

Terry Taplin
Councilmember District 2

SUPPLEMENTAL AGENDA MATERIAL for Supplemental Packet 2

Meeting Date: July 28th, 2026

Item Number: 27

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

Submitted by: Councilmember Terry Taplin and Councilmember Lunaparra

Amend the referral to extend protected bike lanes further west on Hopkins Street, from Peralta Avenue/the Ohlone Greenway to Stannage Avenue.

Rationale:

Berkeley's 2026 Bicycle Plan update recommends creating a citywide low-stress bikeway network to make cycling safe and attractive for people of all ages and abilities (Figure 1). The network recommends a low-stress bikeway connection at Hopkins Street and Stannage Avenue. The Alameda County Transportation Commission and City of Berkeley are collaborating to add bicycle boulevard treatments on Stannage Avenue as part of the soon-to-be-constructed San Pablo Corridor Parallel Bike Improvements project. Thus, extending protected bike lanes on Hopkins Street to Stannage Avenue when Hopkins is repaved would create the recommended low-stress connection. This connection would help people on bike to safely travel between West Berkeley and destinations on Hopkins and across Berkeley. It would be especially helpful in providing West Berkeley youth with a safe route to schools along the Hopkins corridor (e.g., Martin Luther King Middle School and Ruth Acty Elementary), as shown in Figure 1. Installing protected bike lanes on this segment when Hopkins is repaved is cost effective as compared with design and striping the street without protected bike lanes and later installing them.

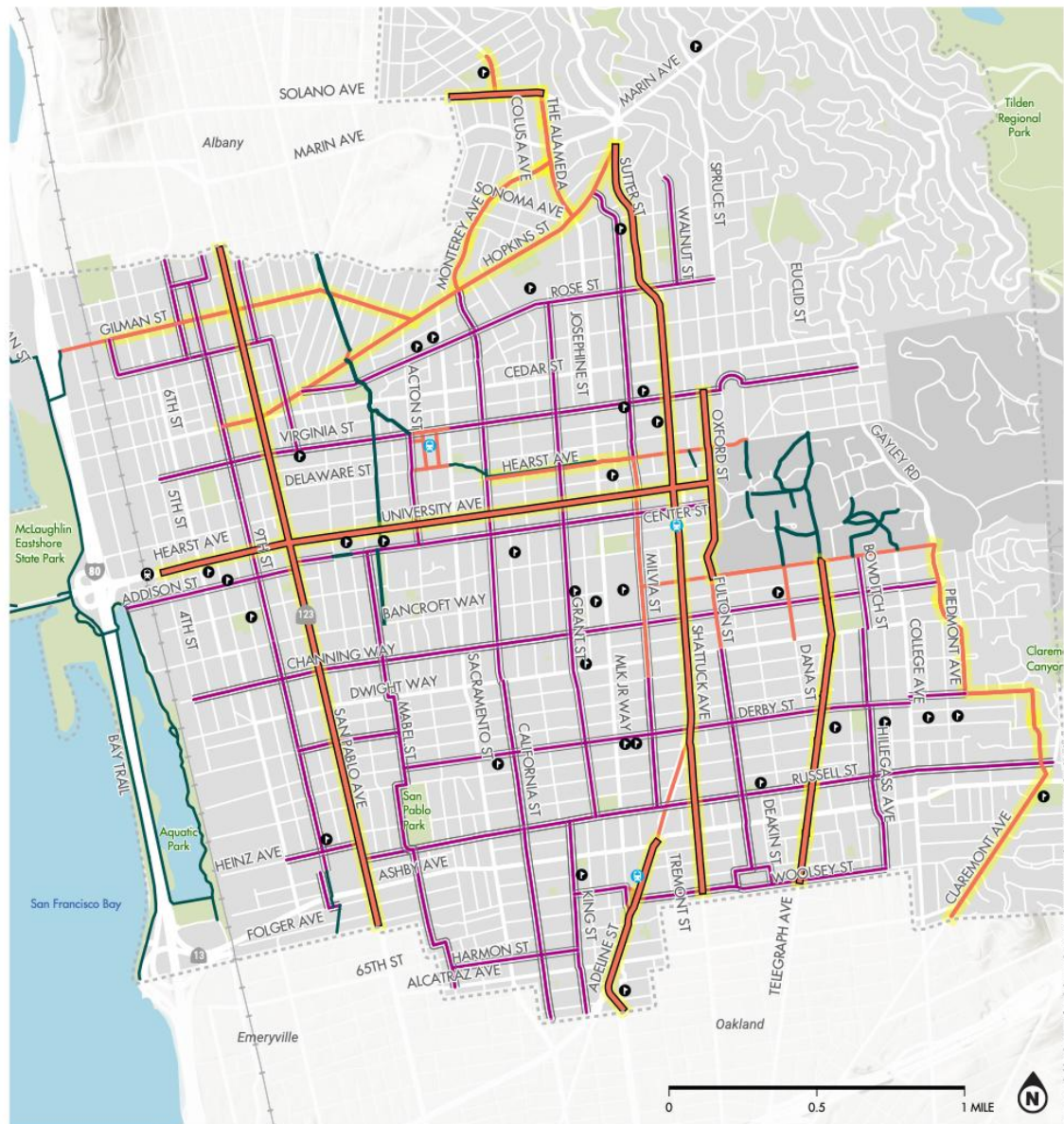
On-Street Parking Impacts:

