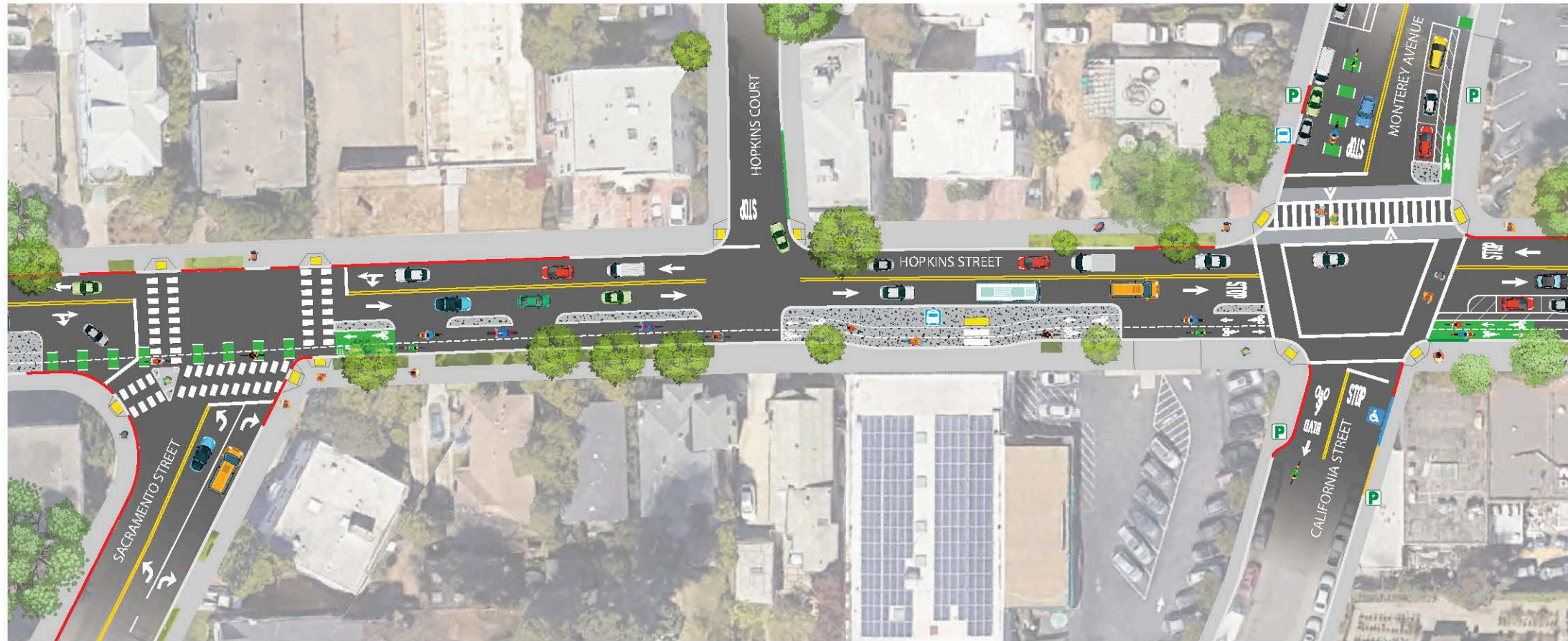
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 3: McGee Avenue to Gilman Street



