



Berkeley City Councilmembers
Igor Tregub, District 4
Sophie Hahn, District 5
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REVISED AGENDA MATERIAL for Supplemental Packet 2

Meeting Date: November 12, 2024

Item Number: 8

Item Description: Budget Referral: One-Time \$50,000 Funding for a Traffic Study and Pedestrian Safety Operations at the Pedestrian Crossing on Shattuck Avenue and Delaware Street

Submitted by: Councilmember Tregub (Author), Councilmember Hahn (Co-Sponsor)

Considering the urgency of this project, Deputy Director of Public Works Engineering & Transportation was able to perform an initial assessment. Based on this high-level preliminary assessment, the estimated cost for safety improvements and inspections is approximately \$125,000. This estimate does not include any repaving or pavement rehabilitation work.

Bike East Bay and Walk Bike Berkeley provided their support for the project.

October 29, 2024

To: Members of the Berkeley City Council

From: Councilmember Igor Tregub (author)
Councilmember Sophie Hahn (co-sponsor)

Subject: Budget Referral: One-Time \$~~50~~125,000 Funding for a Traffic Study and Pedestrian Safety Operations at the Pedestrian Crossing on Shattuck Avenue and Delaware Street

RECOMMENDATION: Refer \$~~50~~125,000 to the November 2024 AAO #1 budget process for one-time funding for safety improvements and inspections ~~a traffic study and pedestrian safety operations~~ at the pedestrian crossing on Shattuck Avenue at Delaware Street with the aim to significantly improve safety for all residents. If any funds remain after the study is conducted, direct the remainder of the funds towards repaving or pavement rehabilitation work ~~designing and implementing safety measures~~ at this crosswalk.

FISCAL IMPACT: \$~~50~~125,000 from the General Fund.

BACKGROUND: Councilmember Tregub and the Deputy Director of Public Works Engineering & Transportation received a letter of concern about the crosswalk on Shattuck at Delaware Street signed by 15 residents of Amistad House, a residence for seniors and people with disabilities, at 2050 Delaware Street. The signatures also include healthcare and case worker Mr. Virgil Holt. In their letter and other correspondence residents indicate extremely dangerous crosswalk conditions and are requesting traffic and safety study and consideration for additional safety measures at this crosswalk, such as reduced speed limits and flashing yield lights. The full letter with constituents' signatures is attached in Attachment #1.

Considering the urgency of this project, Deputy Director of Public Works Engineering & Transportation was able to perform an initial assessment. Based on this high-level preliminary assessment, the estimated cost for safety improvements and inspections is approximately \$125,000. This estimate does not include any repaving or pavement rehabilitation work.

Bike East Bay and Walk Bike Berkeley provided their support for the project.

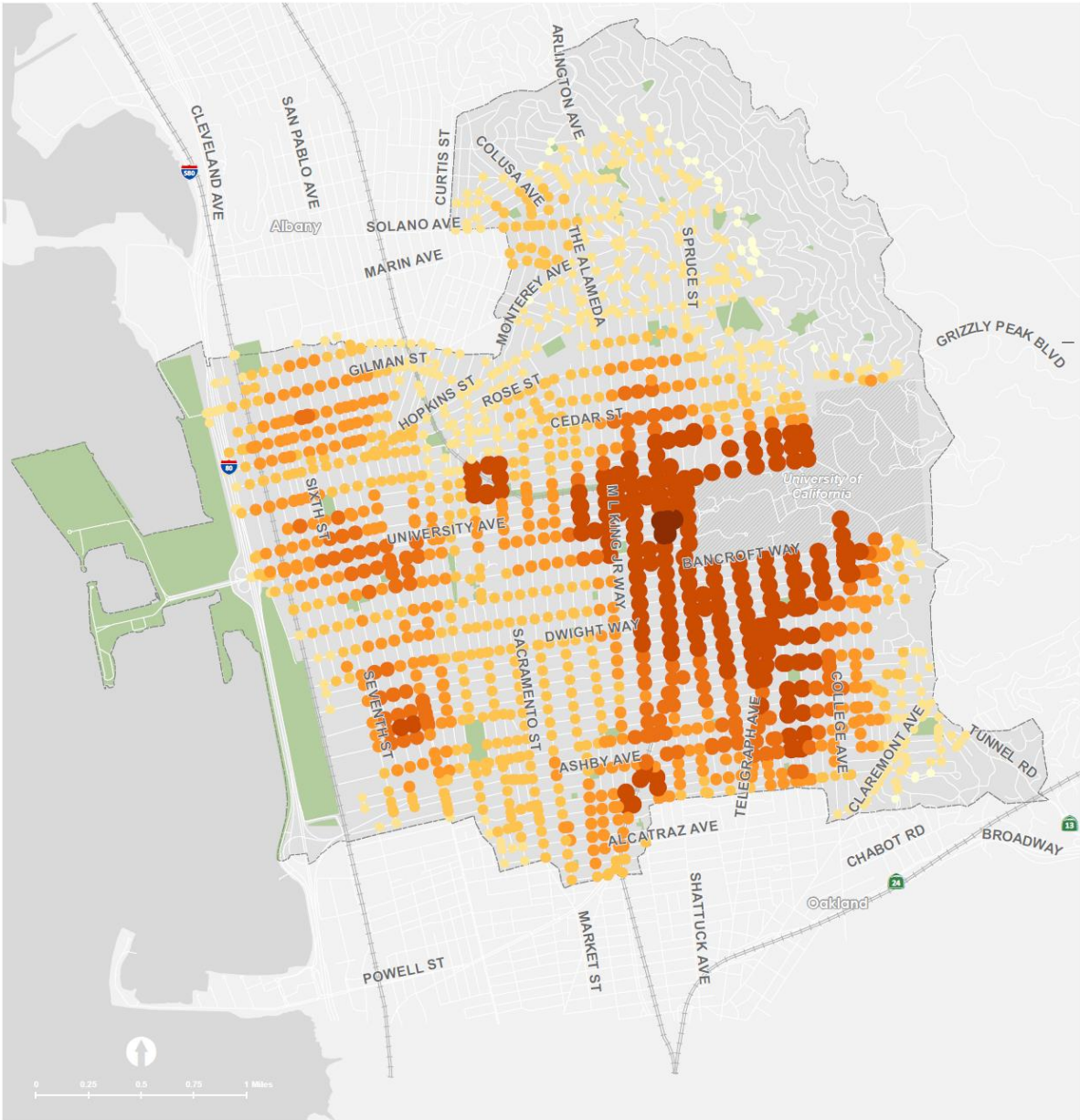
CURRENT SITUATION AND ITS EFFECTS: According to the City of Berkeley Pedestrian Plan,¹ the intersection of Shattuck Avenue and Delaware Street is in one of the highest Pedestrian