The segment is about 39 feet wide. Thus, extending one-way protected bike lanes on both sides of Hopkins from Peralta Avenue to Stannage Avenue would likely require removing all on-street car parking on the segment. Extending a one-way

protected bike lane on only the south (uphill) side of Hopkins would allow for on-street car parking on one side of the segment.

Figure 1: Low Stress Bikeway Network Vision

Figure 2: Low-Stress Bikeway Network Vision



LOW-STRESS BIKEWAY NETWORK VISION

CITY OF BERKELEY
BIKE PLAN UPDATE

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Low-Stress Bikeway Network Vision

- Bike Path (Class I)
- Bike Boulevard Network
- Cycletrack (Class IV)

- Amtrak Station
- BART Station

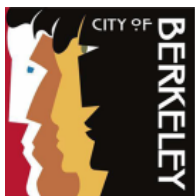
Complete Street Corridor Studies* - Low Stress Bikeway Recommendation

- Study Cycletrack*
- Primary Transit Route - Study Cycletrack*

- School
- Railroad

- Park
- City Boundary

*Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. The Berkeley Bicycle Plan is a citywide planning document that recommends improvements to bicycle safety, comfort, and connectivity at a network level. See Section 5.2 Project Delivery Process and Section 5.6 Complete Streets Corridor Study Recommendations for more information.



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 with inclusion of one-way Class IV separated bikeways on each side from The Alameda to [Peralta Stannage 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.

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.

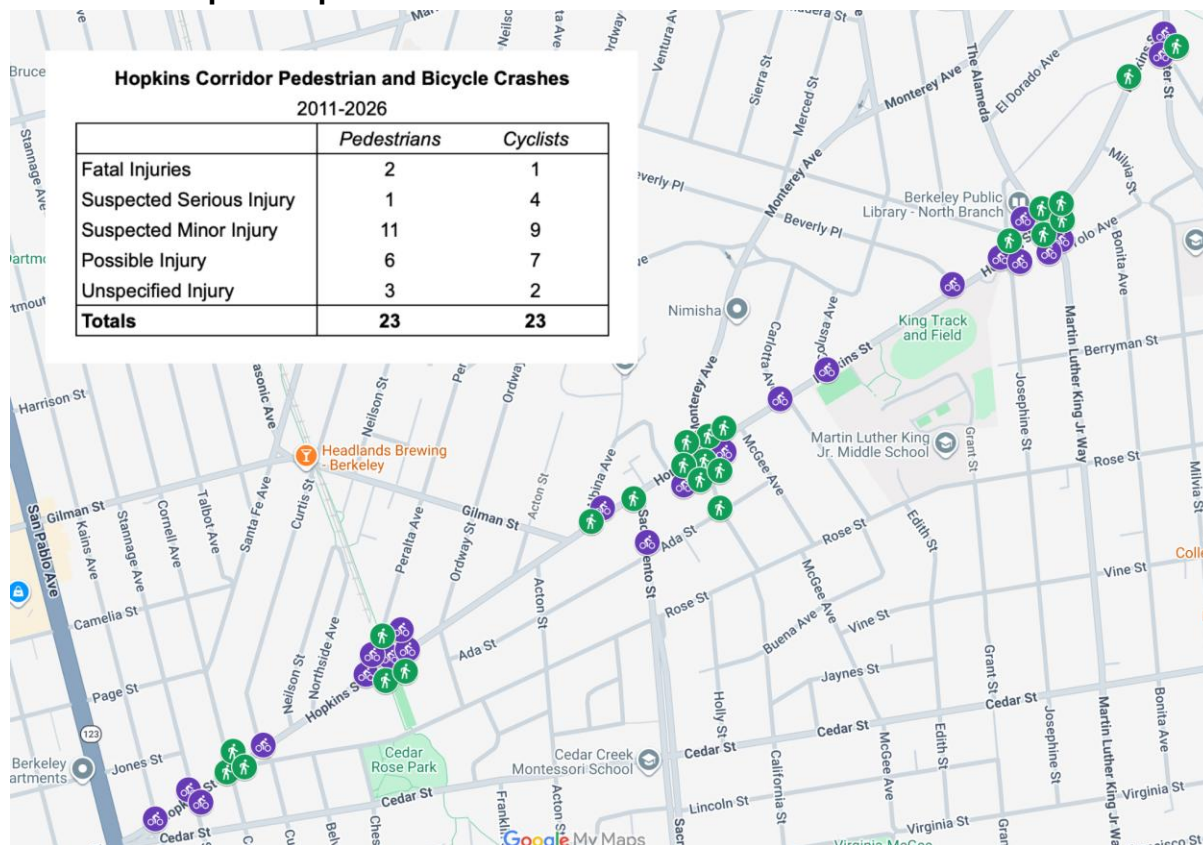
response to collisions that have occurred; all collisions over the last 15 years are shown in Exhibit 4 below.

