

Brent Blackaby
Councilmember District 6

SUPPLEMENTAL AGENDA MATERIAL for Supplemental Packet 2

Meeting Date: July 28, 2026

Item Number: #27

Item Description: Referral to Schedule Hopkins Street for Paving with Enhanced Safety Improvements for all Users

Submitted by: Councilmember Brent Blackaby (Author) & Councilmember Bartlett (Co-Sponsor)

Amend the existing referral to ask staff to develop two alternative plans for repaving Hopkins that provide enhanced safety for bicyclists, pedestrians, and motorists through the Hopkins/Ada/Rose corridor connecting North Berkeley and West Berkeley.

Then return to Council for final direction before developing detailed engineering plan.

Alternative 1 would be focused on the current Class IV cycletrack plan from the original July 28 item.

Alternative 2 would give staff maximum flexibility to develop a balanced, comprehensive plan for bicyclist, pedestrian, and motorist safety through the Hopkins/Ada/Rose corridor connecting North Berkeley and West Berkeley. The goal is to minimize parking loss in the existing commercial corridor while enhancing safety, given the following guidelines:

- To increase bicyclist safety, consider implementation of Class II or Class IV bike lanes where parking loss <15%; otherwise, use clearly-marked sharrows and other safety features
- Expedite the study and implementation of safety enhancements on Rose

and/or Ada as part of a more comprehensive alternative bicycle route, given they are adjacent to Hopkins and only one block apart, to provide additional east/west bicycle route and ease congestion along Hopkins

- To increase pedestrian safety on Hopkins, build center islands of refuge for pedestrians
- To slow vehicle speeds and enhance safety for all Hopkins street users, add traffic calming measures such as speed cushions as well as vertical deflectors
- Develop and implement a comprehensive Curb Management Plan for the commercial, recreational, and residential areas around Hopkins Street that includes ADA parking spaces, loading zones, short-term parking zones, waste collection service needs, and metering adjacent to commercial and/or recreational uses to encourage parking turnover
- In addition, as part of the comprehensive Curb Management Plan, explore the feasibility of expanding the Residential Preferential Parking (RPP) Eligibility Map to the Hopkins Street corridor, along with the ability of Hopkins Street residents living on or adjacent to a block with parking loss to obtain an RPP permit for the nearest street

Both red-lined and clean versions of the amended item are attached to this cover sheet.



Rashi Kesarwani
Councilmember, District 1

ACTION CALENDAR

July 28, 2026

TO: Honorable Mayor and Members of the City Council

FROM: Rashi Kesarwani (Author), Councilmember Mark Humbert (Co-Sponsor), and Mayor Adena Ishii (Co-Sponsor)

SUBJECT: Referral to Schedule Hopkins Street for Paving with Enhanced Safety Improvements for all Users

RECOMMENDATION

Given new information presented by the Fire Department that pedestrian and bike safety infrastructure on Hopkins Street “retains workable emergency access,”¹ refer to the City Manager to repave Hopkins Street from Sutter Street to San Pablo Avenue.

Additionally, refer to staff the development of two alternative plans for repaving Hopkins that provide enhanced safety for bicyclists, pedestrians, and motorists through the Hopkins/Ada/Rose corridor connecting North Berkeley and West Berkeley. BFD should review and approve both plans as prior BFD approval refers to two alternative options discussed at FITES, rather than this new item. Coordinate with AC Transit on bus stops and traffic calming measures. This request and the resulting alternative plans supersede the conceptual design approved by Council in Resolution No. 70,354 on June 28, 2022.

Then return to Council for final direction before developing detailed engineering plans. As part of advancing the Council-directed Class IV separated bikeway into detailed engineering plans As part of that detailed engineering plan development, Public Works staff will conduct outreach to businesses, schools, houses of worship, residents, and other stakeholders along Hopkins Street. This outreach will focus on refining the design of the safety infrastructure to be responsive to operational needs along the corridor, particularly loading zones, short-term parking zones, ADA parking, waste collection service needs, and metered parking, with the Class IV separated bikeway design serving as the established foundation for this work. The Hopkins Street

commercial district is a neighborhood institution, and the goal of this design process is to ensure that safety improvements strengthen rather than undermine its vitality.

Alternative 1: Repave Hopkins Street from Sutter Street to San Pablo Avenue with inclusion of one-way Class IV separated bikeways on each side from The Alameda to Peralta Avenue / Ohlone Greenway with a minimum width of five feet.² Of the various cycle track and protected bikeway conceptual options that Public Works reviewed, staff deemed this configuration of separated cycle tracks to be the safest, while also providing the opportunity to retain the greatest amount of curbside parking.

Further, incorporate the following specific additional safety, parking management, and other features:

¹“Hopkins Street Alternatives 1 and 2 Overview,” Facilities, Infrastructure, Transportation, Environment & Sustainability (FITES) Policy Committee Meeting of the City Council, April 15, 2026, <https://berkeleyca.gov/sites/default/files/legislative-body-meeting-attachments/Item%2002%20Hopkins%20Street%20Alternatives%201%20and%202%20Overview.pdf>

² 2018 Caltrans Design Information Bulletin ([DIB 89-01](#)) has specific standards for Separated Bikeways (Class IV) within the curb to curb street width. These include 5' minimum width (7' preferred) for one-way bikeway and 2' minimum (3' preferred) for the buffer containing the vertical elements which can be Flexible Posts, inflexible physical barrier such as a landscape planter, on-street parking, or a raised island. If using on-street parking as the vertical element, then the buffer space has to be 3' minimum and widen out to 5' minimum adjacent to ADA accessible parking spaces. Federal Highway Administration guidance matches these DIB recommendations.

- From Sutter Street to The Alameda on Hopkins, install Class II buffered bike lanes on each side (similar to Monterey Avenue) and incorporate traffic calming to the extent feasible;
- From Peralta Avenue / Ohlone Greenway to Stannage Avenue on Hopkins,³ incorporate traffic calming speed cushions to the extent feasible, along with any other pedestrian safety features recommended by Public Works staff that are compatible with potential future bike lanes;
- Install a raised intersection, in which the entire intersection is elevated to approximate sidewalk grade as a vertical traffic-calming and pedestrian-priority treatment (similar to the raised intersection constructed at Bancroft Way and Telegraph Avenue as part of the Southside Complete Streets project), where Hopkins Street connects to Monterey Avenue and California Street;
- Incorporate pedestrian safety features included in the 2022-2023 conceptual design that continue to be deemed appropriate by Public Works staff;
- Redesign and reconstruct the intersection of Hopkins and Sacramento Streets to promote safety of all users;⁴
- Assess improvement of the intersection of Hopkins Street and The Alameda to promote safety of all users, with redesign and reconstruction contingent upon available funding;
- Install bus boarding islands (floating bus stops) at AC Transit stops with the bikeway routed behind the boarding platform;
- Address street and curb damage from old street trees including removal of trees that are intruding into the usable street width, impacting storm drainage, with replacement trees required at a 1:1 ratio;
- Develop and implement a comprehensive Curb Management Plan for the commercial, recreational, and residential areas around Hopkins Street that includes ADA parking spaces, loading zones, short-term parking zones, waste collection service needs, and metering adjacent to commercial and/or recreational uses to encourage parking turnover;
- In addition, as part of the comprehensive Curb Management Plan, explore the feasibility of expanding the Residential Preferential Parking (RPP) Eligibility Map to the Hopkins Street corridor, along with the ability of Hopkins Street residents living on or adjacent to a block with parking loss to obtain an RPP permit for the nearest street.

³ The Alameda County Transportation Commission developed a San Pablo Avenue Multimodal Corridor Program to improve safety and multimodal access for all users. This program includes the Parallel Bike Improvements Project in Berkeley that parallels San Pablo Avenue. The bikeway extends from the Albany border to Camelia Street along Kains Avenue, doglegs east and continues on Stannage Avenue - crossing Hopkins - traveling through to Virginia Street. See San Pablo Avenue Parallel Bike Improvements Project Plan Excerpts from December, 2025, pages 2 and 14: <https://www.alamedactc.org/wp-content/uploads/2026/01/SPA-Parallel-Bike-Project-Plan-Excerpts-Dec-2025.pdf> Project implementation start date is projected to be spring, 2027.

⁴ In the April 15, 2026 report to the FITES Council Policy Committee, staff wrote: "Traffic signal upgrades at Sacramento Street and The Alameda will complement the cycle-track, adding dedicated bicycle signal heads, new signal arms and other signal head adjustments to align with the new road layout."

~~As part of advancing the Council directed Class IV separated bikeway into detailed engineering plans, Public Works staff will conduct outreach to businesses, schools, houses of worship, residents, and other stakeholders along Hopkins Street. This outreach will focus on refining the design of the safety infrastructure to be responsive to operational needs along the corridor, particularly loading zones, short-term parking zones, ADA parking, waste collection service needs, and metered parking, with the Class IV separated bikeway design serving as the established foundation for this work. The Hopkins Street commercial district is a neighborhood institution, and the goal of this design process is to ensure that safety improvements strengthen rather than undermine its vitality.~~

Alternative 2: Repave Hopkins Street from Sutter Street to San Pablo Avenue, while giving staff maximum flexibility to develop a balanced, comprehensive plan for bicyclist, pedestrian, and motorist safety through the Hopkins/Ada/Rose corridor connecting North Berkeley and West Berkeley.

Given the vibrant local businesses and importance to residents from across Berkeley that walk, bike, and drive to this neighborhood, the goal is to minimize parking loss in the existing commercial corridor while enhancing safety, given the following guidelines:

- To increase bicyclist safety, consider implementation of Class II or Class IV bike lanes **only** where parking loss <15%; otherwise, use clearly-marked sharrows and other safety features
- Expedite the study and implementation of safety enhancements on Rose and/or Ada as part of a more comprehensive alternative bicycle route, given they are adjacent to Hopkins and only one block apart, to provide additional east/west bicycle route and ease congestion along Hopkins
- To increase pedestrian safety on Hopkins, build center islands of refuge for pedestrians
- To slow vehicle speeds and enhance safety for all Hopkins street users, add traffic calming measures such as speed cushions as well as vertical deflectors
- Develop and implement a comprehensive Curb Management Plan for the commercial, recreational, and residential areas around Hopkins Street that includes ADA parking spaces, loading zones, short-term parking zones, waste collection service needs, and metering adjacent to commercial and/or recreational uses to encourage parking turnover
- In addition, as part of the comprehensive Curb Management Plan, explore the feasibility of expanding the Residential Preferential Parking (RPP) Eligibility Map to the Hopkins Street corridor, along with the ability of Hopkins Street residents living on or adjacent to a block with parking loss to obtain an RPP permit for the nearest street

POLICY COMMITTEE RECOMMENDATION

On April 15, 2026, the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee adopted the following action: M/S/C (Lunaparra/Taplin) to send the item to council with a qualified negative recommendation to be rejected unless amended to include; protected bike lanes on Hopkins Street from Sutter to Gilman; direction to staff to develop and present options for extending the bike lane infrastructure westward to Acton, Peralta, or Stannage; direction to staff to immediately identify and secure funding for all proposed pedestrian, transit and bicycle improvements, and direction to staff to utilize existing completed traffic studies and prior public process outcomes to limit unnecessary delays and costs. Vote: All Ayes.

The revised recommendation presented in this Council item responds to the recommendation made by the Facilities, Infrastructure, Transportation, Environment & Sustainability (FITES) Policy subcommittee of the City Council—on April 15, 2026. At that meeting, the FITES Committee comprised of Councilmembers Cecilia Lunaparra, Terry Taplin, and Mark Humbert made the following recommendation related to the prior February 2026 version of this item, which requested repaving of Hopkins Street with pedestrian safety improvements only:

M/S/C (Lunaparra/Taplin) to send the item to Council with a qualified negative recommendation to be rejected unless amended to include: protected bike lanes on Hopkins Street from Sutter to Gilman; direction to staff to develop and present options for extending the bike lane infrastructure westward to Acton, Peralta, or Stannage; direction to staff to immediately identify and secure funding for all proposed pedestrian, transit and bicycle improvements, and direction to staff to utilize existing completed traffic studies and prior public process outcomes to limit unnecessary delays and costs.

CURRENT SITUATION AND ITS EFFECTS

Given Failed and Poor Pavement Condition of Hopkins Street, City Council Must Provide Direction to Public Works Staff Without Further Delay.

The overall pavement quality of the Hopkins corridor is poor, presenting a danger to all users of all abilities. Of the 12 segments that run from Sutter Street to San Pablo Avenue, only two are considered in fair condition on a scale of 0 to 100, with zero being “failed” and 100 being “brand new.” Eight other segments along the corridor are considered in “poor” condition, ranging on the scale from 33 to 46, while two are rated as “failed,” with scores of 19 and 24 respectively.⁵ The specific scores of each segment can be found in Exhibit 1 below. The poor pavement condition and high-volume usage of the commercial corridor and public amenities contribute to safety concerns.

