Parker-Addison Mobility + Safety Improvements Project

Public Information Session

Focus Area: Dwight Way (Bonar St. to Mabel St.)

November 9th, 2023, 6:00pm-7:30pm

Agenda

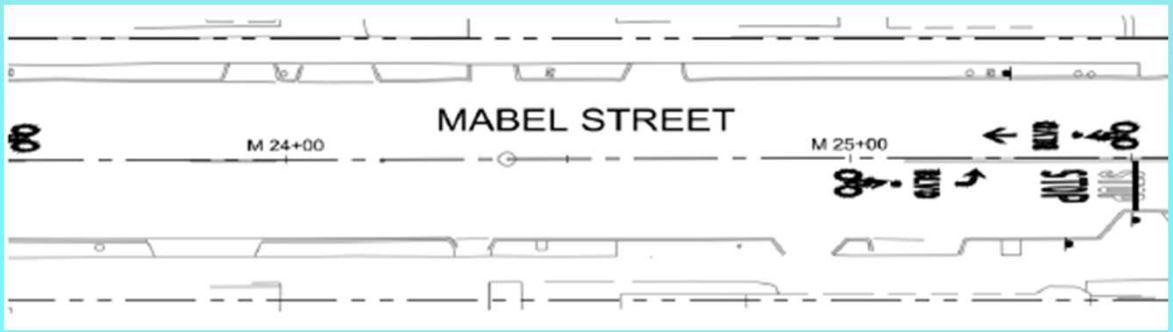
- Introductions
- Housekeeping
- Purpose of This Meeting
- Project Background and Goals
- Design Concepts on Dwight Way (Bonar St. to Mabel St.)
  - Design Concept – Two-way cycle track on the north side
  - Design Concept – One-way bike lanes with buffer each direction
- Project Timeline
- Questions and Wrap-Up

Introductions

Pedram Massoudi, TE, PTP
Associate Transportation Engineer
City of Berkeley
Project Manager

David Hoffman
Transportation Planner
Parametrix, Inc.

Ashley Haire, PhD, PE
Alta Planning + Design



Housekeeping

- Meeting is being recorded and will be available on City website
- After presentation, there will be time for individual speakers (time will be limited)
- All meeting materials (including recording and this presentation) to be available on City website Tuesday, November 14th.
- Comments to City due by 5:00pm, Thursday, November 16th.
- Please send comments to Pedram Massoudi - Pmassoudi@berkeleyca.gov

Purpose of This Meeting

- Initial project meeting covering entire project was 12/1/2022
- Initial concepts for the segment between the Dwight/Bonar and Dwight/Mabel intersections presented last meeting with multiple design concepts
- This meeting refines some of the concepts; some initial concepts were not viable after further review
- This meeting focuses only on the segment between Dwight/Bonar and Dwight/Mabel

Project Background & Goals

- Parker-Addison Mobility and Safety Improvement elements identified in Berkeley Bicycle Plan (2017) and Pedestrian Plan (2020)
- Increase safety and mobility for bicyclists and pedestrians
- Connect West Berkeley to North Berkeley Bart station, Ohlone Greenway, and open green spaces including San Pablo Park and Strawberry Creek Park
- Includes: Re-configured intersections to include new traffic circles traffic calming, and sidewalk gap closures
- Initial public meeting on 12/1/22; materials and presentation available on City of Berkeley web page (see link at end of presentation)

Background & Goals Cont'd.

- Project funding from a State of California Affordable Housing and Sustainable Communities (AHSC) grant
- Part of $1.4M to construct sustainable transportation infrastructure (STI) and transit related amenities (TRA)
- $870,000 – this project
- $530,000 - bus stop improvements (University West Bus Stops)