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

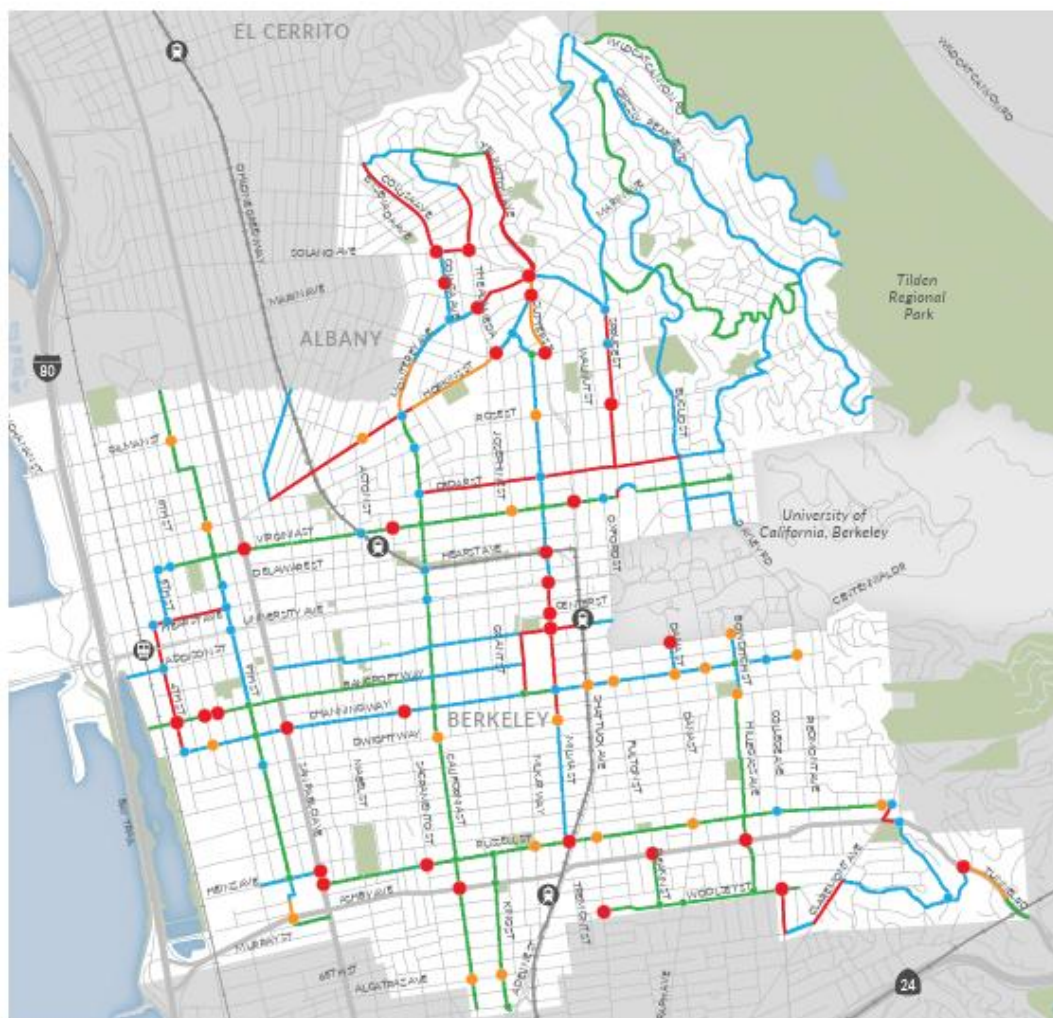


FIGURE ES-1: LOW STRESS NETWORK & INTERSECTIONS WITH HIGH STRESS NETWORK & INTERSECTION GAPS



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.

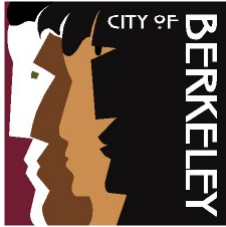
CONTACT

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



Terry Taplin
Councilmember District 2