Exhibit 1: Hopkins Street Segments are Mostly in Failed or Poor Pavement Condition

District	Street Name	Beg Location	End Location	Last Calc PCI	Calc PCI Date	Condition	PCI Range	Last MNR Date	Last MNR Treatment
1	Hopkins Street	San Pablo Ave	Stannage Ave	46	7/24/2024	Poor (50-31)	50-41	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Stannage Ave	Northside Ave	61	7/24/2024	Fair (70-51)	70-61	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Northside Ave	Peralta Ave	66	7/24/2024	Fair (70-51)	70-61	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Peralta Ave	Gilman St	43	7/24/2024	Poor (50-31)	50-41	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Gilman St	Sacramento St	19	7/24/2024	Failed (30-0)	20-11	9/13/2002	Mill & Overlay w/ Fabric
1,5	Hopkins Street	Sacramento St	Hopkins Ct	39	7/24/2024	Poor (50-31)	40-31		
5	Hopkins Street	Hopkins Ct	Monterey Ave	40	07/09/2024	Poor (50-31)	40-31		
5	Hopkins Street	Monterey Ave	Mc Gee Ave	38	07/09/2024	Poor (50-31)	40-31	12/01/1989	Reconstruct Structure (AC)
5	Hopkins Street	Mc Gee Ave	Carlotta Ave	33	07/09/2024	Poor (50-31)	40-31	12/01/1989	Reconstruct Structure (AC)
5	Hopkins Street	Carlotta Ave	Josephine St	34	07/09/2024	Poor (50-31)	40-31	12/01/1989	Mill & Thick Overlay
5	Hopkins Street	Josephine St	The Alameda	39	07/09/2024	Poor (50-31)	40-31	07/01/1991	Reconstruct Structure (AC)
5	Hopkins Street	The Alameda	Sutter St	24	07/09/2024	Failed (30-0)	30-21	07/01/1991	Mill & Thick Overlay

Source: Department of Public Works

⁵ This rating system is used by the Metropolitan Transportation Commission, a transportation agency for the nine San Francisco Bay Area counties. See:

https://mtc.ca.gov/sites/default/files/documents/2026-01/PCI_table2024DataJanuary2026Update.pdf?cb=75f63c2d

Exhibit 2: A Segment of Hopkins Street between Gilman and Sacramento with Failing Pavement



Source: Councilmember Rashi Kesarwani

Hopkins Street Is a High-Injury Corridor for Bicyclists and Pedestrians.⁶

According to the City of Berkeley's Vision Zero Annual Report, 86 percent of Berkeley's severe and fatal collisions occur on just 15 percent of City streets. Hopkins is one of them. Between 2011 and 2026, 46 pedestrian and bicycle crashes occurred along the Hopkins corridor, resulting in 3 fatalities, 5 suspected serious injuries, 20 suspected minor injuries, 13 possible injuries, and 5 unspecified injuries. Among the most severe incidents, a pedestrian was killed at Hopkins and Monterey in April 2017, four cyclists suffered severe injury on Hopkins (at Carlotta, Monterey, The Alameda, and Albina) from April 2016 through November 2023, and one pedestrian suffered severe injury in June 2021 at Hopkins and Peralta, as shown in Exhibit 3 below. The median age of those killed or severely injured on the corridor is 67.5 years, underscoring the disproportionate risk this street poses to older adults. Collisions involving people riding bikes or walking make up almost 61 percent of collisions that result in death or severe injury, despite making up just 40 percent of trips in Berkeley.⁷ The pedestrian and bike safety features proposed in this item are a direct and overdue

⁶ Item #23 Vision Zero Annual Report, Berkeley City Council Meeting June 28, 2022, https://berkeleyca.gov/sites/default/files/documents/2022-06-28%20Item%2023%20Vision%20Zero%20Annual%20Report_0.pdf

⁷ Item #23 Vision Zero Annual Report, Berkeley City Council Meeting June 28, 2022, https://berkeleyca.gov/sites/default/files/documents/2022-06-28%20Item%2023%20Vision%20Zero%20Annual%20Report_0.pdf, p. 13 of 39.

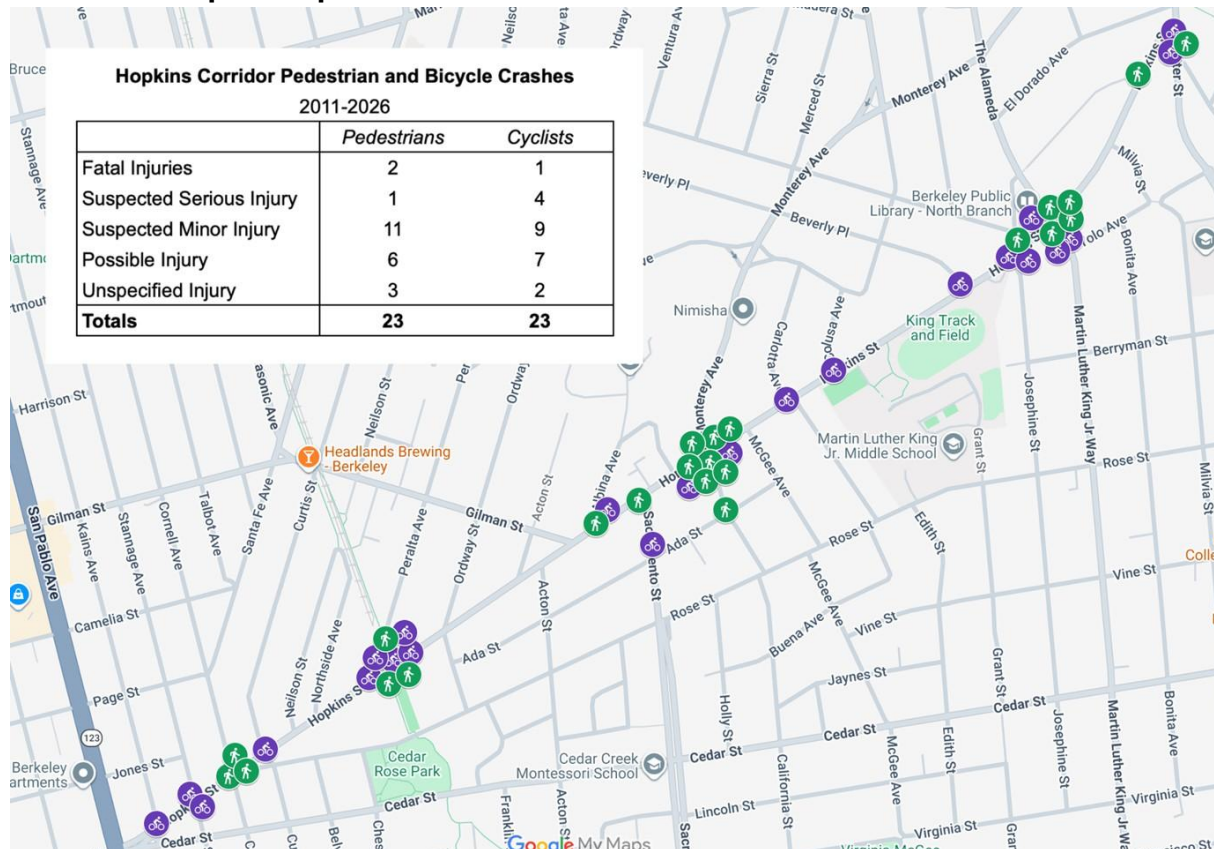
response to collisions that have occurred; all collisions over the last 15 years are shown in Exhibit 4 below.

Exhibit 3: Eight Fatal and Severe Incidents Occurred On or Near Hopkins Street from 2016 to 2025

Outcome	Date	Age	Mode	Location
Severe injury	April 30, 2016	24	Cyclist	Hopkins & Carlotta
Killed	February 8, 2017	78	Cyclist	Ada & Sacramento
Killed	April 14, 2017	69	Pedestrian	Hopkins & Monterey
Severe injury	June 11, 2017	51	Cyclist	Hopkins & Monterey
Severe injury	July 24, 2018	69	Cyclist	Hopkins & The Alameda
Severe injury	June 7, 2021	76	Pedestrian	Hopkins & Peralta
Severe injury	November 17, 2023	49	Cyclist	Hopkins & Albina
Killed	January 26, 2025	66	Pedestrian	California & Ada
Median age:		67.5		

Sources: Berkeley Police Transparency Hub, Traffic Safety: <https://bpd-transparency-initiative-berkeleypd.hub.arcgis.com/pages/traffic-safety>; Statewide Integrated Traffic Records System (SWITRS): <https://www.chp.ca.gov/programs-services/services-information/switrs-statewide-integrated-traffic-records-system/>; and California Crash Reporting System (CCRS): <https://data.ca.gov/dataset/ccrs>

Exhibit 4: Map of Hopkins Corridor Pedestrian and Bike Crashes 2011- 2026



Sources: Berkeley Police Transparency Hub, Traffic Safety: <https://bpd-transparency-initiative-berkeleypd.hub.arcgis.com/pages/traffic-safety>; Statewide Integrated Traffic Records System (SWITRS): <https://www.chp.ca.gov/programs-services/services-information/switrs-statewide-integrated-traffic-records-system/>; and California Crash Reporting System (CCRS): <https://data.ca.gov/dataset/ccrs>

Updated Review by Fire Department Shows Class IV Separated Bikeways Can Retain Workable Emergency Access. Three years ago, Fire Department concerns were among the issues that brought the Hopkins Corridor project to a halt. The April 2023 off-agenda memo from the City Manager⁸ cited unresolved questions about lane widths, the absence of fire code official approval for traffic calming devices, and the inability to quantify the project's impact on evacuation times along this designated Emergency Access and Evacuation Route. Those concerns have now been resolved. The City completed its Evacuation Time Study in 2025. Fire staff have since reviewed and approved the proposed traffic calming features under Berkeley Fire Code Section 503.4.1. And the design maintains 26-foot curb-to-curb widths within 20 feet of fire hydrants wherever feasible, consistent with Berkeley Fire Code Appendix D. Critically, Fire staff have confirmed that lane widths of 11 feet preferred and 10.5 feet minimum are acceptable—the same widths that a one-way Class IV separated bikeway configuration on each side of Hopkins would maintain. The fire safety objections that

⁸ City Manager Dee Williams-Ridley April 4, 2023 off-agenda memo: Public Information for Hopkins Corridor Project: <https://berkeleyca.gov/sites/default/files/documents/2023-04-05%20Public%20Information%20for%20Hopkins%20Corridor%20Project.pdf>

contributed to the indefinite pause of this project—and drove the February 10, 2026 item requesting paving of Hopkins Street with pedestrian safety improvements only—no longer exist.

Extending Hopkins Class Protected Bike Lanes to Ohlone Greenway Provides Critical Low-Stress, Regional Connection . . . In response to Councilmember Rashi Kesarwani’s May 2022 referral to extend Hopkins corridor complete streets bicycle and pedestrian improvements west of Gilman Street,⁹ staff presented three extension options to neighbors and other stakeholders during a December 2022 community meeting, including protected bike lanes extended to (1) Acton Street, (2) Ohlone Greenway / Peralta Avenue, and (3) Kains Avenue (then the planned street for the Parallel Bikeway for San Pablo Avenue).¹⁰ While low-stress bikeways (along Ninth and California streets) and the Ohlone Greenway run north-south through west and central Berkeley, there is currently no low-stress network that connects the bikeways and Ohlone Greenway north of Virginia Street, as Exhibit 5 below illustrates. Significantly, the City is planning to implement the Ohlone Greenway Safety Improvements Project, expected to break ground this summer 2026, to further enhance safety along this Class I bikeway.¹¹ The reallocation of parking that will be necessary to extend protected bike lanes to the Ohlone Greenway / Peralta Avenue (discussed further below) is recommended because of the importance of providing a safe connection to the Ohlone Greenway. Further extension of protected bike lanes to Stannage Avenue—where a parallel bike route is planned by the Alameda County Transportation Commission—should be studied prior to implementation to consider adequate parking availability on nearby blocks and other potential mitigations related to parking demand.

⁹ May 10, 2022 City Council Meeting: Extension of Hopkins Corridor Complete Streets Bicycle and Pedestrian Improvements to Enable Safe and Equitable Access to Public Resources: <https://berkeleyca.gov/sites/default/files/documents/2022-05-10%20Item%2033%20Kesarwani.pdf>

¹⁰ Presentation for the Virtual Community Meeting for the Hopkins Corridor Transportation Safety Project West of Gilman Street, December 12, 2022: <https://berkeleyca.gov/sites/default/files/documents/Hopkins%20West%20Virtual%20Community%20Meeting%2020221212.pdf>

¹¹ This project will make improvements to the Ohlone Greenway multi-use pathway from Virginia Gardens on the south end to Santa Fe Avenue/Albany border to the north. City of Berkeley’s webpage, Ohlone Greenway Safety Improvements Project: <https://berkeleyca.gov/your-government/our-work/capital-projects/ohlone-greenway-safety-improvements-project>

Exhibit 5: Low-Stress Bicycle Network and Intersections with High Stress Network and Intersection Gaps



FIGURE ES-1: LOW STRESS NETWORK & INTERSECTIONS WITH HIGH STRESS NETWORK & INTERSECTION GAPS

CORRIDORS	INTERSECTIONS
LTS 1 - ALL AGES AND ABILITIES	LTS 1 - ALL AGES AND ABILITIES
LTS 2 - INTERESTED BUT CONCERNED	LTS 2 - INTERESTED BUT CONCERNED
NETWORK GAPS	INTERSECTION GAPS
LTS 3 - ENTHUSIASTIC AND CONFIDENT	LTS 3 - ENTHUSIASTIC AND CONFIDENT
LTS 4 - STRONG AND FEARLESS	LTS 4 - STRONG AND FEARLESS

Source: 2017 City of Berkeley Bicycle Plan, Executive Summary, p. ES-10

. . . While Extending Bike Lanes to Sutter Street Connects to Milvia Bike Boulevard. Providing a Class IV separated bikeway to The Alameda and continuing a Class II buffered bicycle lane from The Alameda to Sutter Street enables a connection to the Milvia Bike Boulevard.

To Make Hopkins Safe for All Users, This Design Will Require Reallocation of On-Street Parking. In order to provide adequate street width for the Class IV separated bikeways on both sides of Hopkins Street, on-street parking will need to be

reallocated. While parking can be retained on the south side of Hopkins between The Alameda and California Street / Monterey Avenue—where the street’s width ranges from 41 to 46 feet—it will need to be repurposed from California Street / Monterey Avenue to Peralta Avenue / Ohlone Greenway, as the road narrows to 36 feet. For this reason, this item requests the development and implementation of a comprehensive Curb Management Plan for the commercial, recreational, and residential areas around Hopkins Street that includes additional ADA parking spaces, loading zones, short-term parking zones, waste collection service needs, and metering areas adjacent to commercial and/or recreational uses to encourage parking turnover. Further, the item requests exploration of expanding the Residential Preferential Parking (RPP) Eligibility Map to this area, along with the ability of residents of Hopkins Street living on or adjacent to a block with parking loss to obtain an RPP permit for the nearest street. We recognize that this item represents an unprecedented repurposing of the public right-of-way from parking to bike infrastructure, and every effort will be made to accommodate all street users. As the City’s population grows with new housing planned at the North Berkeley BART Station and other locations, it is critical to plan for safe and convenient modes of travel through walking, biking, and transit use.