Berkeley Bikeway Network

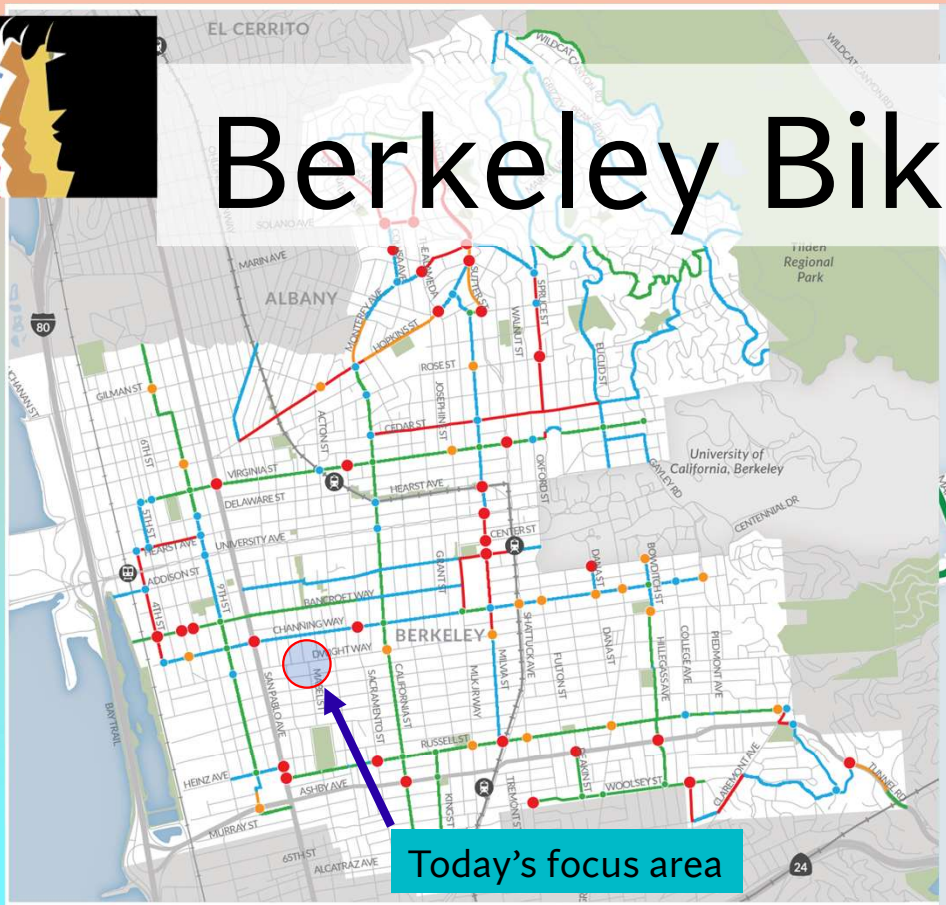


FIGURE ES-1: LOW STRESS NETWORK & INTERSECTIONS WITH HIGH STRESS NETWORK & INTERSECTION GAPS

CORRIDORS
- LTS 1 - ALL AGES AND ABILITIES
- LTS 2 - INTERESTED BUT CONCERNED

NETWORK GAPS
- LTS 3 - ENTHUSIASTIC AND CONFIDENT
- LTS 4 - STRONG AND FEARLESS

INTERSECTIONS
- LTS 1 - ALL AGES AND ABILITIES
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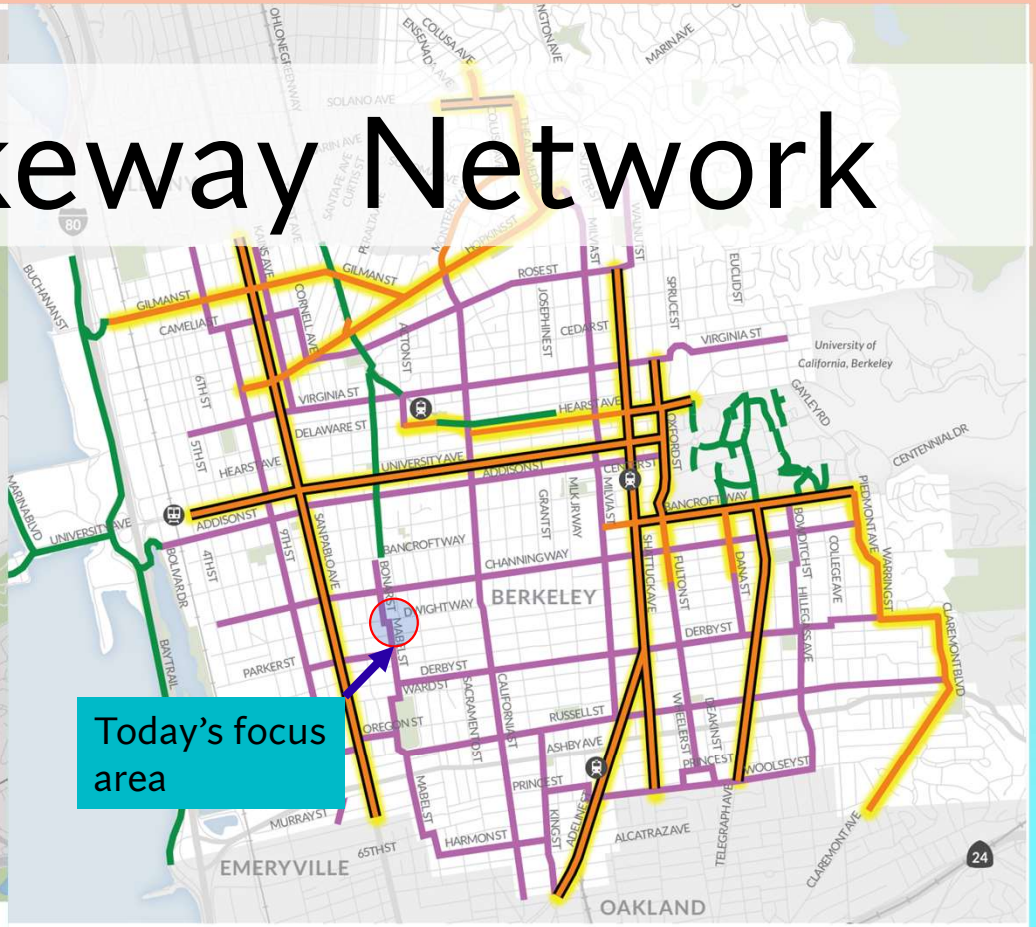


