

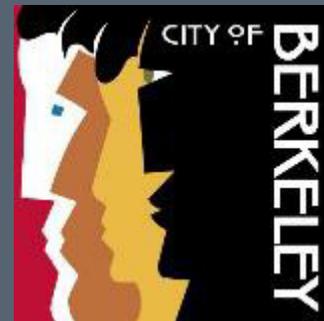


# Claremont Quick Build

## Vision Zero

**Pedestrian Safety Event – John Muir Elementary**

**October 23, 2025**



# What is Vision Zero?

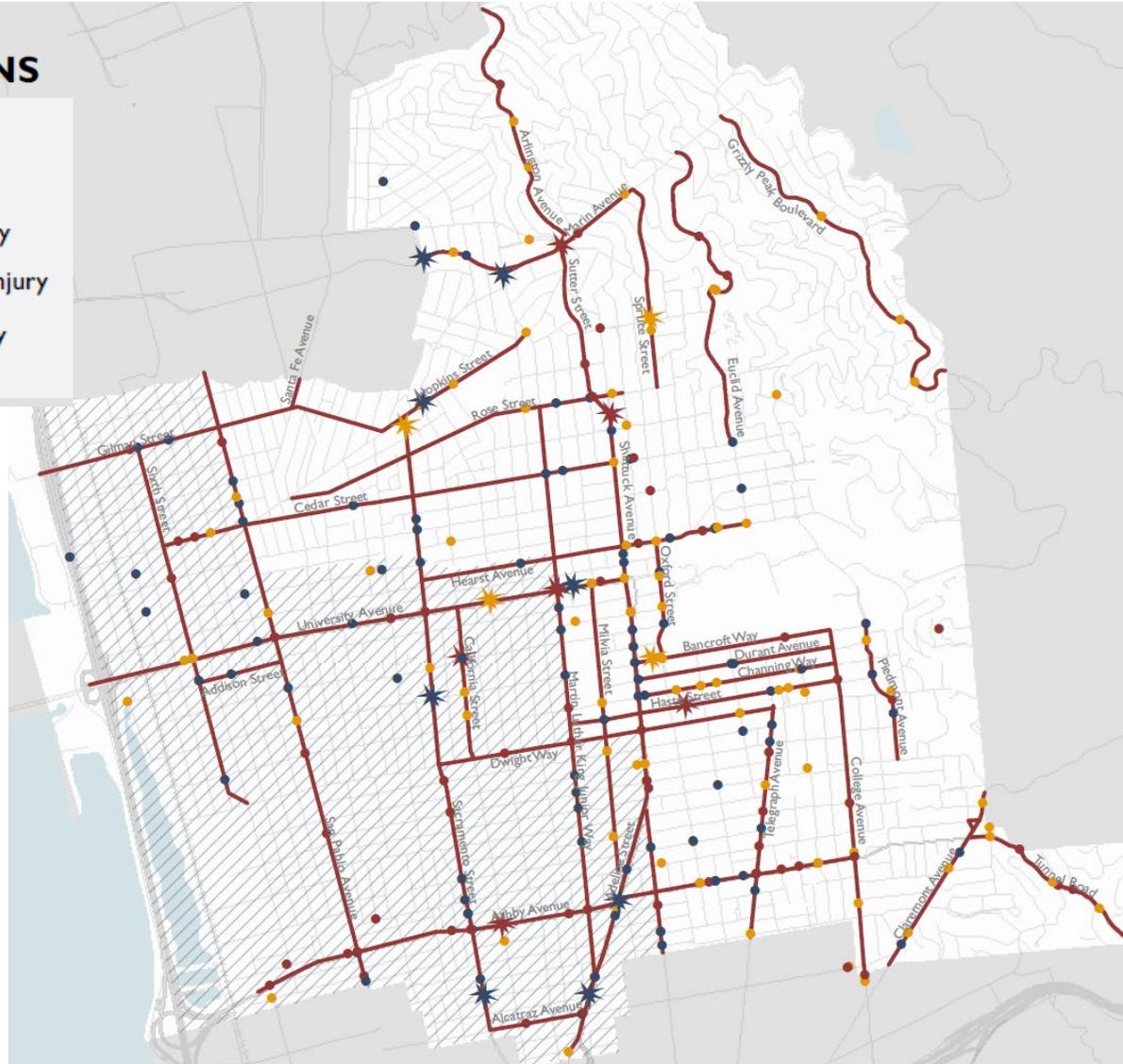
## LOCATIONS OF SEVERE AND FATAL COLLISIONS

//// Equity Priority Area

### Collision Type

-  Bicycle - Fatal
-  Pedestrian - Fatal
-  Driver - Fatal
-  Bicycle - Severe Injury
-  Pedestrian - Severe Injury
-  Driver - Severe Injury