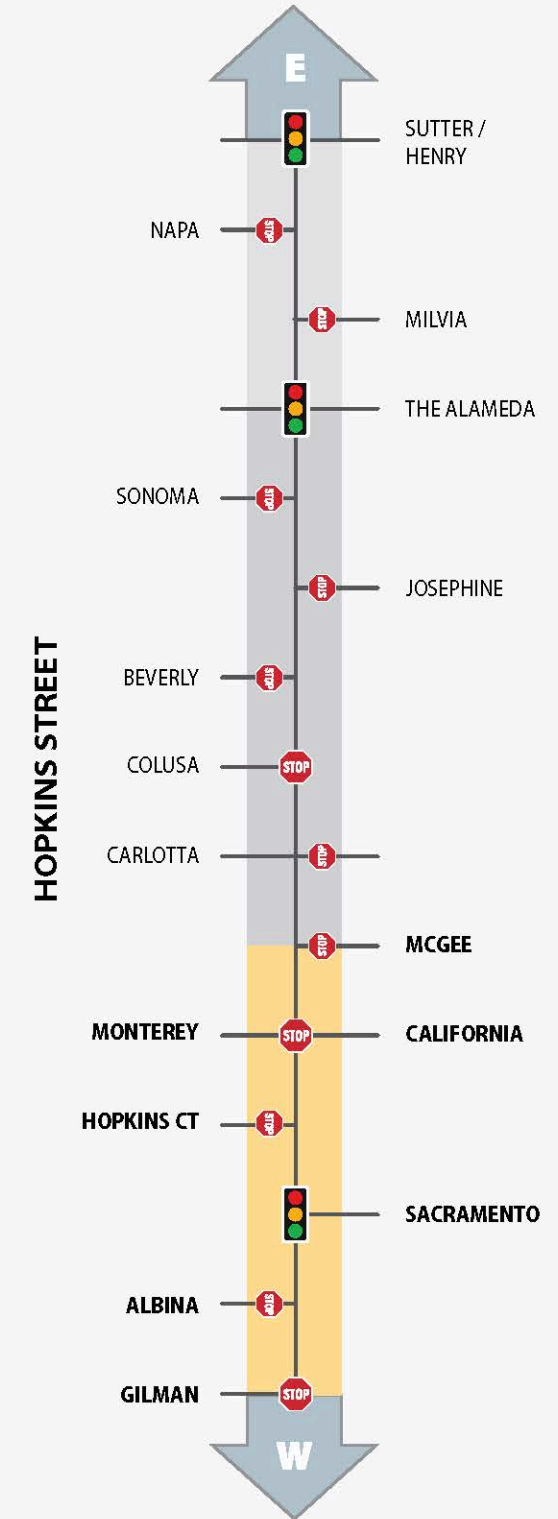
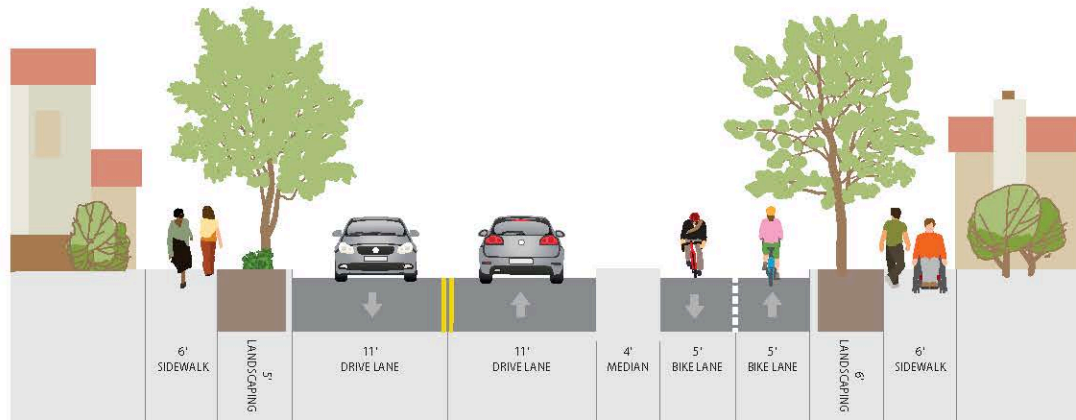
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 3: McGee Avenue to Gilman Street