BACKGROUND

Hopkins Street serves as a major east–west arterial in North Berkeley, linking the Berkeley Hills to San Pablo Avenue and Interstate-80. It is unique in that it combines dense residential neighborhoods with a neighborhood-serving commercial district centered around the intersection of Hopkins Street and Monterey Avenue / California Street. This area includes Monterey Market, Magnanis Poultry, Hopkins Street Bakery, Gioia Pizza, the Berkeley Horticulture Nursery, Espresso Roma Cafe, and other long-standing small businesses that serve the neighborhood and also draw visitors from across Berkeley. The corridor is also home to the North Branch of the Berkeley Library, several schools including Mustard Seed, Hopkins Preschool, King Middle School (including King track, playgrounds, and pool), and St. Mary’s High School, as well as a high concentration of both families and seniors. It is also the most direct route used by northwest Berkeley residents to access these public services and amenities that are not readily available in their own neighborhoods.

ALTERNATIVE ACTIONS CONSIDERED

In February 2026, Councilmembers Shoshana O’Keefe and Rashi Kesarwani submitted a referral to the City Manager to prioritize paving Hopkins Street from Sutter Street to San Pablo Avenue with pedestrian safety improvements by Fiscal Year 2027-28 to address the failing condition of the street that continues to impact all users. The referral asked for pedestrian safety features only as it relied heavily on the prior off-agenda memo from 2023 that cited unresolved questions about lane widths, the

absence of fire code official approval for traffic calming devices, and concerns about evacuation times, all of which have since been resolved and are no longer an issue.

ENVIRONMENTAL SUSTAINABILITY

According to Berkeley's 2025 Climate Action Plan update, transportation is the largest source of greenhouse gas emissions in the City (58 percent of emissions), largely due to private vehicle use. Building connected, safe active transportation facilities advances the City's climate, health, and safety goals.

The Hopkins Street paving project is subject to the City of Berkeley's Green Infrastructure (GI) requirements, which were established to comply with the San Francisco Bay Regional Water Quality Control Board's Stormwater Municipal Regional National Pollutant Discharge Elimination System (NPDES) Permit (MRP3).

FISCAL IMPACTS

At the April FITES Committee meeting, Public Works staff reported that the cost of repaving with bikeways would be on the order of magnitude of \$14-15 million, compared to \$11 million for paving with pedestrian safety features only. The February 2026 version of this item requesting pedestrian safety features only was based on our prior understanding of the need for significant infrastructure upgrades to meet concerns raised by the Fire Department. With Fire concerns addressed without the need for costly infrastructure upgrades, we believe that the marginal increase of the bikeway here is a cost worth bearing to provide safety benefits on a high-injury corridor. We should note that all plans will require funding for mandatory green infrastructure.

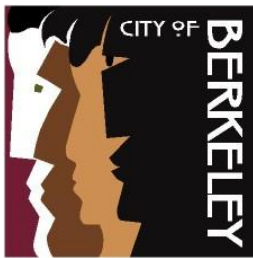
CONTACT

Rashi Kesarwani, Councilmember District 1

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ATTACHMENTS

1. Budget Referral: Hopkins Street Corridor Traffic and Placemaking Study, January 28, 2018
2. Supplemental Material for the Hopkins Corridor Project Conceptual Design: Extension of Hopkins Corridor Complete Streets Bicycle and Pedestrian Improvements to Enable Safe and Equitable Access to Public Resources, May 10, 2022
3. Referral: Scheduling Hopkins Street for Paving with Pedestrian Safety Improvements, February 10, 2026



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

Councilmember Sophie Hahn, Council District 5, (510) 981-7150



Rashi Kesarwani
Councilmember, District 1

**SUPPLEMENTAL AGENDA MATERIAL
for Supplemental Packet 1**

Meeting Date: April 26, 2022

Item Number: 33

Item Description: Hopkins Corridor Project Conceptual Design

Submitted by: Councilmember Rashi Kesarwani

This supplemental material contains a referral to the City Manager to extend the bicycle and pedestrian safety improvements planned for Hopkins (for the Monterey to Gilman segment) further west to San Pablo Avenue, contingent upon holding two community engagement meetings to seek input from stakeholders. This referral is complementary to direction presented by staff in item # 33 and is not intended to modify it in any way.



Rashi Kesarwani
Councilmember District 1

Action Calendar
May 10, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Councilmember Rashi Kesarwani (Author)

SUBJECT: Extension of Hopkins Corridor Complete Streets Bicycle and Pedestrian Improvements to Enable Safe and Equitable Access to Public Resources

RECOMMENDATION

Direct the City Manager to extend the bicycle and pedestrian safety improvements planned for Hopkins (for the Monterey to Gilman segment) further west to San Pablo Avenue, contingent upon holding two community engagement meetings to seek input from stakeholders, such as roadway users, residents, visitors, employees, business owners, and the Transportation Commission.

The community meetings should specify benefits of extending the proposed bicycle and pedestrian improvements from Monterey to Gilman further west to San Pablo Avenue, including:

- **Pedestrian and Bicycle Safety.** All pedestrians and bicyclists would experience greater safety as a result of the proposed upgrades, such as bulbouts, raised crosswalks, and protected bike lanes, consistent with the City's Vision Zero Action Plan.
- **Enhancing the Low-Stress Bicycle Network.** Extension of bike lanes on Hopkins to San Pablo Avenue is recommended in the City's Bicycle Plan.¹ It would improve the City's bicycle network, enabling low-stress connections to the Ohlone Greenway, the San Pablo corridor, and a

¹ 2017 City of Berkeley Bicycle Plan, Section 5 Proposed Bikeway Network, p.3
https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017_Ch5_ProposedBikewayNetwork.pdf

potential parallel bikeway on Kains Avenue under consideration as part of the San Pablo Avenue Corridor Project.²

- **Traffic Calming.** A protected bike lane for the full length of Hopkins would have the effect of narrowing the roadway and slowing car speeds west of Gilman—where neighbors have expressed a need for traffic calming.
- **Safe and Equitable Access for West Berkeley Residents.** The pedestrian and bicycle safety improvements proposed for Hopkins—if fully extended to San Pablo Avenue—would enable residents of West Berkeley to safely access public services and amenities, such as schools (i.e., King Middle School, Ruth Acty Elementary School, and the Mustard Seed Preschool), the Berkeley Public Library (North Branch); King pool, tennis courts, track, sports field, and playgrounds; Monterey Market, and other commercial establishments. *Without the extension of the pedestrian and bicycle safety improvements to San Pablo Avenue, bicyclists and pedestrians initiating trips from West Berkeley would not have equally safe access to these public services and amenities compared to residents living east of Gilman.*

Further, the community engagement meetings should address strategies to manage parking impacts, including:

- Automatic inclusion of specified nearby residential blocks into the Residential Preferential Parking (RPP) program, with the ability of blocks to opt out if greater than 50 percent of residents wish to do so; and/or
- Allowance for a “front yard setback” permit to enable driveway expansion.

Outreach and engagement for the Hopkins Corridor Traffic and Placemaking Study (Gilman to Sutter) began in October 2020, with construction expected to begin in late summer/early fall of 2023. This referral is presented as supplemental to the staff recommendations for Gilman to Sutter and in no way seeks to modify them.

CURRENT SITUATION AND ITS EFFECTS

More than 70 Percent of Berkeley Residents are “Interested but Concerned” About Biking Without Protected Paths. The City of Berkeley’s Bicycle Plan found in a representative survey that 71 percent of Berkeley residents were “interested but concerned” about bicycling, meaning they are somewhat inclined towards bicycling though are held back due to concern over

² Alameda County Transportation Commission, San Pablo Avenue Corridor Project, <https://www.alamedactc.org/programs-projects/multimodal-arterial-roads/sanpabloave/>

sharing the road with cars. This group prefers separated bikeways and low traffic streets. Further, the Bicycle Plan survey indicated that 90 percent of residents already bicycle or would consider doing so if the right conditions exist: low-stress bicycle infrastructure and better road conditions.³ That is, the vast majority of Berkeley residents would welcome a continuous and connected system of low-stress bikeways, defined as a facility that is suitable for all ages and all abilities of bike users, including children.

The Full Length of Hopkins is an Important Corridor for the City's Bike Network. The Bicycle Plan recommends a low-stress Bicycle Network, as shown in Exhibit 1.⁴ Significantly, it also shows that the current low-stress network and intersections are interrupted by a high-stress network and intersection gaps that are not suitable for bicyclists of all ages and abilities.

Exhibit 1: Low-Stress Bicycle Network and Intersections with High Stress Network and Intersection Gaps



FIGURE ES-1: LOW STRESS NETWORK & INTERSECTIONS WITH HIGH STRESS NETWORK & INTERSECTION GAPS



Source: 2017 City of Berkeley Bicycle Plan, Executive Summary

As Exhibit 1 shows, while low-stress bikeways and the Ohlone Greenway run north-south through west and central Berkeley (along Ninth and California

³ 2017 City of Berkeley Bicycle Plan, Berkeley Resident Survey, Executive Summary, p. ES-6, https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB2923

⁴ 2017 City of Berkeley Bicycle Plan, <https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017-Executive%20Summary.pdf>

streets), there is currently no low-stress network that connects the bikeways and Ohlone Greenway north of Virginia Street. Only Hopkins Street west of California Street—a *high-stress* bikeway—directly connects northwest Berkeley residents and Ohlone Greenway users to amenities along the Hopkins corridor in North Berkeley. Improving the full length of Hopkins Street by making it a low-stress bikeway would help increase connectivity opportunities, allowing cyclists greater range of travel throughout the city.

Important Public Services and Amenities Are Provided On or Near

Hopkins. Important public services and amenities are only available on or near Hopkins, including Ruth Acty Elementary School, King Middle School, and the Mustard Seed Preschool; King pool, tennis courts, track, sports field, and playgrounds; Berkeley Public Library (North Branch); and Monterey Market, among other commercial establishments. Hopkins Street is the most direct route connecting motorists, cyclists, and pedestrians coming from West Berkeley eastward in order to access these public services and amenities that by and large do not exist in Northwest Berkeley. Similarly, Hopkins Street is a major access route connecting cyclists to the Ohlone Greenway bike path going northward beyond Berkeley, and can easily connect travelers to Kains Street, a potential parallel bikeway under consideration through the San Pablo Avenue Corridor Project. As such, the full length of Hopkins (west of Gilman to San Pablo Avenue) warrants the same bicycle and pedestrian safety improvements.

BACKGROUND

2018 City Council Referral Initiated Hopkins Corridor Traffic and

Placemaking Study. The Hopkins Corridor Traffic and Placemaking Study originated with a January 2018 budget referral submitted by Councilmember Sophie Hahn. The item was submitted after two fatalities—of a pedestrian and a bicyclist—occurred at intersections along Hopkins in 2017.⁵ Between 2016 to 2019, the Hopkins corridor witnessed a total of 18 collisions resulting in injuries or fatalities, with 78 percent of the collisions involving pedestrians or cyclists.⁶ The Council item from Councilmember Hahn called for taking a “complete streets” approach to the study, emphasizing the need to recognize the range of users, including pedestrians, cyclists and vehicles, while also prioritizing safety for all and easy access to the small businesses populating the commercial area. The study also called for a robust community outreach and input process, which began in October 2020 and concluded in early May 2022.

⁵ Item #28 “Budget Referral: Hopkins Street Corridor traffic and Placemaking Study,” Jan. 23, 2018

⁶ Hopkins Corridor Traffic and Placemaking Study, <https://berkeleyca.gov/your-government/our-work/capital-projects/hopkins-corridor-traffic-and-placemaking-study>, Staff Presentation: Hopkins Street from Sutter to the Alameda, March 1, 2022, slide #9.

Community Process for the Hopkins Corridor Improvements from Gilman to Sutter Streets. Throughout the community process, which began in October 2020, staff identified key areas of concern to stakeholders: interest in improving pedestrian safety and protecting cyclists, concern over loss of on-street parking, and the desire to support the unique array of small businesses that make the corridor special. In total, staff conducted three workshops between October 2020 and October 2021, had roughly 40 discussions with business owners and other representatives of institutions along the corridor, and received more than 1,000 emails and phone calls from various constituents. During three successive weeks in March 2022, city staff met with residents living on and in close proximity to Hopkins Street to discuss conceptual designs and staff recommendations for the complete streets approach to redesigning the Hopkins corridor from Gilman Street to Sutter.⁷ This three-part series of community workshops was intended to engage all stakeholders of the corridor: residents, business owners, employees, and visitors to understand the particular needs of the community. Integrating the variety of stakeholder feedback and concerns, staff recommended a bi-directional bikeway from Gilman to the Alameda, switching to a buffered bike lane on the north side of the street, and a parking protected bike lane on the south side of the street from the Alameda up to Sutter. This referral is an accompaniment to the staff recommendation as it seeks to extend community outreach to the westernmost portion of Hopkins Street for the purposes of installing similar bike and pedestrian improvements.

FISCAL IMPACTS

This referral is requesting two community meetings to be conducted by city transportation staff to engage District 1 residents on or in close proximity to the westernmost portion of Hopkins Street and the broader community. It is recommended that the meetings take place by the end of the calendar year to ensure the Hopkins Corridor improvement process stays on schedule, and to schedule at least one meeting with the Transportation Commission.

RATIONALE FOR RECOMMENDATION

Extending a Protected Bike Lane Along Hopkins Upholds Berkeley's Stated Goals and Values Articulated in Our Vision Zero and Bicycle Plans.