Collision Data: SWITRS ten-year injury collision data, 2010-2019



## HIGH-INJURY STREETS

### VISION ZERO IS ABOUT STREETS

The High-Injury Streets map represents the City of Berkeley's streets with the most severe injury and fatality crashes based on data between 2011 and 2020.

**86%** of Berkeley's severe and fatal collisions occur on just **15%** of City streets.

# Safe Systems Approach



# Project Purpose: Vision Zero & Quick Build Approach

- **Purpose:** Quickly advance Vision Zero with near-term safety improvements
- **Goal:** Reduce risk of death and serious injury on Claremont through quick build interventions
- **Approach:** Implement low-cost Quick Build treatments now; evaluate before permanent work



VZ High Injury Street

# Safety Data

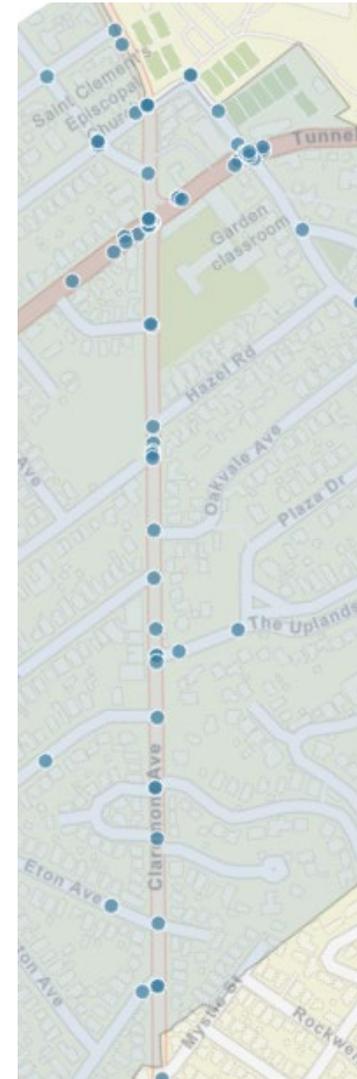
46 total collisions (Jan 2013-March 2025\*)

- 35% involved people walking or biking
- Primary Collision Factors (PCF): failure to yield (26%), unsafe turns (17%), unsafe speed (15%),

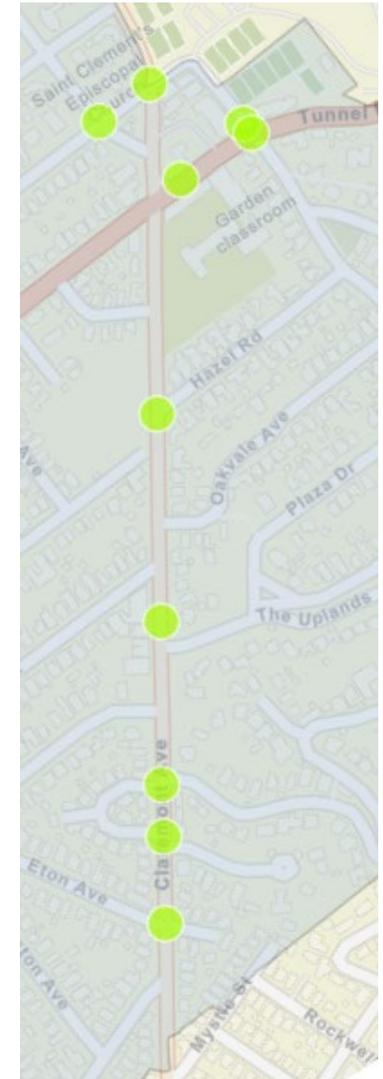
Killed or Severely Injured (KSI) : 1 Fatality (7/8/25) + 7 Severe Injuries

- No PCF trends found
- 6 of 8 involved bike or ped

46 total collisions



8 KSI



\*(2023 – 2025 Data is provisional and subject to change.)

