

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 Shoshana O'Keefe

This supplemental makes several changes to the recommendation, including extending the Class II bike lanes from Sutter to McGee and replacing the Class IV bike lanes with Class III bike infrastructure from McGee to San Pablo, thereby minimizing parking loss across the corridor.

Given the cost of the project, the City Manager is also directed to prepare a single design package for the corridor that can be implemented in phases over multiple fiscal years to ensure feasibility.

Additionally, this supplemental directs the City Manager to develop Rose Street into a Bike Boulevard, as outlined in the Bicycle Plan.



ACTION CALENDAR

July 28, 2026

TO: Honorable Mayor and Members of the City Council

FROM: Councilmember Shoshana O'Keefe

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. ~~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 presented in the 2023 design drawings 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:

- From Sutter Street to ~~The Alameda~~ McGee Avenue on Hopkins, install Class II buffered bike lanes on each side (similar to Monterey Avenue) and incorporate traffic calming to the extent feasible;
- From McGee Avenue to San Pablo Avenue, incorporate Class III bicycle infrastructure (sharrows) and/or alternative bicycle safety improvements staff recommends that do not require the removal of parking spaces;
- From ~~Peralta Avenue / Ohlone Greenway~~ McGee Avenue to Stannage Avenue on Hopkins, 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;
- 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.

Additionally, refer to the City Manager to prioritize implementation of the Bicycle Plan's recommendation to develop Rose Street into a Bicycle Boulevard.

Given the estimated cost of the project, the City Manager is directed to prepare a final design package for the full corridor and, if full implementation within a single fiscal year proves infeasible, to construct the project in phases. Staff shall identify the highest priority segments for initial construction, taking into account project integration, safety, and green infrastructure requirements. The segment of Hopkins between Gilman and McGee should be considered a high-priority section for completion.

~~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.~~