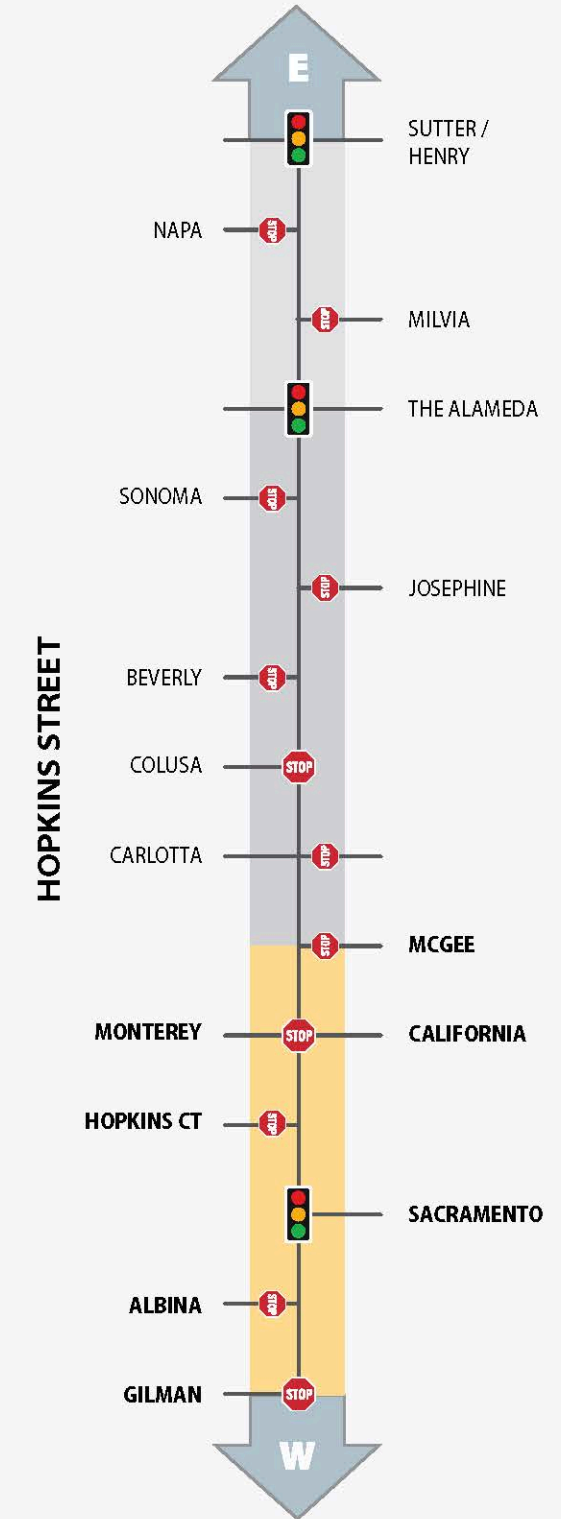
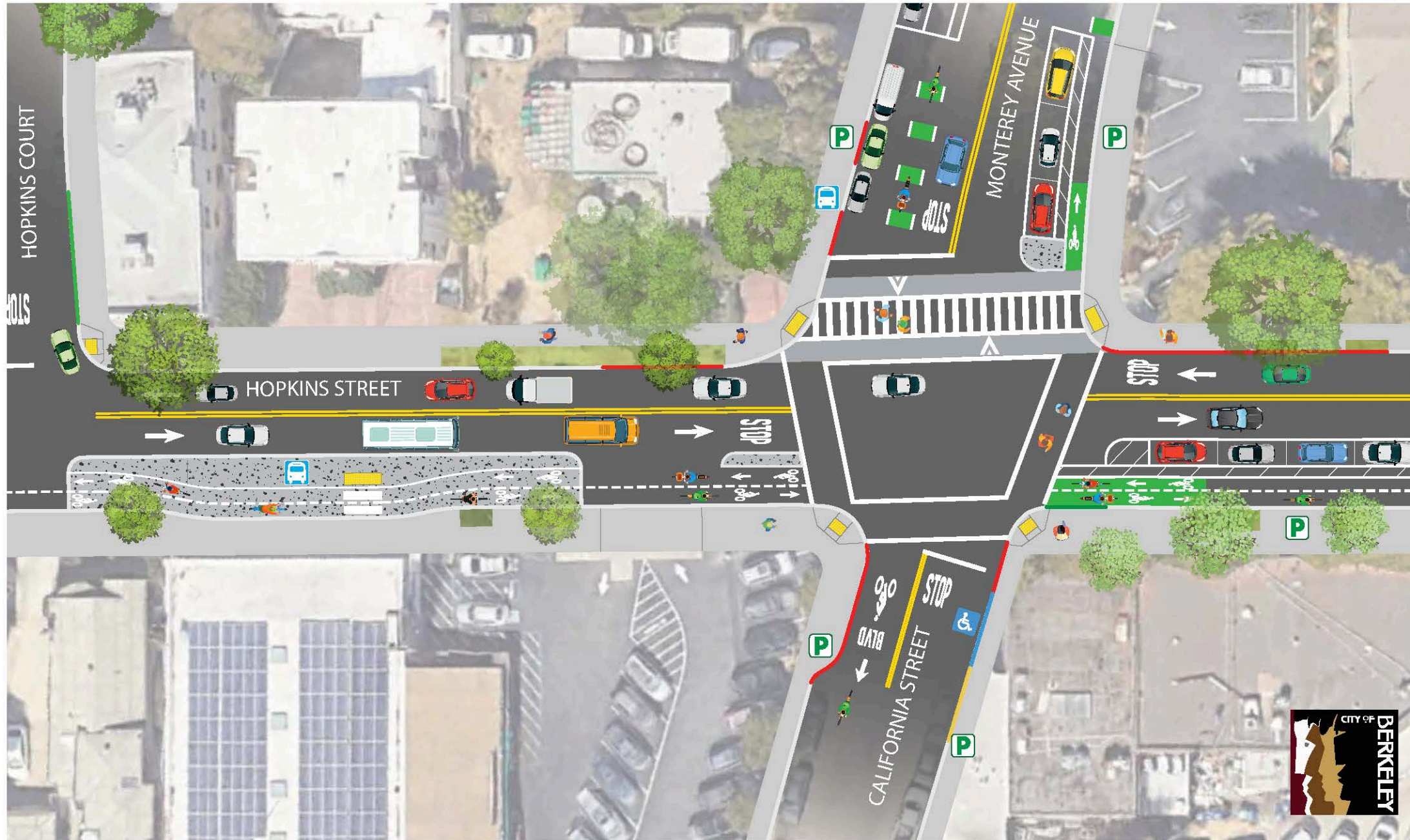
Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Segment 3: McGee Avenue to Gilman Street