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Submitted by: Councilmember Terry Taplin and Councilmember Lunaparra

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Rationale:

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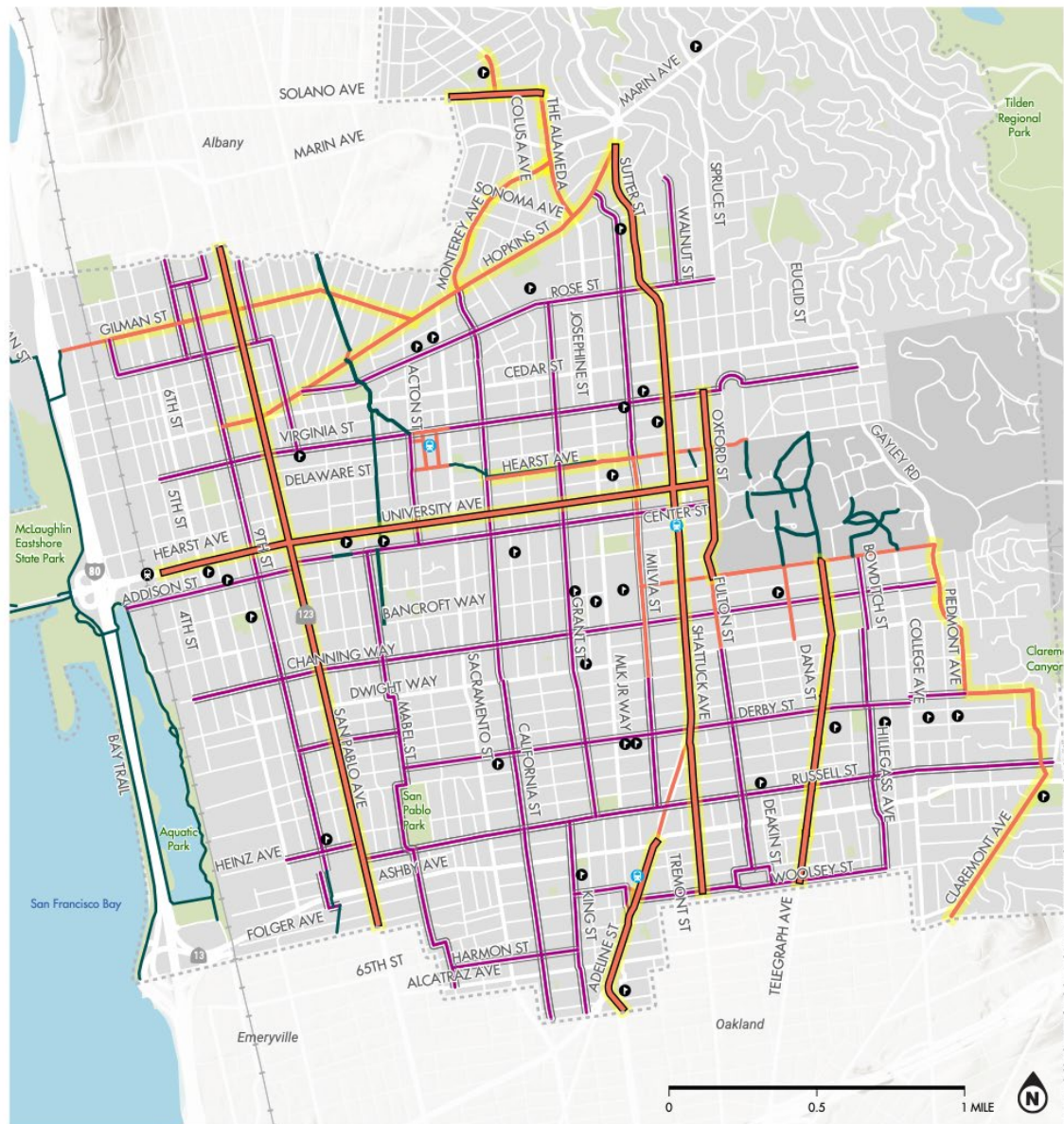
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protected bike lane on only the south (uphill) side of Hopkins would allow for on-street car parking on one side of the segment.