There are multiple rationales for this supplemental referral. First and foremost, the potential to extend a protected bike lane along the remainder of the western portion of Hopkins Street directly aligns with both the City's Vision Zero Action

⁷ Hopkins Corridor Traffic and Placemaking Study, <https://berkeleyca.gov/your-government/our-work/capital-projects/hopkins-corridor-traffic-and-placemaking-study> (March 1, 2022: Hopkins Street from Sutter to the Alameda; March 7, 2022: Hopkins Street from the Alameda to McGee; March 14, 2022: Hopkins Street from McGee to Gilman Street)

Plan adopted in 2019⁸ and the City of Berkeley's Bicycle Plan, approved May 2017.⁹ Berkeley's adoption of a Vision Zero Plan endorses the engineering strategy to design and build our streets to eliminate severe injuries and fatalities, prioritizing safety for all users. As noted on p.17 of the Vision Zero Plan, "slower streets are safer streets," and adding a protected bike lane has a traffic calming effect on all users, slowing speeds.¹⁰ The City's Bicycle Plan recognizes that a large majority of Berkeley residents are interested, but concerned, about bicycling and asserts the goal of making Berkeley a bicycle friendly city where cycling is a safe, comfortable and convenient form of transportation and recreation for all people (Executive Summary, p.1). Making the full length of Hopkins Street a low-stress bikeway would expand the continuous and connected bicycle network.

Providing a Protected Bike Lane on the Western Portion of Hopkins Connects West Berkeley Residents to Public Services and Other Bike Routes. The potential for a protected bike lane along all of Hopkins Street is an important safety measure for West Berkeley residents who regularly use this corridor for public services and amenities that are not available in their own neighborhood. It also enhances safety for all cyclists who can use this corridor to seamlessly connect with other bike routes in the City.

Adding a Protected Bike Lane Now to the Scope of Repaving Work on Hopkins Makes Economic Sense. Adding the extension of the protected bicycle lane on Hopkins to the scope of repaving work now makes economic sense as it will be more expensive to add this safety measure in the future if it becomes a stand-alone project. This is especially true as construction costs continue to rise. Because of this time constraint, it is crucial that we hear from residents and community members that would be most affected by such an improvement before finalizing repaving plans. Residents should be fully aware of the impacts of adding a protected bicycle lane along the entire length of Hopkins Street, particularly as it relates to on-street parking, and understand what mitigating efforts the City could offer to help offset any negative impacts. The proposed community engagement meetings would allow the City to share

⁸ City of Berkeley Vision Zero Action Plan, March 2019, <https://berkeleyca.gov/sites/default/files/2022-02/Berkeley-Vision-Zero-Action-Plan.pdf><https://berkeleyca.gov/sites/default/files/2022-02/Berkeley-Vision-Zero-Action-Plan.pdf>

⁹ City of Berkeley Bicycle Plan, May 2, 2017, <https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017-Executive%20Summary.pdf>

¹⁰ See Science Daily May 29, 2019 article: [Cycling Lanes Reduce Fatalities for all Road Users Study Shows](https://www.sciencedaily.com/releases/2019/05/190529113036.htm), <https://www.sciencedaily.com/releases/2019/05/190529113036.htm>

this information while providing community members the opportunity to share their feedback.

ENVIRONMENTAL IMPACTS

Extending a protected bicycle lane along the entire length of Hopkins Street aligns with our city's Climate Action Plan¹¹ as it would make this transit corridor safer for cyclists, thus incentivizing carbon-free trips. This will help reduce vehicle miles traveled and transportation-related emissions, the biggest contributors to greenhouse gas emissions in the city.

CONTACT

Councilmember Rashi Kesarwani, District 1

(510) 981-7110

¹¹ City of Berkeley Climate Action Plan, 2009, <https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017-Executive%20Summary.pdf>



Councilmember Shoshana O’Keefe, District 5
Councilmember Rashi Kesarwani, District 1

To: Honorable Mayor and Members of the City Council
From: Councilmember Shoshana O’Keefe and Councilmember Rashi Kesarwani (Co-Authors), Mayor Adena Ishii and Councilmember Mark Humbert (Co-Sponsors)
Subject: Scheduling Hopkins Street for Paving with Pedestrian Safety Improvements

RECOMMENDATION

Refer to the City Manager to prioritize paving Hopkins Street from Sutter to San Pablo with pedestrian safety improvements by Fiscal Year 2026-27 or FY 2027-28 at the latest.

Refer to the City Manager to work with the Department of Public Works to:

1. Perform an in-house safety assessment of Hopkins, west of Gilman Street to recommend appropriate pedestrian safety enhancements;¹
2. Incorporate pedestrian safety improvements into the paving project, including but not limited to additional and improved crosswalks, lighting enhancements, and traffic calming measures consistent with the City’s Vision Zero and Pedestrian Plans; and
3. Return to Council by May 2026, as part of the biennial budget development process, for FY 2026-28 with a recommended timeline, scope of work, cost and funding source(s).

CURRENT SITUATION AND ITS EFFECTS

The overall pavement quality of the Hopkins corridor is poor. Of the 12 different segments that run from Sutter to San Pablo Avenue only two are considered in fair condition on a scale of 0 to 100, with zero being “failed” and 100 being “brand new.” Eight other segments along the corridor are considered in “poor” condition, ranging on the scale from 33 to 46, while two are rated as “failed,” with scores of 19 and 24 respectively.² The exact scores of each segment can

¹ The Hopkins Corridor Traffic and Placemaking Study originally only considered design improvements between Gilman Street and Sutter leaving the segments of Hopkins west of Gilman with no prior staff safety assessment.

² This rating system is used by the Metropolitan Transportation Commission, a transportation agency for the nine San Francisco Bay Area counties. See: https://mtc.ca.gov/sites/default/files/documents/2026-01/PCI_table2024DataJanuary2026Update.pdf?cb=75f63c2d

be found in Exhibit 1 in the section below. This item is recommending doing only pedestrian upgrades because Measure FF, the sidewalk and street repairs parcel tax passed by the voters in November 2024 with 60 percent approval, specifically notes, “Proceeds of the tax may not be used to fund bicycle-specific safety improvements (such as cycletracks or protected bikes lanes) on Hopkins Street between McGee and Gilman.”³

BACKGROUND

Hopkins serves as a major east–west arterial in North Berkeley, linking the Berkeley Hills to San Pablo Avenue and I-80. It is unique in that it combines dense residential neighborhoods with a neighborhood-serving commercial district centered around the intersection of Hopkins Street and Monterey Avenue. This area includes the Monterey Market, Magnanis Poultry, Hopkins Street Bakery, Gioia Pizza, the Berkeley Horticulture Nursery, Espresso Roma Cafe, and other long-standing small businesses that serve the neighborhood and also draw visitors from across Berkeley. The corridor is also home to the North Branch of the Berkeley Library, several schools including Mustard Seed, Hopkins Preschool, King Middle School, and St. Mary’s High School, as well as a high concentration of both families and seniors. It is also the most direct route used by northwest Berkeley residents to access these public services and amenities that are not readily available in their own neighborhoods.

The street has a documented history of pedestrian and bicycle safety concerns, and has been identified in Berkeley’s Vision Zero Plan as a high injury street.⁴ Many intersections are outdated, lacking modern safety features and in the last several decades, the street has been home to fatalities and severe injuries. In 2017, a crash claimed the life of a Berkeley resident, prompting a referral from then Councilmember Sophie Hahn for a traffic and placemaking study for the corridor. In an April 2023 off-agenda memo, former City Manager Dee Williams-Ridley, cited vacancies within the Transportation Division of the Public Works Department as the reason for pausing the work previously directed by the City Council, which was to further develop designs for the Hopkins project.⁵

Although the City had previously set aside funding for the Hopkins Paving Project, City Council reallocated \$2.8 million of those funds on June 13, 2023, to close the Measure T1 funding gap.⁶ An additional \$900,000 was later removed from the project during the adoption of the FY 2023-

³ Measure FF ballot statement and text of the ballot measure:

https://berkeleyca.gov/sites/default/files/documents/24%20-%20Measure%20FF%20-%20City%20of%20Berkeley%20-%20SAFE%20Streets_3.pdf, page 6 of 14.

⁴ June 28, 2022 Regular City Council meeting, agenda item #23: “Vision Zero Annual Report.”

https://berkeleyca.gov/sites/default/files/documents/2022-06-28%20Item%2023%20Vision%20Zero%20Annual%20Report_0.pdf

⁵ April 4, 2023 Public Information Report for Hopkins Corridor Project:

<https://berkeleyca.gov/sites/default/files/documents/2023-04-05%20Public%20Information%20for%20Hopkins%20Corridor%20Project.pdf>

⁶ November 28, 2023 Regular City Council meeting agenda item #17: “Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028.” <https://berkeleyca.gov/sites/default/files/documents/2023-11-28%20Item%2017%20Street%20Rehabilitation%20Five%20Year%20Plan.pdf>

24 budget. However, when the City Council approved the Street Rehabilitation Five-Year Plan for Fiscal Years 2024-2028, staff committed to completing Hopkins as soon as possible and no later than this five-year cycle.⁷

As of today, Hopkins Street from Sutter to San Pablo remains on the City's 5 Year Paving Plan as a 2023 holdover.⁸ The state of the street has only continued to worsen, with parts of Hopkins rated among the worst Pavement Condition Index scores in the City. From an asset management perspective, the current Pavement Condition Index (PCI) scores present a critical urgency.

Exhibit 1: Hopkins Street Segments Are Mostly in Failed or Poor Pavement Condition

District	Street Name	Beg Location	End Location	Last Calc PCI	Calc PCI Date	Condition	PCI Range	Last MNR Date	Last MNR Treatment
1	Hopkins Street	San Pablo Ave	Stannage Ave	46	7/24/2024	Poor (50-31)	50-41	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Stannage Ave	Northside Ave	61	7/24/2024	Fair (70-51)	70-61	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Northside Ave	Peralta Ave	66	7/24/2024	Fair (70-51)	70-61	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Peralta Ave	Gilman St	43	7/24/2024	Poor (50-31)	50-41	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Gilman St	Sacramento St	19	7/24/2024	Failed (30-0)	20-11	9/13/2002	Mill & Overlay w/ Fabric
1,5	Hopkins Street	Sacramento St	Hopkins Ct	39	7/24/2024	Poor (50-31)	40-31		
5	Hopkins Street	Hopkins Ct	Monterey Ave	40	07/09/2024	Poor (50-31)	40-31		
5	Hopkins Street	Monterey Ave	Mc Gee Ave	38	07/09/2024	Poor (50-31)	40-31	12/01/1989	Reconstruct Structure (AC)
5	Hopkins Street	Mc Gee Ave	Carlotta Ave	33	07/09/2024	Poor (50-31)	40-31	12/01/1989	Reconstruct Structure (AC)
5	Hopkins Street	Carlotta Ave	Josephine St	34	07/09/2024	Poor (50-31)	40-31	12/01/1989	Mill & Thick Overlay
5	Hopkins Street	Josephine St	The Alameda	39	07/09/2024	Poor (50-31)	40-31	07/01/1991	Reconstruct Structure (AC)
5	Hopkins Street	The Alameda	Sutter St	24	07/09/2024	Failed (30-0)	30-21	07/01/1991	Mill & Thick Overlay

Source: Department of Public Works

⁷ November 28, 2023 Regular City Council meeting agenda item #17: "Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028." <https://berkeleyca.gov/sites/default/files/documents/2023-11-28%20Item%2017%20Street%20Rehabilitation%20Five%20Year%20Plan.pdf>

⁸ November 28, 2023 Regular City Council meeting agenda item #17: "Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028." <https://berkeleyca.gov/sites/default/files/documents/2023-11-28%20Item%2017%20Street%20Rehabilitation%20Five%20Year%20Plan.pdf>

Exhibit 2: A Segment of Hopkins Street between Gilman and Sacramento with a PCI of 19, indicating a failing pavement condition



Source: Councilmember Rashi Kesarwani

Along with paving, the pedestrian safety improvements proposed for this segment include:

- Reconstructed curb ramps
- Bulb-outs at Monterey/Hopkins (NW and NE corners with green infrastructure: 346 & 249 sq ft); Bulb-out at California/Hopkins (SE corner); Bulb-outs at all four corners at The Alameda/Hopkins, including approximately 556 sq ft of green infrastructure on the NW corner
- Relocation of the Hopkins/McGee crosswalk from west to east (requires a new north-side curb ramp)
- Raised crosswalk at Hopkins/Josephine (west side)
- Additional Rapid Flashing Beacons (RRFB), bulb-outs, pedestrian safety islands, stop signs and other types of improvements as recommended by staff to enhance safety at intersections and crossings west of Gilman Street

Given the safety concerns, the deteriorating condition of the street, and the fact that Hopkins Street has been on the paving plan for years, this referral asks the City Manager to follow through with the commitment the City made to the residents of Hopkins Street and move forward with paving the street with pedestrian safety and traffic calming measures.

REVIEW OF EXISTING PLANS, PROGRAMS, POLICIES AND LAWS

Advancing paving and pedestrian safety on Hopkins will support citywide goals and address deferred maintenance, in accordance with the City's Vision Zero and Pedestrian Plans.

CONSULTATION/OUTREACH OVERVIEW AND RESULTS

Councilmembers O'Keefe and Kesarwani met with the City Manager and Public Works, and both expressed interest in pursuing the project.

ENVIRONMENTAL SUSTAINABILITY

The Hopkins Street paving project is subject to the City of Berkeley's Green Infrastructure (GI) requirements, which were established to comply with the San Francisco Bay Regional Water Quality Control Board's Stormwater Municipal Regional National Pollutant Discharge Elimination System (NPDES) Permit (MRP3).

FISCAL IMPACTS

To be determined.

CONTACT

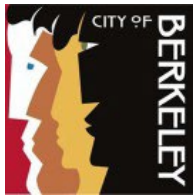
Councilmember Shoshana O'Keefe, sokeefe@berkeleyca.gov, (510) 981-7150

Councilmember Rashi Kesarwani, rkesarwani@berkeleyca.gov, (510) 981-7110

ATTACHMENT

1. Budget Referral: Hopkins Street Corridor Traffic and Placemaking Study⁹

⁹ January 28, 2018 Regular Council Meeting agenda item #28, "Budget Referral: Hopkins Street Corridor Traffic and Placemaking Study." <https://newspack-berkeleyside-cityside.s3.amazonaws.com/wp-content/uploads/2021/04/2018-01-23-Item-28-Budget-Referral-Hopkins.pdf>



Rashi Kesarwani
Councilmember, District 1

ACTION CALENDAR

July 28, 2026

TO: Honorable Mayor and Members of the City Council

FROM: Rashi Kesarwani (Author), Councilmember Mark Humbert (Co-Sponsor), and Mayor Adena Ishii (Co-Sponsor)

SUBJECT: Referral to Schedule Hopkins Street for Paving with Enhanced Safety Improvements for all Users

RECOMMENDATION

Given new information presented by the Fire Department that pedestrian and bike safety infrastructure on Hopkins Street “retains workable emergency access,”¹ refer to the City Manager to repave Hopkins Street from Sutter Street to San Pablo Avenue.