Hopkins Corridor Traffic and Placemaking Study Near-Term Design Alternative

Hopkins Street and Monterey Avenue Intersection





Sophie Hahn
District 5 Councilmember

To: Honorable Mayor and Members of the City Council

From: Councilmember Sophie Hahn (Author), Councilmember Susan Wengraf (Co-Sponsor), Councilmember Rigel Robinson (Co-Sponsor)

Subject: Budget Referral: Hopkins Corridor Bike, Pedestrian, and Placemaking Improvements

RECOMMENDATION

Refer \$300,000 to the FY 2023-2024 budget process, with \$150,000 in FY 2023 and \$150,000 in FY 2024, for bike, pedestrian, and streetscape improvements to be implemented in coordination with protected bike lanes, pedestrian safety features, and re-paving of the Hopkins Corridor.

CURRENT SITUATION

City staff and their on-call consultants are currently working on a study of the Hopkins Corridor area, in response to the [Hopkins Corridor Traffic and Placemaking study referral](#) unanimously passed by the City Council in 2017, and the 2017 Berkeley Bike Plan recommending Hopkins Street for a complete streets corridor and cycle track study.

[Plans for pedestrian and bike improvements, as well as a first phase of landscaping, seating, bollards, bike parking, and related amenities for the area are in the final stages of development.](#) Work related to these plans, including repaving, raising crosswalks, and pouring of new curbs, bulb-outs, islands, and other features, is scheduled to take place in 2023. The imminent build-out of these hardscape elements provides a unique opportunity to refresh and expand bike parking, benches, bollards, and trash receptacles, plant trees, install drought tolerant landscaping in medians and bulb-outs,

and provide other amenities for safety, utility, and community gathering – to accomplish the letter and spirit of the Hopkins Corridor referral.

While some funds already exist for these purposes, it is anticipated that additional funds will be needed to support installation of features across the corridor that harmonize with the existing neighborhood.

The purpose of this budget referral is to provide complimentary funding to allow for simultaneous implementation of streetscape improvements not otherwise funded, including but not limited to benches, bike racks, trash receptacles, street trees, drought tolerant landscaping, bollards, and protected pedestrian crossing features, and related community and placemaking elements.

BACKGROUND



The Hopkins Corridor, defined in a 2017 referral for the Hopkins Corridor Traffic and Placemaking Study, encompasses Hopkins from Gilman Street to Sutter Street, Sacramento Street from the southern approach of Rose Street to Hopkins Street, and the Monterey Avenue approach to Hopkins, plus all major and minor intersections. In addition, the City's 2017 Bike Plan recommended Hopkins Street for a "complete street corridor and cycle track study." The studies are currently being conducted by the Public Works department and on-call consultants, to coincide with the planned repavement of Hopkins Street in 2023.