¹ City of Berkeley Pedestrian Plan <https://berkeleyca.gov/sites/default/files/2022-01/2020-Pedestrian-Plan.pdf>

Volumes zones in Berkeley (20,001 - 100,000). It is also the closest intersection to the large housing facility for seniors and people with disabilities and only two short blocks away from the UC Berkeley campus boundary. Amistad House, a residence for seniors and people with disabilities, is located at 2050 Delaware Street, directly at the intersection with Shattuck Avenue.

The referenced crosswalk is extremely dangerous for elders and anyone with vision or mobility impairment, as well as for the students and other pedestrians at this high-volume intersection.

FIGURE 7: ESTIMATED PEDESTRIAN VOLUMES AT INTERSECTIONS



Estimated Weekly Pedestrian Volumes

- 0 - 250
- 251 - 5,000
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 20,000
- 20,001 - 100,000
- > 100,000

- Railroad
- Parks/Recreation
- Berkeley City Boundary

RATIONALE FOR RECOMMENDATION: The study will help identify appropriate safety measures at this intersection. Additional safety measures at this crosswalk, such as reduced speed limits and flashing yield lights could improve safety and save lives. This measure is in line with Berkeley Vision Zero Action Plan² and the Pedestrian Plan vision³ and goals.

Appendix B of the Pedestrian Plan adopted WHEN?⁴ also states : “To improve safety for vulnerable road users, such as pedestrians and bicyclists, intersections should have short crossing distances, slow motor vehicle turning speeds, and good visibility. Crossings, whether midblock or at an intersection, should provide safe and comfortable locations for people to cross the street. A crossing location should be designed to encourage motorist yielding or stopping to allow pedestrians to cross.” According to many of the everyday users we consulted with, the intersection does not correspond to these requirements. The study is needed to identify compliance measures.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS: According to the community-wide greenhouse gas emissions inventory in the Climate Action Plan and Resilience Update⁵ released on November 29, 2020, Transportation sector accounts for 46% of the City of Berkeley greenhouse gas emissions. Every effort to make communities safe for walking and biking contributes to the reduction of Vehicle Miles Traveled and therefore aids in decarbonization and overtime amounts to substantive environmental, sustainability, and climate impacts.

POSSIBLE FUTURE ACTION: The Council could take possible future action to provide additional and/or gap funding for the completion of traffic safety measures identified in the study, but not covered by current allocation.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION: Cost estimates for future actions will not be known until the traffic safety study and preliminary engineering is conducted.

² Vision Zero Action Plan <https://berkeleyca.gov/your-government/our-work/adopted-plans/vision-zero-action-plan>

³ Pedestrian Plan vision “Berkeley is a model walkable city where traveling on foot or with an assistive device is safe, comfortable, and convenient for people of all races, ethnicities, incomes, ages and abilities”

⁴ Pedestrian Plan Appendix B (adopted)
<https://berkeleyca.gov/sites/default/files/documents/2020%20Pedestrian%20Plan%20Appendix%20B%20%28adopted%29.pdf>

⁵ Climate Action Plan and Resilience Update
<https://berkeleyca.gov/sites/default/files/documents/2022-11-29%20Item%2016%20Climate%20Action%20Plan.pdf>

CONTACT PERSON

Councilmember Igor Tregub
Olga Bolotina

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obolotina@berkeleyca.gov

Attachments:

1. Letter of concern about the crosswalk on Shattuck at Delaware Street signed by fifteen residents of Amistad House (residence for seniors and persons with disabilities) at 2050 Delaware Street.