Additionally, refer to staff the development of two alternative plans for repaving Hopkins that provide enhanced safety for bicyclists, pedestrians, and motorists through the Hopkins/Ada/Rose corridor connecting North Berkeley and West Berkeley. BFD should review and approve both plans as prior BFD approval refers to two alternative options discussed at FITES, rather than this new item. Coordinate with AC Transit on bus stops and traffic calming measures. This request and the resulting alternative plans supersede the conceptual design approved by Council in Resolution No. 70,354 on June 28, 2022.

Then return to Council for final direction before developing detailed engineering plans. As part of that detailed engineering plan development, Public Works staff will conduct outreach to businesses, schools, houses of worship, residents, and other stakeholders along Hopkins Street. This outreach will focus on refining the design of the safety infrastructure to be responsive to operational needs along the corridor, particularly loading zones, short-term parking zones, ADA parking, waste collection service needs, and metered parking. The Hopkins Street commercial district is a neighborhood institution, and the goal of this design process is to ensure that safety improvements strengthen rather than undermine its vitality.

Alternative 1: Repave Hopkins Street from Sutter Street to San Pablo Avenue with inclusion of one-way Class IV separated bikeways on each side from The Alameda to Peralta Avenue / Ohlone Greenway with a minimum width of five feet.² Of the various cycle track and protected bikeway conceptual options that Public Works reviewed, staff deemed this configuration of separated cycle tracks to be the safest, while also providing the opportunity to retain the greatest amount of curbside parking.

Further, incorporate the following specific additional safety, parking management, and other features:

¹“Hopkins Street Alternatives 1 and 2 Overview,” Facilities, Infrastructure, Transportation, Environment & Sustainability (FITES) Policy Committee Meeting of the City Council, April 15, 2026, <https://berkeleyca.gov/sites/default/files/legislative-body-meeting-attachments/Item%2002%20Hopkins%20Street%20Alternatives%201%20and%202%20Overview.pdf>

² 2018 Caltrans Design Information Bulletin ([DIB 89-01](#)) has specific standards for Separated Bikeways (Class IV) within the curb to curb street width. These include 5' minimum width (7' preferred) for one-way bikeway and 2' minimum (3' preferred) for the buffer containing the vertical elements which can be Flexible Posts, inflexible physical barrier such as a landscape planter, on-street parking, or a raised island. If using on-street parking as the vertical element, then the buffer space has to be 3' minimum and widen out to 5' minimum adjacent to ADA accessible parking spaces. Federal Highway Administration guidance matches these DIB recommendations.

- From Sutter Street to The Alameda on Hopkins, install Class II buffered bike lanes on each side (similar to Monterey Avenue) and incorporate traffic calming to the extent feasible;
- From Peralta Avenue / Ohlone Greenway to Stannage Avenue on Hopkins,³ incorporate traffic calming speed cushions to the extent feasible, along with any other pedestrian safety features recommended by Public Works staff that are compatible with potential future bike lanes;
- Install a raised intersection, in which the entire intersection is elevated to approximate sidewalk grade as a vertical traffic-calming and pedestrian-priority treatment (similar to the raised intersection constructed at Bancroft Way and Telegraph Avenue as part of the Southside Complete Streets project), where Hopkins Street connects to Monterey Avenue and California Street;
- Incorporate pedestrian safety features included in the 2022-2023 conceptual design that continue to be deemed appropriate by Public Works staff;
- Redesign and reconstruct the intersection of Hopkins and Sacramento Streets to promote safety of all users;⁴
- Assess improvement of the intersection of Hopkins Street and The Alameda to promote safety of all users, with redesign and reconstruction contingent upon available funding;
- Install bus boarding islands (floating bus stops) at AC Transit stops with the bikeway routed behind the boarding platform;
- Address street and curb damage from old street trees including removal of trees that are intruding into the usable street width, impacting storm drainage, with replacement trees required at a 1:1 ratio;
- Develop and implement a comprehensive Curb Management Plan for the commercial, recreational, and residential areas around Hopkins Street that includes ADA parking spaces, loading zones, short-term parking zones, waste collection service needs, and metering adjacent to commercial and/or recreational uses to encourage parking turnover;
- In addition, as part of the comprehensive Curb Management Plan, explore the feasibility of expanding the Residential Preferential Parking (RPP) Eligibility Map to the Hopkins Street corridor, along with the ability of Hopkins Street residents living on or adjacent to a block with parking loss to obtain an RPP permit for the nearest street.

³ The Alameda County Transportation Commission developed a San Pablo Avenue Multimodal Corridor Program to improve safety and multimodal access for all users. This program includes the Parallel Bike Improvements Project in Berkeley that parallels San Pablo Avenue. The bikeway extends from the Albany border to Camelia Street along Kains Avenue, doglegs east and continues on Stannage Avenue - crossing Hopkins - traveling through to Virginia Street. See San Pablo Avenue Parallel Bike Improvements Project Plan Excerpts from December, 2025, pages 2 and 14: <https://www.alamedactc.org/wp-content/uploads/2026/01/SPA-Parallel-Bike-Project-Plan-Excerpts-Dec-2025.pdf> Project implementation start date is projected to be spring, 2027.

⁴ In the April 15, 2026 report to the FITES Council Policy Committee, staff wrote: "Traffic signal upgrades at Sacramento Street and The Alameda will complement the cycle-track, adding dedicated bicycle signal heads, new signal arms and other signal head adjustments to align with the new road layout."

Alternative 2: Repave Hopkins Street from Sutter Street to San Pablo Avenue, while giving staff maximum flexibility to develop a balanced, comprehensive plan for bicyclist, pedestrian, and motorist safety through the Hopkins/Ada/Rose corridor connecting North Berkeley and West Berkeley.

Given the vibrant local businesses and importance to residents from across Berkeley that walk, bike, and drive to this neighborhood, the goal is to minimize parking loss in the existing commercial corridor while enhancing safety, given the following guidelines:

- To increase bicyclist safety, consider implementation of Class II or Class IV bike lanes only where parking loss <15%; otherwise, use clearly-marked sharrows and other safety features
- Expedite the study and implementation of safety enhancements on Rose and/or Ada as part of a more comprehensive alternate bicycle route, given they are adjacent to Hopkins and only one block apart, to provide additional east/west bicycle route and ease congestion along Hopkins
- To increase pedestrian safety on Hopkins, build center islands of refuge for pedestrians
- To slow vehicle speeds and enhance safety for all Hopkins street users, add traffic calming measures such as speed cushions as well as vertical deflectors
- Develop and implement a comprehensive Curb Management Plan for the commercial, recreational, and residential areas around Hopkins Street that includes ADA parking spaces, loading zones, short-term parking zones, waste collection service needs, and metering adjacent to commercial and/or recreational uses to encourage parking turnover
- In addition, as part of the comprehensive Curb Management Plan, explore the feasibility of expanding the Residential Preferential Parking (RPP) Eligibility Map to the Hopkins Street corridor, along with the ability of Hopkins Street residents living on or adjacent to a block with parking loss to obtain an RPP permit for the nearest street

POLICY COMMITTEE RECOMMENDATION

On April 15, 2026, the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee adopted the following action: M/S/C (Lunaparra/Taplin) to send the item to council with a qualified negative recommendation to be rejected unless amended to include; protected bike lanes on Hopkins Street from Sutter to Gilman; direction to staff to develop and present options for extending the bike lane infrastructure westward to Acton, Peralta, or Stannage; direction to staff to immediately identify and secure funding for all proposed pedestrian, transit and bicycle

improvements, and direction to staff to utilize existing completed traffic studies and prior public process outcomes to limit unnecessary delays and costs. Vote: All Ayes.

The revised recommendation presented in this Council item responds to the recommendation made by the Facilities, Infrastructure, Transportation, Environment & Sustainability (FITES) Policy subcommittee of the City Council—on April 15, 2026. At that meeting, the FITES Committee comprised of Councilmembers Cecilia Lunaparra, Terry Taplin, and Mark Humbert made the following recommendation related to the prior February 2026 version of this item, which requested repaving of Hopkins Street with pedestrian safety improvements only:

M/S/C (Lunaparra/Taplin) to send the item to Council with a qualified negative recommendation to be rejected unless amended to include: protected bike lanes on Hopkins Street from Sutter to Gilman; direction to staff to develop and present options for extending the bike lane infrastructure westward to Acton, Peralta, or Stannage; direction to staff to immediately identify and secure funding for all proposed pedestrian, transit and bicycle improvements, and direction to staff to utilize existing completed traffic studies and prior public process outcomes to limit unnecessary delays and costs.

CURRENT SITUATION AND ITS EFFECTS

Given Failed and Poor Pavement Condition of Hopkins Street, City Council Must Provide Direction to Public Works Staff Without Further Delay.

The overall pavement quality of the Hopkins corridor is poor, presenting a danger to all users of all abilities. Of the 12 segments that run from Sutter Street to San Pablo Avenue, only two are considered in fair condition on a scale of 0 to 100, with zero being “failed” and 100 being “brand new.” Eight other segments along the corridor are considered in “poor” condition, ranging on the scale from 33 to 46, while two are rated as “failed,” with scores of 19 and 24 respectively.⁵ The specific scores of each segment can be found in Exhibit 1 below. The poor pavement condition and high-volume usage of the commercial corridor and public amenities contribute to safety concerns.

Exhibit 1: Hopkins Street Segments are Mostly in Failed or Poor Pavement Condition

District	Street Name	Beg Location	End Location	Last Calc PCI	Calc PCI Date	Condition	PCI Range	Last MNR Date	Last MNR Treatment
1	Hopkins Street	San Pablo Ave	Stannage Ave	46	7/24/2024	Poor (50-31)	50-41	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Stannage Ave	Northside Ave	61	7/24/2024	Fair (70-51)	70-61	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Northside Ave	Peralta Ave	66	7/24/2024	Fair (70-51)	70-61	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Peralta Ave	Gilman St	43	7/24/2024	Poor (50-31)	50-41	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Gilman St	Sacramento St	19	7/24/2024	Failed (30-0)	20-11	9/13/2002	Mill & Overlay w/ Fabric
1,5	Hopkins Street	Sacramento St	Hopkins Ct	39	7/24/2024	Poor (50-31)	40-31		
5	Hopkins Street	Hopkins Ct	Monterey Ave	40	07/09/2024	Poor (50-31)	40-31		
5	Hopkins Street	Monterey Ave	Mc Gee Ave	38	07/09/2024	Poor (50-31)	40-31	12/01/1989	Reconstruct Structure (AC)
5	Hopkins Street	Mc Gee Ave	Carlotta Ave	33	07/09/2024	Poor (50-31)	40-31	12/01/1989	Reconstruct Structure (AC)
5	Hopkins Street	Carlotta Ave	Josephine St	34	07/09/2024	Poor (50-31)	40-31	12/01/1989	Mill & Thick Overlay
5	Hopkins Street	Josephine St	The Alameda	39	07/09/2024	Poor (50-31)	40-31	07/01/1991	Reconstruct Structure (AC)
5	Hopkins Street	The Alameda	Sutter St	24	07/09/2024	Failed (30-0)	30-21	07/01/1991	Mill & Thick Overlay

Source: Department of Public Works

⁵ This rating system is used by the Metropolitan Transportation Commission, a transportation agency for the nine San Francisco Bay Area counties. See:

https://mtc.ca.gov/sites/default/files/documents/2026-01/PCI_table2024DataJanuary2026Update.pdf?cb=75f63c2d

Exhibit 2: A Segment of Hopkins Street between Gilman and Sacramento with Failing Pavement



Source: Councilmember Rashi Kesarwani

Hopkins Street Is a High-Injury Corridor for Bicyclists and Pedestrians.⁶

According to the City of Berkeley's Vision Zero Annual Report, 86 percent of Berkeley's severe and fatal collisions occur on just 15 percent of City streets. Hopkins is one of them. Between 2011 and 2026, 46 pedestrian and bicycle crashes occurred along the Hopkins corridor, resulting in 3 fatalities, 5 suspected serious injuries, 20 suspected minor injuries, 13 possible injuries, and 5 unspecified injuries. Among the most severe incidents, a pedestrian was killed at Hopkins and Monterey in April 2017, four cyclists suffered severe injury on Hopkins (at Carlotta, Monterey, The Alameda, and Albina) from April 2016 through November 2023, and one pedestrian suffered severe injury in June 2021 at Hopkins and Peralta, as shown in Exhibit 3 below. The median age of those killed or severely injured on the corridor is 67.5 years, underscoring the disproportionate risk this street poses to older adults. Collisions involving people riding bikes or walking make up almost 61 percent of collisions that result in death or severe injury, despite making up just 40 percent of trips in Berkeley.⁷ The pedestrian and bike safety features proposed in this item are a direct and overdue

⁶ Item #23 Vision Zero Annual Report, Berkeley City Council Meeting June 28, 2022, https://berkeleyca.gov/sites/default/files/documents/2022-06-28%20Item%2023%20Vision%20Zero%20Annual%20Report_0.pdf

⁷ Item #23 Vision Zero Annual Report, Berkeley City Council Meeting June 28, 2022, https://berkeleyca.gov/sites/default/files/documents/2022-06-28%20Item%2023%20Vision%20Zero%20Annual%20Report_0.pdf, p. 13 of 39.