In addition to being the site of several tragic pedestrian and bike injuries and fatalities, the Hopkins Corridor encompasses a variety of impactful conditions including:

- The busy neighborhood commercial area centered around the intersection of Hopkins Street and Monterey Ave, which attracts significant car, bicycle and pedestrian traffic on a daily basis, constant ingress and egress from parking lots and spaces, and associated delivery and other trucks;

- Treasured local businesses that draw a neighborhood and regional clientele and benefit from pedestrian activity and lively café-seating and street-life.
- Numerous educational and recreational facilities in the area that involve drop-off and pick-up of youth, and/or youth pedestrians and bike riders, including at least four preschools (Mustard Seed at 1640 Hopkins St, Hopkins Pre-school at 1810 Hopkins, Sprouts at 1910 Hopkins, and Berkeley Little School at 1611 Hopkins), King Middle School; King’s playing fields and the adjacent park, pool, and tennis courts, St. Mary’s High School and the North Branch Library;
- Two active churches;
- A high concentration of families and Senior Citizens living in the area, regularly crossing streets to access shops, recreational and ecumenical facilities and the North Branch public library;
- Hopkins and Monterey serving as major East/West access corridors with significant vehicular traffic to and from freeways and cross-town destinations (via Sacramento, San Pablo, The Alameda/MLK and Sutter/Henry/Shattuck);
- Hopkins and Sacramento serving as designated Emergency Access and Evacuation Routes;
- California Street serving as a bicycle boulevard and AC Transit bus lines traveling through the corridor; and
- One of only two gas stations in North Berkeley at Hopkins and MLK/Alameda, with vehicles regularly stacked in the street and intersection awaiting ingress.

The Hopkins Corridor Traffic and Placemaking Study articulated the following Complete Streets/Traffic elements to be considered in the course of the study:

- Pedestrian safety at all intersections along the corridor, in particular at Monterey and Hopkins, the site of a fatality in April of 2017;
- Bicycle lanes, parking and infrastructure, including elements anticipated as part of the 2017 Berkeley Bicycle Plan;
- Traffic flow into and out of the corridor, with special attention to the Gilman/Hopkins, Sacramento/Hopkins, Hopkins/Monterey and

Hopkins/MLK/Alameda intersections;

- Ingress and egress from the Monterey Market and the Hopkins/MLK/Alameda gas station;
- Parking, pick-up and drop-off for schools, the public library, churches and recreational facilities, including consideration of traffic management at peak times;
- AC Transit and school busses, both public and private;
- Green Infrastructure;
- Addition of signalized intersections and/or adjustment of timing, turning and other features of signalized intersections; and
- Parking for employees and customers and loading for commercial vehicles.

In addition, the Study is required to address the following Community Building/Placemaking elements:

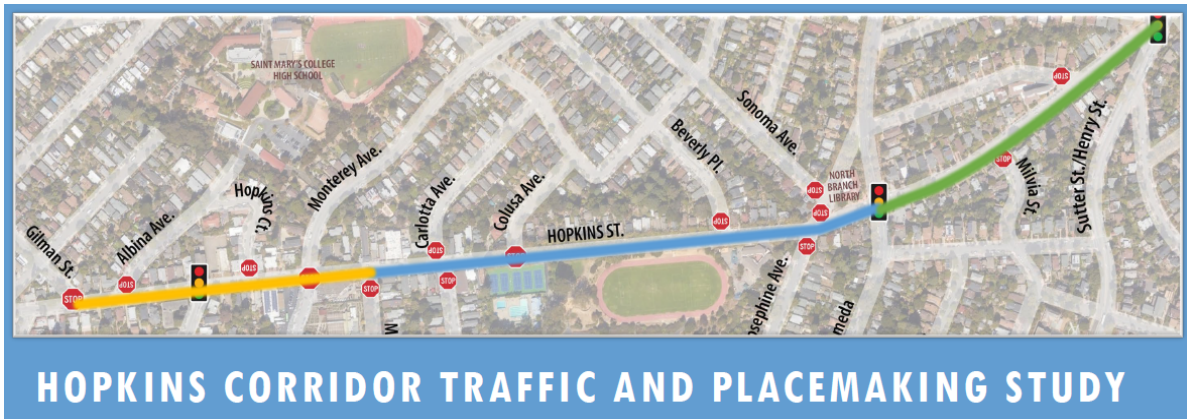
- Exploration of means to create additional spaces for community gathering and to increase greenery and other placemaking amenities that harmonize with existing features in the corridor, with full access for all ages and abilities;
- Ensure design and style of improvements add to the charm and character of this highly valued and historic neighborhood commercial district; and
- Any other considerations that may further enhance placemaking and the safe and vibrant use of public spaces, including improvements to hardscape and greenery and enhancement of community-building and placemaking.

In response to the 2017 Referral and the Bike Plan study requirements, the Public Works department is in the final stages of conducting the first phase of the required studies.