Annetta and Ken Lipman
Residents of Amistad House
2050 Delaware Street
Berkeley, CA 94709

October 22, 2024

Transportation & Infrastructure Commission
Wahid Amiri
Public Works
City of Berkeley
1947 Center Street, 4th Floor
Berkeley, CA 94704

Dear Mr. Amiri,

As residents of Amistad House on the corner of Delaware Street and Shattuck Avenue, we would like to request that a traffic study or pedestrian safety operation be conducted regarding the pedestrian crossing on Shattuck Avenue at the corner of our building.

Our residents at Amistad House are either elders or persons with disabilities/mobility issues, and we have found that crossing Shattuck Avenue at Delaware Street is difficult and dangerous for pedestrians for the following reasons:

1. Increased traffic on Shattuck Avenue, especially in the mornings and afternoons on weekdays
2. Increased speeds of drivers on Shattuck Avenue; drivers not seeing or yielding to pedestrians
3. Very uneven road surface – falling hazard for mobility impaired individuals

Additionally, for residents who drive, turning from Delaware Street onto Shattuck Avenue, especially turning left onto Shattuck, is hazardous. There is obstructed visibility because of Corso Restaurant's outdoor dining booth on Shattuck Avenue. Turning right is easier but still has limited visibility.

We would appreciate a safety evaluation or pedestrian safety operation of this intersection for pedestrians and drivers.

Furthermore, we would like to request additional safety measures for this crossing such as a flashing crosswalk light like the one recently installed at the corner of Shattuck and Berkeley Way, a better Senior Housing sign, and/or a reduced speed limit sign for drivers approaching this intersection from the north or south.

We appreciate your consideration for this request for an evaluation of this unsafe crossing intersection.

Sincerely,

Annette Lipman Ken Lipman

Ken and Annetta Lipman, Apt. 204

Additional Resident signatures attached:

Ethel Murphy – Apt. 106

Pam Fadem – Apt. 401

Betty Chui – Apt. 414

Josephine Ratnam – Apt. 315

Barbara Davis – Apt. 216

Mary K. Day – Apt. 404

Zenobin Barton – Apt. 105

Virgil Holt – Building Case Manager

Kevin Brand- Apt. 104

Ron Kay – Apt. 316

Randy Boyer – Apt. 101

Roderick Chamberlain - Apt. 110

Barbara Grieb – Apt. 206

Ramona Avellano – Apt. 201

Cc: Igor Tregub, Berkeley City Council, District 4; ADA – Thomas Gregory; Policy Committee, Councilmember Terry Taplin and Wendy Sorensen; Darlene Bronson - Health, Housing, and Community Services, Commission on Aging

CONTACT INFORMATION

Address: 1947 Center Street, 4th Floor, Berkeley, CA 94704

Phone: (510) 981-7010 TDD: (510) 981-6903 FAX: (510) 981-7060

Office Hours: Monday-Friday, 8:30 am-4:30 pm (Last appointment sign-in at 4:00 pm)

Email: transportation@berkeleyca.gov

Name	Apt. Number	Comment
Annetta and Ken Lipman	204	Crossing at Delaware and Shattuck is difficult because cars sometimes do not stop, the road is very bad for people using a cane (Annetta Lipman), and cars are often exceeding the speed limit. Flashing light would help.
Etzel & Murphy	106	Net go to University & Shattuck - very hard to cross University in time allowed. Good crossing Heast at Shattuck use that time frame as a model
Paul Faden - Paul Salem	401	I concur with the letter's points. As a person who wheelchair it is a scary experience from Delaware across Shattuck any day. It's very important to have a traffic control at this corner especially for seniors to cross the street.
Betty Chui Bellevue	414	
Stephine Rothman	315	Exp. WHEELER ROAD SURFACE
Robert Davis	216	
Mary X. Day	404	Support this solution!

Name	Apt. Number	Comment
Janine Bester	105	Crosswalk is very dangerous and very unsuitable for seniors - or any one crossing street.
Val Hall	case # 104	I have identified that this crossing presents a V.V. / tremendous safety hazard for all elderly crossers.
Ken Bond	Apt 104	
Paula	314	Dangerous crosswalk, especially considering the number of elderly living nearby. We can't always move fast, and cars sometimes don't want to stop.
Andy Bora	101	
ROGER/K CHAMBERLAIN	110	
BARBARA GREIB	206	NEED SAFETY PLEASE!
RM Sullivan	201	