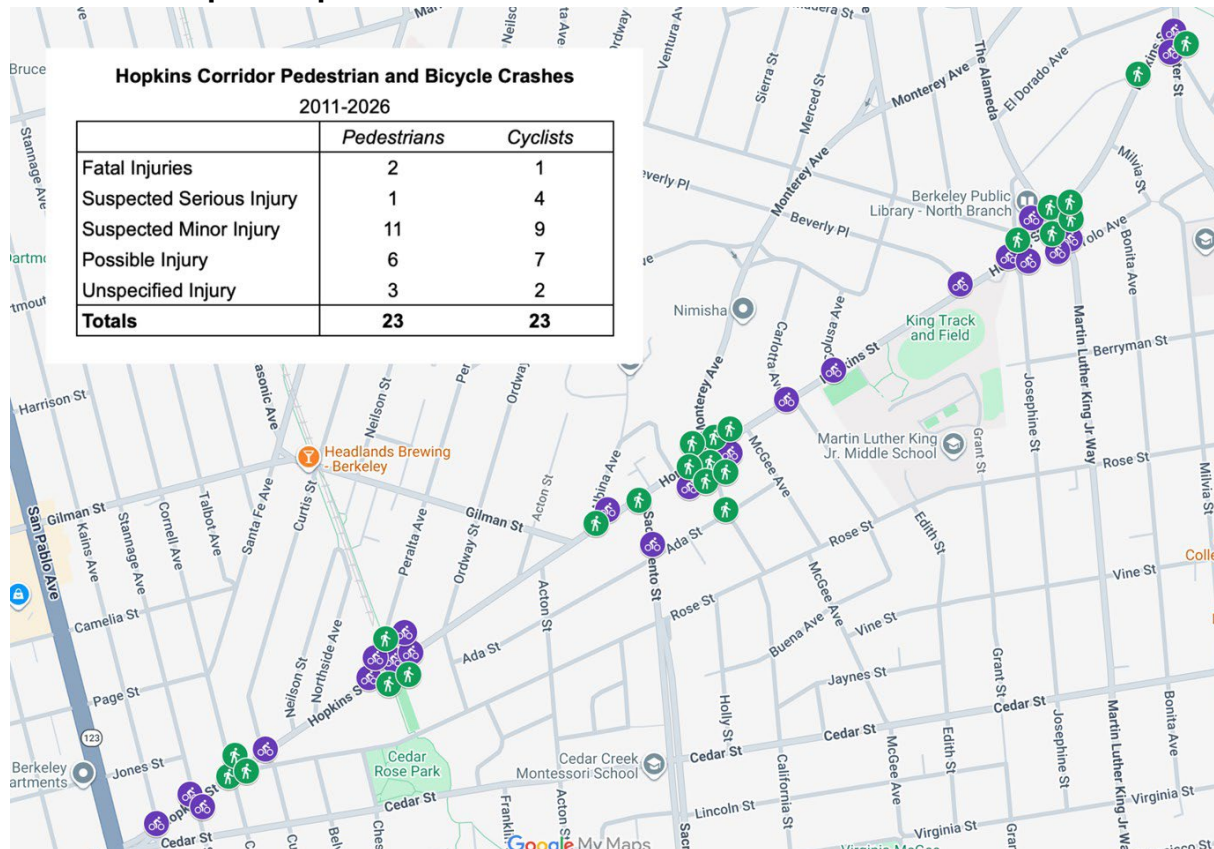
response to collisions that have occurred; all collisions over the last 15 years are shown in Exhibit 4 below.

Exhibit 3: Eight Fatal and Severe Incidents Occurred On or Near Hopkins Street from 2016 to 2025

Outcome	Date	Age	Mode	Location
Severe injury	April 30, 2016	24	Cyclist	Hopkins & Carlotta
Killed	February 8, 2017	78	Cyclist	Ada & Sacramento
Killed	April 14, 2017	69	Pedestrian	Hopkins & Monterey
Severe injury	June 11, 2017	51	Cyclist	Hopkins & Monterey
Severe injury	July 24, 2018	69	Cyclist	Hopkins & The Alameda
Severe injury	June 7, 2021	76	Pedestrian	Hopkins & Peralta
Severe injury	November 17, 2023	49	Cyclist	Hopkins & Albina
Killed	January 26, 2025	66	Pedestrian	California & Ada
Median age:		67.5		

Sources: Berkeley Police Transparency Hub, Traffic Safety: <https://bpd-transparency-initiative-berkeleypd.hub.arcgis.com/pages/traffic-safety>; Statewide Integrated Traffic Records System (SWITRS): <https://www.chp.ca.gov/programs-services/services-information/switrs-statewide-integrated-traffic-records-system/>; and California Crash Reporting System (CCRS): <https://data.ca.gov/dataset/ccrs>

Exhibit 4: Map of Hopkins Corridor Pedestrian and Bike Crashes 2011- 2026



Sources: Berkeley Police Transparency Hub, Traffic Safety: <https://bpd-transparency-initiative-berkeleypd.hub.arcgis.com/pages/traffic-safety>; Statewide Integrated Traffic Records System (SWITRS): <https://www.chp.ca.gov/programs-services/services-information/switrs-statewide-integrated-traffic-records-system/>; and California Crash Reporting System (CCRS): <https://data.ca.gov/dataset/ccrs>

Updated Review by Fire Department Shows Class IV Separated Bikeways Can Retain Workable Emergency Access. Three years ago, Fire Department concerns were among the issues that brought the Hopkins Corridor project to a halt. The April 2023 off-agenda memo from the City Manager⁸ cited unresolved questions about lane widths, the absence of fire code official approval for traffic calming devices, and the inability to quantify the project's impact on evacuation times along this designated Emergency Access and Evacuation Route. Those concerns have now been resolved. The City completed its Evacuation Time Study in 2025. Fire staff have since reviewed and approved the proposed traffic calming features under Berkeley Fire Code Section 503.4.1. And the design maintains 26-foot curb-to-curb widths within 20 feet of fire hydrants wherever feasible, consistent with Berkeley Fire Code Appendix D. Critically, Fire staff have confirmed that lane widths of 11 feet preferred and 10.5 feet minimum are acceptable—the same widths that a one-way Class IV separated bikeway configuration on each side of Hopkins would maintain. The fire safety objections that

⁸ City Manager Dee Williams-Ridley April 4, 2023 off-agenda memo: Public Information for Hopkins Corridor Project: <https://berkeleyca.gov/sites/default/files/documents/2023-04-05%20Public%20Information%20for%20Hopkins%20Corridor%20Project.pdf>

contributed to the indefinite pause of this project—and drove the February 10, 2026 item requesting paving of Hopkins Street with pedestrian safety improvements only—no longer exist.

Extending Hopkins Class Protected Bike Lanes to Ohlone Greenway Provides Critical Low-Stress, Regional Connection . . . In response to Councilmember Rashi Kesarwani’s May 2022 referral to extend Hopkins corridor complete streets bicycle and pedestrian improvements west of Gilman Street,⁹ staff presented three extension options to neighbors and other stakeholders during a December 2022 community meeting, including protected bike lanes extended to (1) Acton Street, (2) Ohlone Greenway / Peralta Avenue, and (3) Kains Avenue (then the planned street for the Parallel Bikeway for San Pablo Avenue).¹⁰ While low-stress bikeways (along Ninth and California streets) and the Ohlone Greenway run north-south through west and central Berkeley, there is currently no low-stress network that connects the bikeways and Ohlone Greenway north of Virginia Street, as Exhibit 5 below illustrates. Significantly, the City is planning to implement the Ohlone Greenway Safety Improvements Project, expected to break ground this summer 2026, to further enhance safety along this Class I bikeway.¹¹ The reallocation of parking that will be necessary to extend protected bike lanes to the Ohlone Greenway / Peralta Avenue (discussed further below) is recommended because of the importance of providing a safe connection to the Ohlone Greenway. Further extension of protected bike lanes to Stannage Avenue—where a parallel bike route is planned by the Alameda County Transportation Commission—should be studied prior to implementation to consider adequate parking availability on nearby blocks and other potential mitigations related to parking demand.

⁹ May 10, 2022 City Council Meeting: Extension of Hopkins Corridor Complete Streets Bicycle and Pedestrian Improvements to Enable Safe and Equitable Access to Public Resources: <https://berkeleyca.gov/sites/default/files/documents/2022-05-10%20Item%2033%20Kesarwani.pdf>

¹⁰ Presentation for the Virtual Community Meeting for the Hopkins Corridor Transportation Safety Project West of Gilman Street, December 12, 2022: <https://berkeleyca.gov/sites/default/files/documents/Hopkins%20West%20Virtual%20Community%20Meeting%2020221212.pdf>

¹¹ This project will make improvements to the Ohlone Greenway multi-use pathway from Virginia Gardens on the south end to Santa Fe Avenue/Albany border to the north. City of Berkeley’s webpage, Ohlone Greenway Safety Improvements Project: <https://berkeleyca.gov/your-government/our-work/capital-projects/ohlone-greenway-safety-improvements-project>

Exhibit 5: Low-Stress Bicycle Network and Intersections with High Stress Network and Intersection Gaps

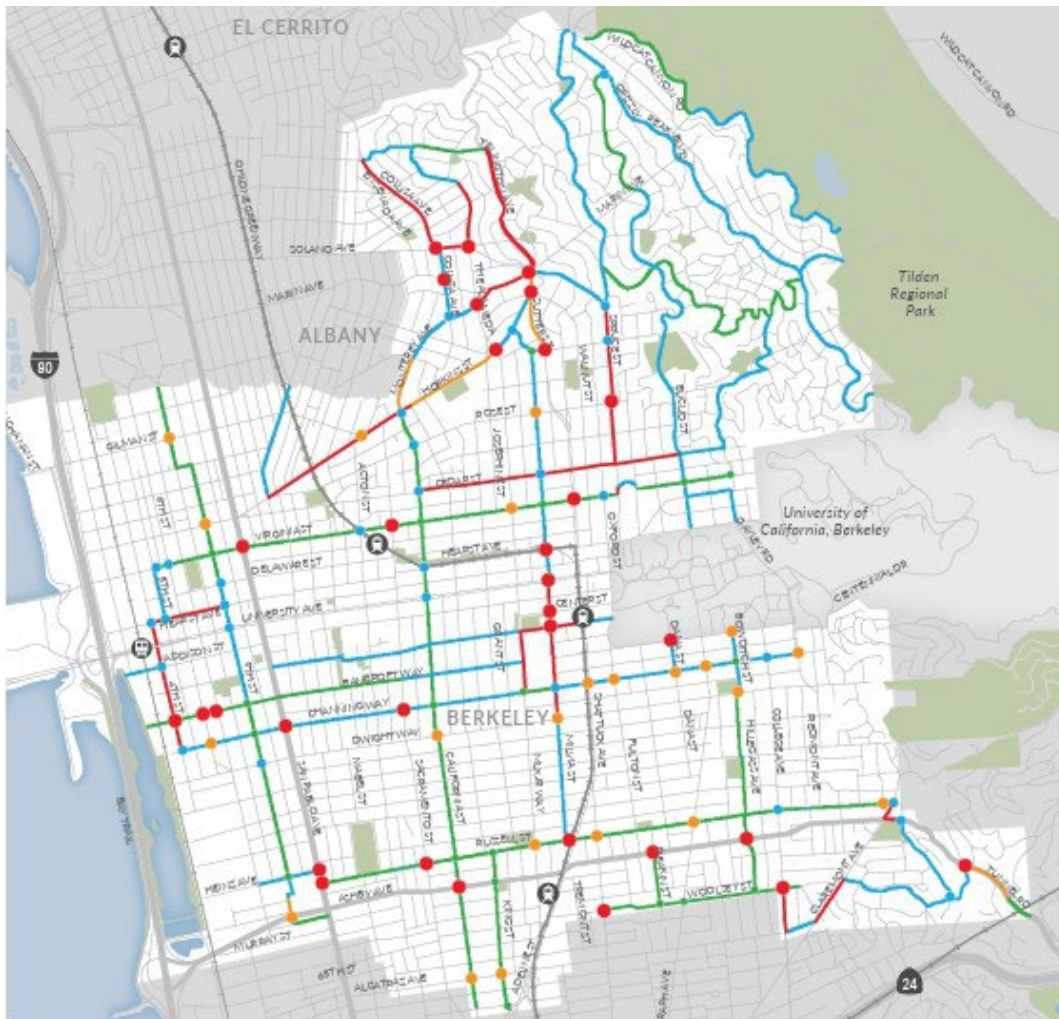


FIGURE ES-1: LOW STRESS NETWORK & INTERSECTIONS WITH HIGH STRESS NETWORK & INTERSECTION GAPS

CORRIDORS		INTERSECTIONS	
—	LTS 1 - ALL AGES AND ABILITIES	●	LTS 1 - ALL AGES AND ABILITIES
—	LTS 2 - INTERESTED BUT CONCERNED	●	LTS 2 - INTERESTED BUT CONCERNED
NETWORK GAPS		INTERSECTION GAPS	
—	LTS 3 - ENTHUSIASTIC AND CONFIDENT	●	LTS 3 - ENTHUSIASTIC AND CONFIDENT
—	LTS 4 - STRONG AND FEARLESS	●	LTS 4 - STRONG AND FEARLESS

Source: 2017 City of Berkeley Bicycle Plan, Executive Summary, p. ES-10

. . . While Extending Bike Lanes to Sutter Street Connects to Milvia Bike Boulevard. Providing a Class IV separated bikeway to The Alameda and continuing a Class II buffered bicycle lane from The Alameda to Sutter Street enables a connection to the Milvia Bike Boulevard.

To Make Hopkins Safe for All Users, This Design Will Require Reallocation of On-Street Parking. In order to provide adequate street width for the Class IV separated bikeways on both sides of Hopkins Street, on-street parking will need to be

reallocated. While parking can be retained on the south side of Hopkins between The Alameda and California Street / Monterey Avenue—where the street’s width ranges from 41 to 46 feet—it will need to be repurposed from California Street / Monterey Avenue to Peralta Avenue / Ohlone Greenway, as the road narrows to 36 feet. For this reason, this item requests the development and implementation of a comprehensive Curb Management Plan for the commercial, recreational, and residential areas around Hopkins Street that includes additional ADA parking spaces, loading zones, short-term parking zones, waste collection service needs, and metering areas adjacent to commercial and/or recreational uses to encourage parking turnover. Further, the item requests exploration of expanding the Residential Preferential Parking (RPP) Eligibility Map to this area, along with the ability of residents of Hopkins Street living on or adjacent to a block with parking loss to obtain an RPP permit for the nearest street. We recognize that this item represents an unprecedented repurposing of the public right-of-way from parking to bike infrastructure, and every effort will be made to accommodate all street users. As the City’s population grows with new housing planned at the North Berkeley BART Station and other locations, it is critical to plan for safe and convenient modes of travel through walking, biking, and transit use.