As reformatted by staff, key project study goals are:

- Improve the safety of walking along and crossing Hopkins Street, achieving zero pedestrian severe injuries by 2028;

- Improve bicycle and vehicular transportation safety and flow along and crossing Hopkins Street, achieving zero severe injuries by 2028;
- Transform Hopkins Street between Sacramento Street and McGee Avenue into a community gathering place with an attractive visual identity and inviting public spaces;
- Manage parking in order to meet the needs of residents and local businesses;
- Support local businesses by creating a streetscape that attracts customers:
- Install green infrastructure to protect the Bay while providing visual enjoyment wherever opportunities arise;
- Improve aesthetics along Hopkins Street, employing a design palette consistent with its historic character.



Plans for pedestrian and bike improvements, as well as a first phase of landscaping, seating, bollards, bike parking, and related amenities for the area are in the final stages of development. Work related to these plans, including repaving, raising crosswalks, and pouring of new curbs, bulb-outs, islands, and other features, is scheduled to take place in 2023. The imminent build-out of these hardscape elements provides a unique opportunity to refresh and expand bike parking, benches, bollards, and trash receptacles, plant trees, install drought tolerant landscaping in medians and bulb-outs, and provide other amenities for safety, utility, and community gathering – to accomplish the letter and spirit of the Hopkins Corridor referral.

While some funds already exist for streetscape features that support the community/placemaking elements of the Hopkins Corridor referral and staff’s project study goals relating to community gathering, attractive visual identity, inviting public

spaces, customer-friendly streetscape, green infrastructure and improved aesthetics consistent with historical character, it is anticipated that additional funds will be needed to support installation of features across the corridor that harmonize with the existing neighborhood.

The purpose of this budget referral is to provide complimentary funding to allow for simultaneous implementation of streetscape improvements not otherwise funded, including but not limited to benches, bike racks, trash receptacles, street trees, drought tolerant landscaping, bollards, and protected pedestrian crossing features, and related community and placemaking elements.

In addition to funds sought directly from the City of Berkeley to more fully accomplish Hopkins Corridor project goals, several community-based efforts are either underway or anticipated to support and maintain new community and place-making elements.

- Merchants have approached the City about the possibility of creating a merchant's association, either via a formal Business Improvement District or another form of association, that could generate funds for supplemental upkeep of street furniture, sidewalks, and landscaping in the commercial areas of the Hopkins Corridor.
- Local volunteers have long maintained the triangular island behind the North Branch Library. Additional landscaping at the Hopkins/Alameda intersection and throughout the Corridor may be able to be maintained through a broader community effort such as an "adopt a spot" or other neighborhood group. Councilmember Hahn's office will be organizing outreach to existing community volunteers and associations - including the Friends of the Fountain and Walk, who help maintain the nearby Marin/Arlington Circle area, and Thousand Oaks Neighborhood Association - to discuss potential partnerships. Alternatively, a new, single-purpose organization may be established to supplement City maintenance of Hopkins Corridor streetscape and landscaping elements.
- Grant opportunities and other community fundraising could be another means to supplement City of Berkeley Funds, and will be explored in full once this phase of planning for the Hopkins Corridor has been completed.

FINANCIAL IMPLICATIONS

Budget request for \$300,000 total, \$150,000 in FY2023 and \$150,000 in FY2024, to realize the first phase of community/placemaking elements of the Hopkins Corridor goals relating to community gathering, attractive visual identity, inviting public spaces,

customer-friendly streetscape, green infrastructure, and improved aesthetics consistent with historical character.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

A major impetus for the Hopkins Corridor study and improvements is to significantly improve pedestrian and bike safety and create a more lively and inviting streetscape for community gathering. With these improvements, it is anticipated that many more people will choose to bike or walk to and from the Corridor's many destinations - schools, churches, a library, a track, pool and other sports facilities, popular shops and service providers, and more.

One of the main features of the proposed plan, in its final stages of development, is a two-way cycletrack on the South side of Hopkins, designed to provide safe bike access for King Middle School students and other users of King school and park recreation facilities, including seniors and families with young children. AC Transit stops are also being reconfigured for greater access and visibility. All of the bike, pedestrian, and transit features are designed to invite a broader segment of the community to bike, walk, and take public transit on the Hopkins Corridor, significantly advancing the City's climate action and GHG reduction goals.

CONTACT PERSON

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