Figure 1: Low Stress Bikeway Network Vision

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CITY OF BERKELEY
BIKE PLAN UPDATE

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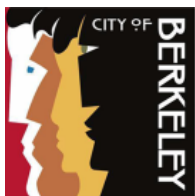
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Rashi Kesarwani
Councilmember, District 1

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)

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RECOMMENDATION

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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.

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.

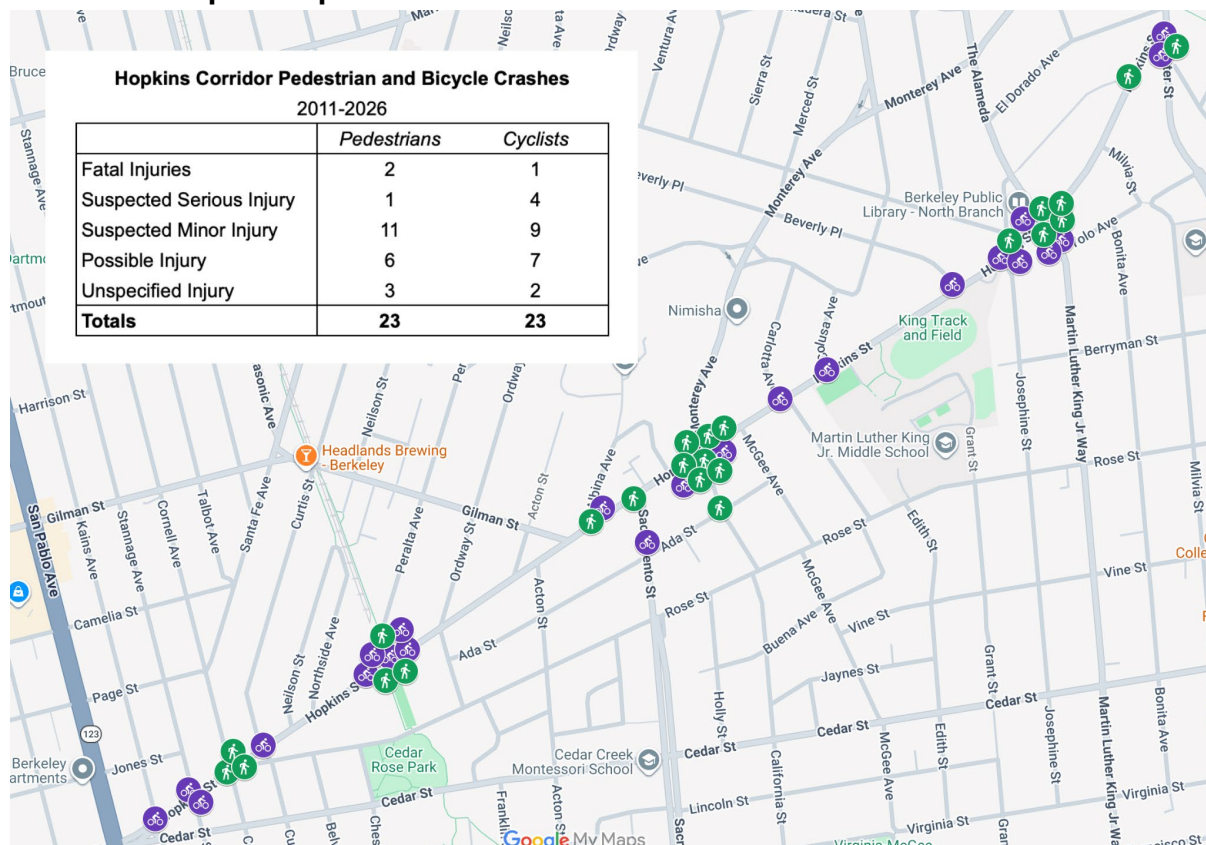
response to collisions that have occurred; all collisions over the last 15 years are shown in Exhibit 4 below.