BACKGROUND

Hopkins Street serves as a major east–west arterial in North Berkeley, linking the Berkeley Hills to San Pablo Avenue and Interstate-80. It is unique in that it combines dense residential neighborhoods with a neighborhood-serving commercial district centered around the intersection of Hopkins Street and Monterey Avenue / California Street. This area includes Monterey Market, Magnanis Poultry, Hopkins Street Bakery, Gioia Pizza, the Berkeley Horticulture Nursery, Espresso Roma Cafe, and other long-standing small businesses that serve the neighborhood and also draw visitors from across Berkeley. The corridor is also home to the North Branch of the Berkeley Library, several schools including Mustard Seed, Hopkins Preschool, King Middle School (including King track, playgrounds, and pool), and St. Mary’s High School, as well as a high concentration of both families and seniors. It is also the most direct route used by northwest Berkeley residents to access these public services and amenities that are not readily available in their own neighborhoods.

ALTERNATIVE ACTIONS CONSIDERED

In February 2026, Councilmembers Shoshana O’Keefe and Rashi Kesarwani submitted a referral to the City Manager to prioritize paving Hopkins Street from Sutter Street to San Pablo Avenue with pedestrian safety improvements by Fiscal Year 2027-28 to address the failing condition of the street that continues to impact all users. The referral asked for pedestrian safety features only as it relied heavily on the prior off-agenda memo from 2023 that cited unresolved questions about lane widths, the

absence of fire code official approval for traffic calming devices, and concerns about evacuation times, all of which have since been resolved and are no longer an issue.

ENVIRONMENTAL SUSTAINABILITY

According to Berkeley's 2025 Climate Action Plan update, transportation is the largest source of greenhouse gas emissions in the City (58 percent of emissions), largely due to private vehicle use. Building connected, safe active transportation facilities advances the City's climate, health, and safety goals.

The Hopkins Street paving project is subject to the City of Berkeley's Green Infrastructure (GI) requirements, which were established to comply with the San Francisco Bay Regional Water Quality Control Board's Stormwater Municipal Regional National Pollutant Discharge Elimination System (NPDES) Permit (MRP3).

FISCAL IMPACTS

At the April FITES Committee meeting, Public Works staff reported that the cost of repaving with bikeways would be on the order of magnitude of \$14-15 million, compared to \$11 million for paving with pedestrian safety features only. The February 2026 version of this item requesting pedestrian safety features only was based on our prior understanding of the need for significant infrastructure upgrades to meet concerns raised by the Fire Department. With Fire concerns addressed without the need for costly infrastructure upgrades, we believe that the marginal increase of the bikeway here is a cost worth bearing to provide safety benefits on a high-injury corridor. We should note that all plans will require funding for mandatory green infrastructure.

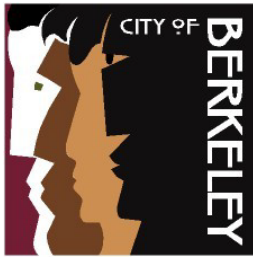
CONTACT

Rashi Kesarwani, Councilmember District 1

(510) 981-7110

ATTACHMENTS

1. Budget Referral: Hopkins Street Corridor Traffic and Placemaking Study, January 28, 2018
2. Supplemental Material for the Hopkins Corridor Project Conceptual Design: Extension of Hopkins Corridor Complete Streets Bicycle and Pedestrian Improvements to Enable Safe and Equitable Access to Public Resources, May 10, 2022
3. Referral: Scheduling Hopkins Street for Paving with Pedestrian Safety Improvements, February 10, 2026



SOPHIE HAHN

Berkeley City Council, District 5
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Berkeley, CA 94704
Phone: (510) 981-7150
Email: shahn@cityofberkeley.info

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

Councilmember Sophie Hahn, Council District 5, (510) 981-7150



Rashi Kesarwani
Councilmember, District 1

**SUPPLEMENTAL AGENDA MATERIAL
for Supplemental Packet 1**

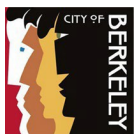
Meeting Date: April 26, 2022

Item Number: 33

Item Description: Hopkins Corridor Project Conceptual Design

Submitted by: Councilmember Rashi Kesarwani

This supplemental material contains a referral to the City Manager to extend the bicycle and pedestrian safety improvements planned for Hopkins (for the Monterey to Gilman segment) further west to San Pablo Avenue, contingent upon holding two community engagement meetings to seek input from stakeholders. This referral is complementary to direction presented by staff in item # 33 and is not intended to modify it in any way.



Rashi Kesarwani
Councilmember District 1

Action Calendar
May 10, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Councilmember Rashi Kesarwani (Author)

SUBJECT: Extension of Hopkins Corridor Complete Streets Bicycle and Pedestrian Improvements to Enable Safe and Equitable Access to Public Resources

RECOMMENDATION

Direct the City Manager to extend the bicycle and pedestrian safety improvements planned for Hopkins (for the Monterey to Gilman segment) further west to San Pablo Avenue, contingent upon holding two community engagement meetings to seek input from stakeholders, such as roadway users, residents, visitors, employees, business owners, and the Transportation Commission.

The community meetings should specify benefits of extending the proposed bicycle and pedestrian improvements from Monterey to Gilman further west to San Pablo Avenue, including:

- **Pedestrian and Bicycle Safety.** All pedestrians and bicyclists would experience greater safety as a result of the proposed upgrades, such as bulbouts, raised crosswalks, and protected bike lanes, consistent with the City's Vision Zero Action Plan.
- **Enhancing the Low-Stress Bicycle Network.** Extension of bike lanes on Hopkins to San Pablo Avenue is recommended in the City's Bicycle Plan.¹ It would improve the City's bicycle network, enabling low-stress connections to the Ohlone Greenway, the San Pablo corridor, and a

¹ 2017 City of Berkeley Bicycle Plan, Section 5 Proposed Bikeway Network, p.3
https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017_Ch5_ProposedBikewayNetwork.pdf

potential parallel bikeway on Kains Avenue under consideration as part of the San Pablo Avenue Corridor Project.²

- **Traffic Calming.** A protected bike lane for the full length of Hopkins would have the effect of narrowing the roadway and slowing car speeds west of Gilman—where neighbors have expressed a need for traffic calming.
- **Safe and Equitable Access for West Berkeley Residents.** The pedestrian and bicycle safety improvements proposed for Hopkins—if fully extended to San Pablo Avenue—would enable residents of West Berkeley to safely access public services and amenities, such as schools (i.e., King Middle School, Ruth Acty Elementary School, and the Mustard Seed Preschool), the Berkeley Public Library (North Branch); King pool, tennis courts, track, sports field, and playgrounds; Monterey Market, and other commercial establishments. *Without the extension of the pedestrian and bicycle safety improvements to San Pablo Avenue, bicyclists and pedestrians initiating trips from West Berkeley would not have equally safe access to these public services and amenities compared to residents living east of Gilman.*

Further, the community engagement meetings should address strategies to manage parking impacts, including:

- Automatic inclusion of specified nearby residential blocks into the Residential Preferential Parking (RPP) program, with the ability of blocks to opt out if greater than 50 percent of residents wish to do so; and/or
- Allowance for a “front yard setback” permit to enable driveway expansion.

Outreach and engagement for the Hopkins Corridor Traffic and Placemaking Study (Gilman to Sutter) began in October 2020, with construction expected to begin in late summer/early fall of 2023. This referral is presented as supplemental to the staff recommendations for Gilman to Sutter and in no way seeks to modify them.

CURRENT SITUATION AND ITS EFFECTS

More than 70 Percent of Berkeley Residents are “Interested but Concerned” About Biking Without Protected Paths. The City of Berkeley’s Bicycle Plan found in a representative survey that 71 percent of Berkeley residents were “interested but concerned” about bicycling, meaning they are somewhat inclined towards bicycling though are held back due to concern over

² Alameda County Transportation Commission, San Pablo Avenue Corridor Project, <https://www.alamedactc.org/programs-projects/multimodal-arterial-roads/sanpabloave/>

sharing the road with cars. This group prefers separated bikeways and low traffic streets. Further, the Bicycle Plan survey indicated that 90 percent of residents already bicycle or would consider doing so if the right conditions exist: low-stress bicycle infrastructure and better road conditions.³ That is, the vast majority of Berkeley residents would welcome a continuous and connected system of low-stress bikeways, defined as a facility that is suitable for all ages and abilities of bike users, including children.

The Full Length of Hopkins is an Important Corridor for the City's Bike Network. The Bicycle Plan recommends a low-stress Bicycle Network, as shown in Exhibit 1.⁴ Significantly, it also shows that the current low-stress network and intersections are interrupted by a high-stress network and intersection gaps that are not suitable for bicyclists of all ages and abilities.

Exhibit 1: Low-Stress Bicycle Network and Intersections with High Stress Network and Intersection Gaps



FIGURE ES-1: LOW STRESS NETWORK & INTERSECTIONS WITH HIGH STRESS NETWORK & INTERSECTION GAPS



Source: 2017 City of Berkeley Bicycle Plan, Executive Summary

As Exhibit 1 shows, while low-stress bikeways and the Ohlone Greenway run north-south through west and central Berkeley (along Ninth and California

³ 2017 City of Berkeley Bicycle Plan, Berkeley Resident Survey, Executive Summary, p. ES-6, https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB2923

⁴ 2017 City of Berkeley Bicycle Plan, <https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017-Executive%20Summary.pdf>

streets), there is currently no low-stress network that connects the bikeways and Ohlone Greenway north of Virginia Street. Only Hopkins Street west of California Street—a *high-stress* bikeway—directly connects northwest Berkeley residents and Ohlone Greenway users to amenities along the Hopkins corridor in North Berkeley. Improving the full length of Hopkins Street by making it a low-stress bikeway would help increase connectivity opportunities, allowing cyclists greater range of travel throughout the city.

Important Public Services and Amenities Are Provided On or Near

Hopkins. Important public services and amenities are only available on or near Hopkins, including Ruth Acty Elementary School, King Middle School, and the Mustard Seed Preschool; King pool, tennis courts, track, sports field, and playgrounds; Berkeley Public Library (North Branch); and Monterey Market, among other commercial establishments. Hopkins Street is the most direct route connecting motorists, cyclists, and pedestrians coming from West Berkeley eastward in order to access these public services and amenities that by and large do not exist in Northwest Berkeley. Similarly, Hopkins Street is a major access route connecting cyclists to the Ohlone Greenway bike path going northward beyond Berkeley, and can easily connect travelers to Kains Street, a potential parallel bikeway under consideration through the San Pablo Avenue Corridor Project. As such, the full length of Hopkins (west of Gilman to San Pablo Avenue) warrants the same bicycle and pedestrian safety improvements.

BACKGROUND

2018 City Council Referral Initiated Hopkins Corridor Traffic and

Placemaking Study. The Hopkins Corridor Traffic and Placemaking Study originated with a January 2018 budget referral submitted by Councilmember Sophie Hahn. The item was submitted after two fatalities—of a pedestrian and a bicyclist—occurred at intersections along Hopkins in 2017.⁵ Between 2016 to 2019, the Hopkins corridor witnessed a total of 18 collisions resulting in injuries or fatalities, with 78 percent of the collisions involving pedestrians or cyclists.⁶ The Council item from Councilmember Hahn called for taking a “complete streets” approach to the study, emphasizing the need to recognize the range of users, including pedestrians, cyclists and vehicles, while also prioritizing safety for all and easy access to the small businesses populating the commercial area. The study also called for a robust community outreach and input process, which began in October 2020 and concluded in early May 2022.

⁵ Item #28 “Budget Referral: Hopkins Street Corridor traffic and Placemaking Study,” Jan. 23, 2018

⁶ Hopkins Corridor Traffic and Placemaking Study, <https://berkeleyca.gov/your-government/our-work/capital-projects/hopkins-corridor-traffic-and-placemaking-study>, Staff Presentation: Hopkins Street from Sutter to the Alameda, March 1, 2022, slide #9.

Community Process for the Hopkins Corridor Improvements from Gilman to Sutter Streets. Throughout the community process, which began in October 2020, staff identified key areas of concern to stakeholders: interest in improving pedestrian safety and protecting cyclists, concern over loss of on-street parking, and the desire to support the unique array of small businesses that make the corridor special. In total, staff conducted three workshops between October 2020 and October 2021, had roughly 40 discussions with business owners and other representatives of institutions along the corridor, and received more than 1,000 emails and phone calls from various constituents. During three successive weeks in March 2022, city staff met with residents living on and in close proximity to Hopkins Street to discuss conceptual designs and staff recommendations for the complete streets approach to redesigning the Hopkins corridor from Gilman Street to Sutter.⁷ This three-part series of community workshops was intended to engage all stakeholders of the corridor: residents, business owners, employees, and visitors to understand the particular needs of the community. Integrating the variety of stakeholder feedback and concerns, staff recommended a bi-directional bikeway from Gilman to the Alameda, switching to a buffered bike lane on the north side of the street, and a parking protected bike lane on the south side of the street from the Alameda up to Sutter. This referral is an accompaniment to the staff recommendation as it seeks to extend community outreach to the westernmost portion of Hopkins Street for the purposes of installing similar bike and pedestrian improvements.

FISCAL IMPACTS

This referral is requesting two community meetings to be conducted by city transportation staff to engage District 1 residents on or in close proximity to the westernmost portion of Hopkins Street and the broader community. It is recommended that the meetings take place by the end of the calendar year to ensure the Hopkins Corridor improvement process stays on schedule, and to schedule at least one meeting with the Transportation Commission.

RATIONALE FOR RECOMMENDATION

Extending a Protected Bike Lane Along Hopkins Upholds Berkeley's Stated Goals and Values Articulated in Our Vision Zero and Bicycle Plans.