# Existing Conditions

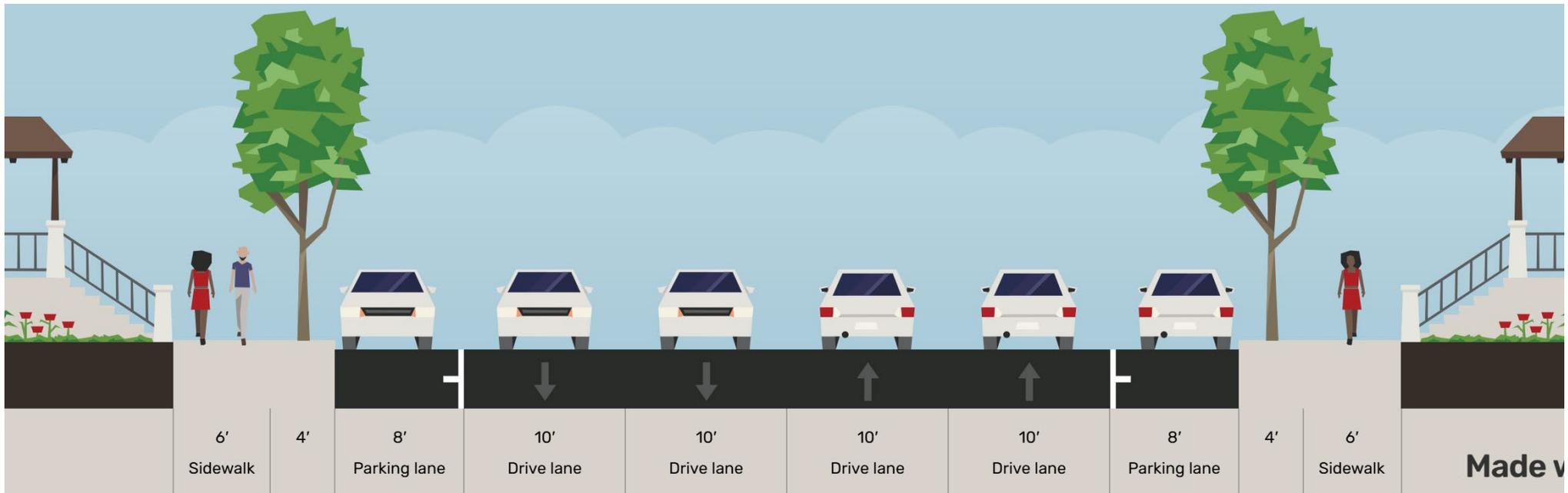
Street Width: 56 feet curb to curb

Traffic Volumes: ~10,400 (NB 5,600. SB: 4,800)

Peak Hourly Volume: NB: ~600 (15:30-16:30). SB: ~400 (17:15-18:15).

Speed Data: 85<sup>th</sup> Percentile 31-34 MPH each way.

Traffic & Speed Data collected 9/23/25 at three locations along the corridor



# Corridor-Wide Quick Build Treatments

## Crosswalks and Markings

- Update Crosswalks to Triple Fours
- Add shark teeth yield markings,



## Intersection Geometry & Traffic Calming

- Daylight
- Hardened centerlines at all intersections – with “Yield to Ped” sign, and median noses

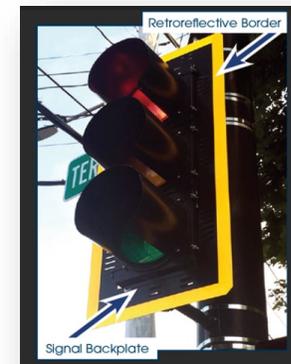
## Signal & Visibility Enhancements

- Leading Pedestrian Intervals
- Repaint backplate and add yellow reflective tape around traffic signal heads
- Clear vegetation near lights and signs, RRFBs



## Signage & School Zone Treatments

- Update all signs to retroreflective within 600 ft of John Muir Elem
- Update all signage corridor-wide to retroreflective