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

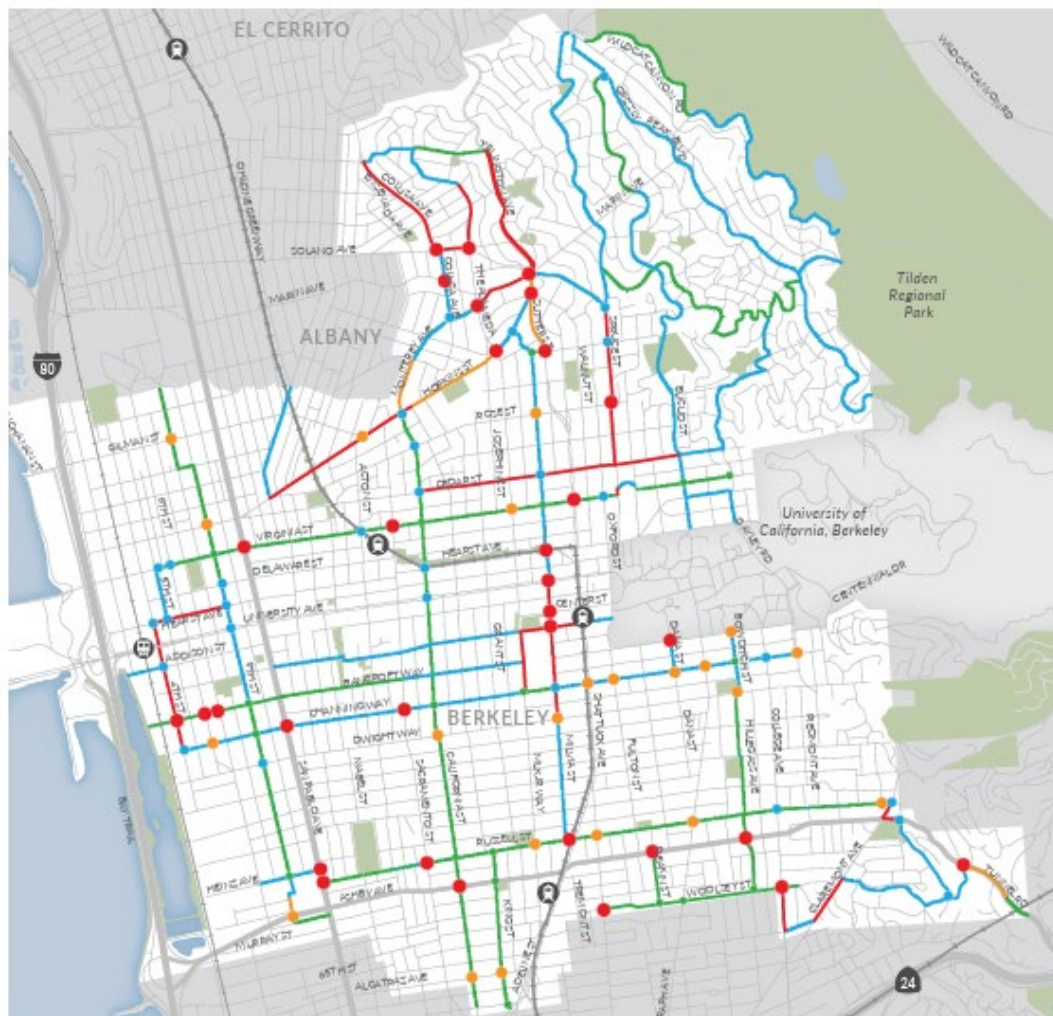


FIGURE ES-1: LOW STRESS NETWORK & INTERSECTIONS WITH HIGH STRESS NETWORK & INTERSECTION GAPS

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.

CONTACT

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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