There are multiple rationales for this supplemental referral. First and foremost, the potential to extend a protected bike lane along the remainder of the western portion of Hopkins Street directly aligns with both the City's Vision Zero Action

⁷ Hopkins Corridor Traffic and Placemaking Study, <https://berkeleyca.gov/your-government/our-work/capital-projects/hopkins-corridor-traffic-and-placemaking-study> (March 1, 2022: Hopkins Street from Sutter to the Alameda; March 7, 2022: Hopkins Street from the Alameda to McGee; March 14, 2022: Hopkins Street from McGee to Gilman Street)

Plan adopted in 2019⁸ and the City of Berkeley's Bicycle Plan, approved May 2017.⁹ Berkeley's adoption of a Vision Zero Plan endorses the engineering strategy to design and build our streets to eliminate severe injuries and fatalities, prioritizing safety for all users. As noted on p.17 of the Vision Zero Plan, "slower streets are safer streets," and adding a protected bike lane has a traffic calming effect on all users, slowing speeds.¹⁰ The City's Bicycle Plan recognizes that a large majority of Berkeley residents are interested, but concerned, about bicycling and asserts the goal of making Berkeley a bicycle friendly city where cycling is a safe, comfortable and convenient form of transportation and recreation for all people (Executive Summary, p.1). Making the full length of Hopkins Street a low-stress bikeway would expand the continuous and connected bicycle network.

Providing a Protected Bike Lane on the Western Portion of Hopkins Connects West Berkeley Residents to Public Services and Other Bike Routes. The potential for a protected bike lane along all of Hopkins Street is an important safety measure for West Berkeley residents who regularly use this corridor for public services and amenities that are not available in their own neighborhood. It also enhances safety for all cyclists who can use this corridor to seamlessly connect with other bike routes in the City.

Adding a Protected Bike Lane Now to the Scope of Repaving Work on Hopkins Makes Economic Sense. Adding the extension of the protected bicycle lane on Hopkins to the scope of repaving work now makes economic sense as it will be more expensive to add this safety measure in the future if it becomes a stand-alone project. This is especially true as construction costs continue to rise. Because of this time constraint, it is crucial that we hear from residents and community members that would be most affected by such an improvement before finalizing repaving plans. Residents should be fully aware of the impacts of adding a protected bicycle lane along the entire length of Hopkins Street, particularly as it relates to on-street parking, and understand what mitigating efforts the City could offer to help offset any negative impacts. The proposed community engagement meetings would allow the City to share

⁸ City of Berkeley Vision Zero Action Plan, March 2019, <https://berkeleyca.gov/sites/default/files/2022-02/Berkeley-Vision-Zero-Action-Plan.pdf><https://berkeleyca.gov/sites/default/files/2022-02/Berkeley-Vision-Zero-Action-Plan.pdf>

⁹ City of Berkeley Bicycle Plan, May 2, 2017, <https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017-Executive%20Summary.pdf>

¹⁰ See Science Daily May 29, 2019 article: [Cycling Lanes Reduce Fatalities for all Road Users Study Shows](https://www.sciencedaily.com/releases/2019/05/190529113036.htm), <https://www.sciencedaily.com/releases/2019/05/190529113036.htm>

this information while providing community members the opportunity to share their feedback.

ENVIRONMENTAL IMPACTS

Extending a protected bicycle lane along the entire length of Hopkins Street aligns with our city's Climate Action Plan¹¹ as it would make this transit corridor safer for cyclists, thus incentivizing carbon-free trips. This will help reduce vehicle miles traveled and transportation-related emissions, the biggest contributors to greenhouse gas emissions in the city.

CONTACT

Councilmember Rashi Kesarwani, District 1

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¹¹ City of Berkeley Climate Action Plan, 2009, <https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017-Executive%20Summary.pdf>



Councilmember Shoshana O’Keefe, District 5
Councilmember Rashi Kesarwani, District 1

To: Honorable Mayor and Members of the City Council
 From: Councilmember Shoshana O’Keefe and Councilmember Rashi Kesarwani (Co-Authors), Mayor Adena Ishii and Councilmember Mark Humbert (Co-Sponsors)
 Subject: Scheduling Hopkins Street for Paving with Pedestrian Safety Improvements

RECOMMENDATION

Refer to the City Manager to prioritize paving Hopkins Street from Sutter to San Pablo with pedestrian safety improvements by Fiscal Year 2026-27 or FY 2027-28 at the latest.

Refer to the City Manager to work with the Department of Public Works to:

1. Perform an in-house safety assessment of Hopkins, west of Gilman Street to recommend appropriate pedestrian safety enhancements;¹
2. Incorporate pedestrian safety improvements into the paving project, including but not limited to additional and improved crosswalks, lighting enhancements, and traffic calming measures consistent with the City’s Vision Zero and Pedestrian Plans; and
3. Return to Council by May 2026, as part of the biennial budget development process, for FY 2026-28 with a recommended timeline, scope of work, cost and funding source(s).

CURRENT SITUATION AND ITS EFFECTS

The overall pavement quality of the Hopkins corridor is poor. Of the 12 different segments that run from Sutter to San Pablo Avenue only two are considered in fair condition on a scale of 0 to 100, with zero being “failed” and 100 being “brand new.” Eight other segments along the corridor are considered in “poor” condition, ranging on the scale from 33 to 46, while two are rated as “failed,” with scores of 19 and 24 respectively.² The exact scores of each segment can

¹ The Hopkins Corridor Traffic and Placemaking Study originally only considered design improvements between Gilman Street and Sutter leaving the segments of Hopkins west of Gilman with no prior staff safety assessment.

² This rating system is used by the Metropolitan Transportation Commission, a transportation agency for the nine San Francisco Bay Area counties. See: https://mtc.ca.gov/sites/default/files/documents/2026-01/PCI_table2024DataJanuary2026Update.pdf?cb=75f63c2d

be found in Exhibit 1 in the section below. This item is recommending doing only pedestrian upgrades because Measure FF, the sidewalk and street repairs parcel tax passed by the voters in November 2024 with 60 percent approval, specifically notes, “Proceeds of the tax may not be used to fund bicycle-specific safety improvements (such as cycletracks or protected bikes lanes) on Hopkins Street between McGee and Gilman.”³

BACKGROUND

Hopkins serves as a major east–west arterial in North Berkeley, linking the Berkeley Hills to San Pablo Avenue and I-80. It is unique in that it combines dense residential neighborhoods with a neighborhood-serving commercial district centered around the intersection of Hopkins Street and Monterey Avenue. This area includes the Monterey Market, Magnanis Poultry, Hopkins Street Bakery, Gioia Pizza, the Berkeley Horticulture Nursery, Espresso Roma Cafe, and other long-standing small businesses that serve the neighborhood and also draw visitors from across Berkeley. The corridor is also home to the North Branch of the Berkeley Library, several schools including Mustard Seed, Hopkins Preschool, King Middle School, and St. Mary’s High School, as well as a high concentration of both families and seniors. It is also the most direct route used by northwest Berkeley residents to access these public services and amenities that are not readily available in their own neighborhoods.

The street has a documented history of pedestrian and bicycle safety concerns, and has been identified in Berkeley’s Vision Zero Plan as a high injury street.⁴ Many intersections are outdated, lacking modern safety features and in the last several decades, the street has been home to fatalities and severe injuries. In 2017, a crash claimed the life of a Berkeley resident, prompting a referral from then Councilmember Sophie Hahn for a traffic and placemaking study for the corridor. In an April 2023 off-agenda memo, former City Manager Dee Williams-Ridley, cited vacancies within the Transportation Division of the Public Works Department as the reason for pausing the work previously directed by the City Council, which was to further develop designs for the Hopkins project.⁵

Although the City had previously set aside funding for the Hopkins Paving Project, City Council reallocated \$2.8 million of those funds on June 13, 2023, to close the Measure T1 funding gap.⁶ An additional \$900,000 was later removed from the project during the adoption of the FY 2023-

³ Measure FF ballot statement and text of the ballot measure:

https://berkeleyca.gov/sites/default/files/documents/24%20-%20Measure%20FF%20-%20City%20of%20Berkeley%20-%20SAFE%20Streets_3.pdf, page 6 of 14.

⁴ June 28, 2022 Regular City Council meeting, agenda item #23: “Vision Zero Annual Report.”

https://berkeleyca.gov/sites/default/files/documents/2022-06-28%20Item%2023%20Vision%20Zero%20Annual%20Report_0.pdf

⁵ April 4, 2023 Public Information Report for Hopkins Corridor Project:

<https://berkeleyca.gov/sites/default/files/documents/2023-04-05%20Public%20Information%20for%20Hopkins%20Corridor%20Project.pdf>

⁶ November 28, 2023 Regular City Council meeting agenda item #17: “Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028.” <https://berkeleyca.gov/sites/default/files/documents/2023-11-28%20Item%2017%20Street%20Rehabilitation%20Five%20Year%20Plan.pdf>

24 budget. However, when the City Council approved the Street Rehabilitation Five-Year Plan for Fiscal Years 2024-2028, staff committed to completing Hopkins as soon as possible and no later than this five-year cycle.⁷

As of today, Hopkins Street from Sutter to San Pablo remains on the City's 5 Year Paving Plan as a 2023 holdover.⁸ The state of the street has only continued to worsen, with parts of Hopkins rated among the worst Pavement Condition Index scores in the City. From an asset management perspective, the current Pavement Condition Index (PCI) scores present a critical urgency.

Exhibit 1: Hopkins Street Segments Are Mostly in Failed or Poor Pavement Condition

District	Street Name	Beg Location	End Location	Last Calc PCI	Calc PCI Date	Condition	PCI Range	Last MNR Date	Last MNR Treatment
1	Hopkins Street	San Pablo Ave	Stannage Ave	46	7/24/2024	Poor (50-31)	50-41	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Stannage Ave	Northside Ave	61	7/24/2024	Fair (70-51)	70-61	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Northside Ave	Peralta Ave	66	7/24/2024	Fair (70-51)	70-61	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Peralta Ave	Gilman St	43	7/24/2024	Poor (50-31)	50-41	9/13/2002	Mill & Overlay w/ Fabric
1	Hopkins Street	Gilman St	Sacramento St	19	7/24/2024	Failed (30-0)	20-11	9/13/2002	Mill & Overlay w/ Fabric
1,5	Hopkins Street	Sacramento St	Hopkins Ct	39	7/24/2024	Poor (50-31)	40-31		
5	Hopkins Street	Hopkins Ct	Monterey Ave	40	07/09/2024	Poor (50-31)	40-31		
5	Hopkins Street	Monterey Ave	Mc Gee Ave	38	07/09/2024	Poor (50-31)	40-31	12/01/1989	Reconstruct Structure (AC)
5	Hopkins Street	Mc Gee Ave	Carlotta Ave	33	07/09/2024	Poor (50-31)	40-31	12/01/1989	Reconstruct Structure (AC)
5	Hopkins Street	Carlotta Ave	Josephine St	34	07/09/2024	Poor (50-31)	40-31	12/01/1989	Mill & Thick Overlay
5	Hopkins Street	Josephine St	The Alameda	39	07/09/2024	Poor (50-31)	40-31	07/01/1991	Reconstruct Structure (AC)
5	Hopkins Street	The Alameda	Sutter St	24	07/09/2024	Failed (30-0)	30-21	07/01/1991	Mill & Thick Overlay

Source: Department of Public Works

⁷ November 28, 2023 Regular City Council meeting agenda item #17: "Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028." <https://berkeleyca.gov/sites/default/files/documents/2023-11-28%20Item%2017%20Street%20Rehabilitation%20Five%20Year%20Plan.pdf>

⁸ November 28, 2023 Regular City Council meeting agenda item #17: "Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028." <https://berkeleyca.gov/sites/default/files/documents/2023-11-28%20Item%2017%20Street%20Rehabilitation%20Five%20Year%20Plan.pdf>

Exhibit 2: A Segment of Hopkins Street between Gilman and Sacramento with a PCI of 19, indicating a failing pavement condition



Source: Councilmember Rashi Kesarwani

Along with paving, the pedestrian safety improvements proposed for this segment include:

- Reconstructed curb ramps
- Bulb-outs at Monterey/Hopkins (NW and NE corners with green infrastructure: 346 & 249 sq ft); Bulb-out at California/Hopkins (SE corner); Bulb-outs at all four corners at The Alameda/Hopkins, including approximately 556 sq ft of green infrastructure on the NW corner
- Relocation of the Hopkins/McGee crosswalk from west to east (requires a new north-side curb ramp)
- Raised crosswalk at Hopkins/Josephine (west side)
- Additional Rapid Flashing Beacons (RRFB), bulb-outs, pedestrian safety islands, stop signs and other types of improvements as recommended by staff to enhance safety at intersections and crossings west of Gilman Street

Given the safety concerns, the deteriorating condition of the street, and the fact that Hopkins Street has been on the paving plan for years, this referral asks the City Manager to follow through with the commitment the City made to the residents of Hopkins Street and move forward with paving the street with pedestrian safety and traffic calming measures.

REVIEW OF EXISTING PLANS, PROGRAMS, POLICIES AND LAWS

Advancing paving and pedestrian safety on Hopkins will support citywide goals and address deferred maintenance, in accordance with the City's Vision Zero and Pedestrian Plans.

CONSULTATION/OUTREACH OVERVIEW AND RESULTS

Councilmembers O'Keefe and Kesarwani met with the City Manager and Public Works, and both expressed interest in pursuing the project.

ENVIRONMENTAL SUSTAINABILITY

The Hopkins Street paving project is subject to the City of Berkeley's Green Infrastructure (GI) requirements, which were established to comply with the San Francisco Bay Regional Water Quality Control Board's Stormwater Municipal Regional National Pollutant Discharge Elimination System (NPDES) Permit (MRP3).

FISCAL IMPACTS

To be determined.

CONTACT

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Councilmember Rashi Kesarwani, rkesarwani@berkeleyca.gov, (510) 981-7110

ATTACHMENT

1. Budget Referral: Hopkins Street Corridor Traffic and Placemaking Study⁹

⁹ January 28, 2018 Regular Council Meeting agenda item #28, "Budget Referral: Hopkins Street Corridor Traffic and Placemaking Study." <https://newspack-berkeleyside-cityside.s3.amazonaws.com/wp-content/uploads/2021/04/2018-01-23-Item-28-Budget-Referral-Hopkins.pdf>