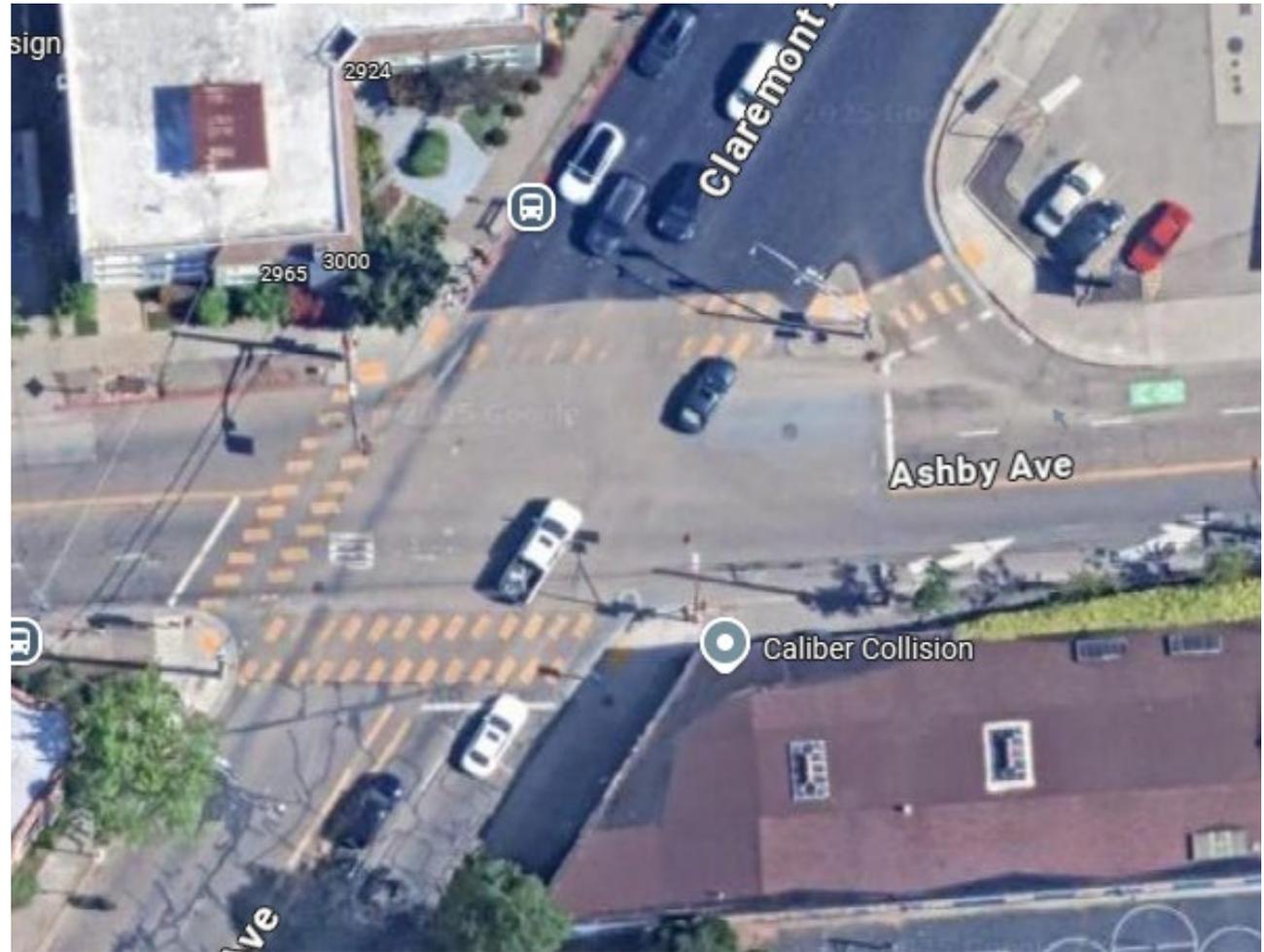
## Bicycle Network Enhancements

- Green bike tracks at Russell Bike Blvd



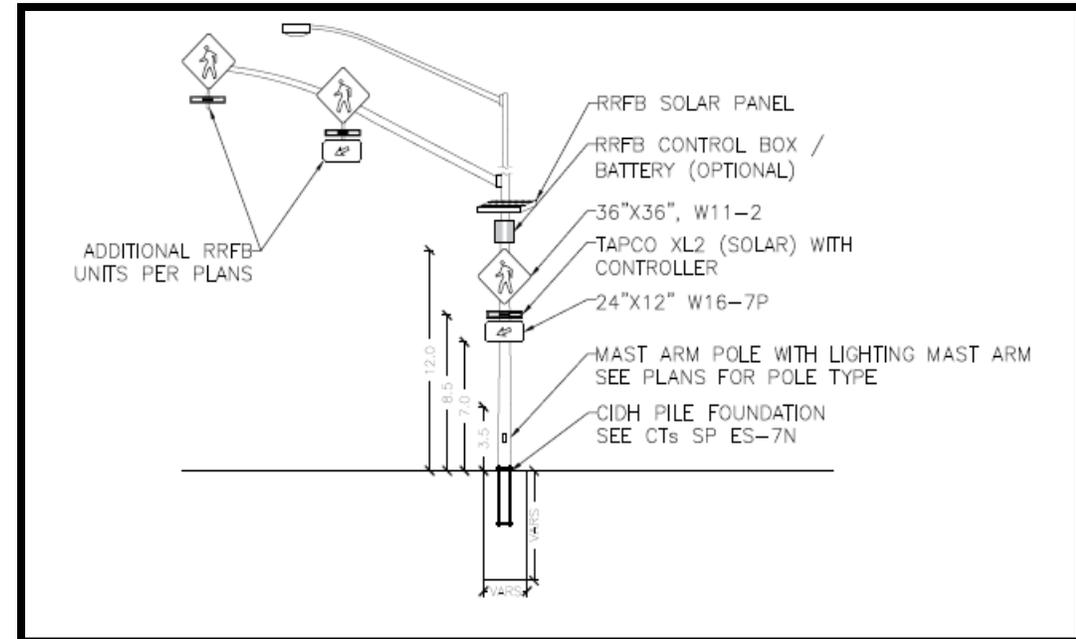
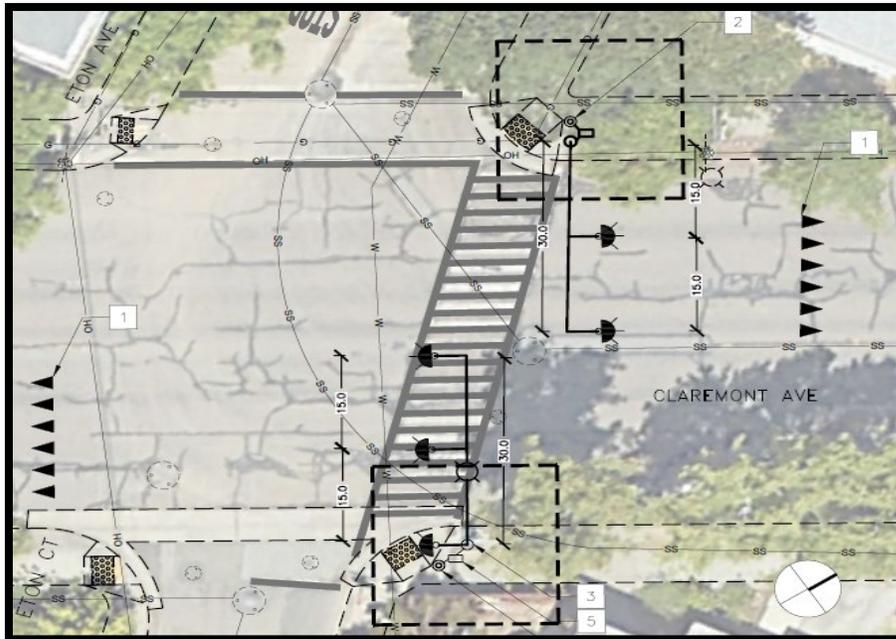
# Claremont & Ashby (Caltrans)

- We know this intersection has a high collision history and is a major community concern
- Ashby Ave is under Caltrans jurisdiction, and thus the City can't make Quick Build changes without their review and approval.



# Claremont & Eton (Related Project)

- Design and Installation of Solar Powered RRFB System
  - Improvements solar-powered lighting, rectangular rapid flashing beacons, crosswalk and yield line pavement marking improvements.
  - Funding



# Timeline & Next Steps

- Completed (Fall 2025)
  - Data Collection & Engineering Feasibility
  - Technical Feedback from Fire, Police, AC Transit
  - Fire analysis confirmed that proposed improvements will not affect evacuation time
- Next Steps
  - Develop Cost Estimates
  - Notify nearby residents of quick build plans
  - Funding Allocation
  - Quick Build Construction: (Winter 2026)
  - Post-project data collection: (Spring 2026)
  - Claremont & Eton RRFB Construction (Spring 2026)
- Future: Potential Measure FF Complete Streets Project

# THANK YOU!

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## CITY OF BERKELEY

Public Works  
*Vision Zero*

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