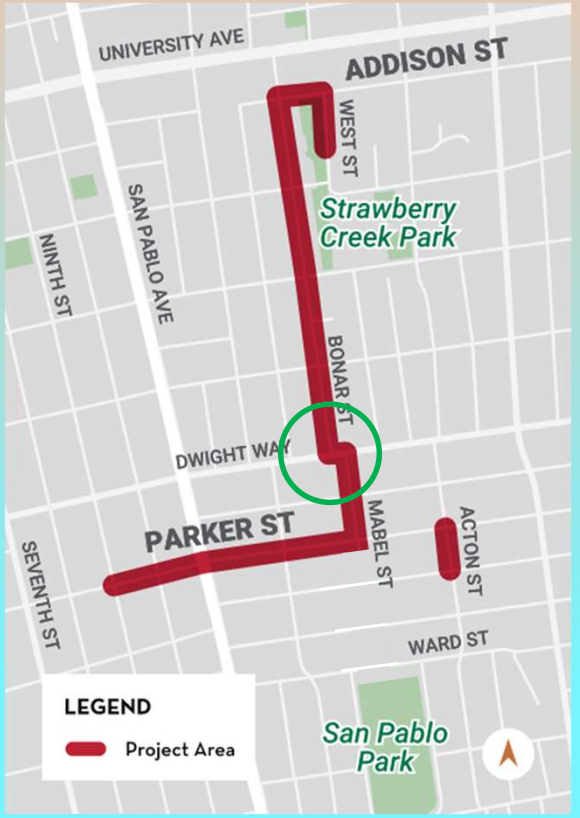
FIGURE ES-2: LOW-STRESS BIKEWAY NETWORK VISION

- PAVED PATH
- BICYCLE BOULEVARD NETWORK
- CYCLETRACK [4]

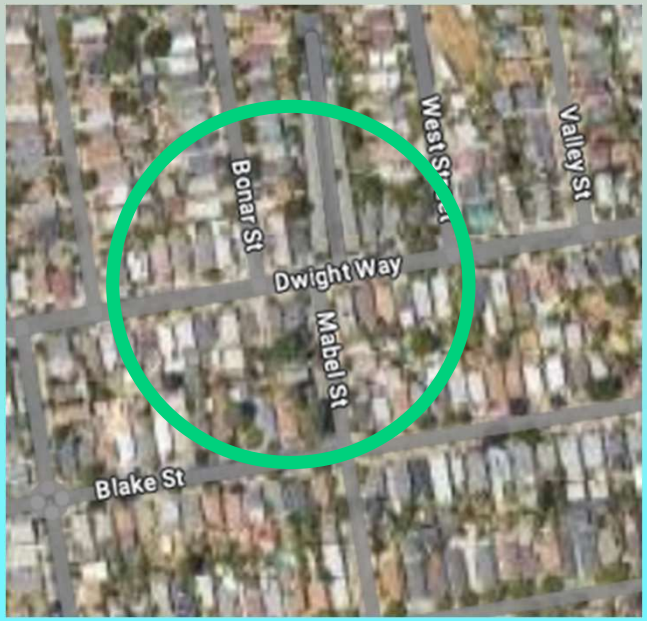
COMPLETE STREET CORRIDOR STUDIES - LOW STRESS BIKEWAY RECOMMENDATION
- STUDY CYCLETRACK [4]*
- PRIMARY TRANSIT ROUTE - STUDY CYCLETRACK [4]*

Project Overview

- Overall project covers portions of Bonar Street, Mabel Street, Parker Street, and Dwight Way
- Focus area for today will cover just the intersections of Dwight Way and Bonar Street and Dwight Way and Mabel Street (green circle)
- Overall project is at 65% design with the exception of today's focus area which is conceptual only
- No design decisions are being made today in the focus area for this meeting



Focus: Dwight/Mabel/Bonar



- Two design concepts to be presented:
  - Two-way cycle track on the north side of Dwight Way
  - One-way bike lanes with buffer on each direction on Dwight Way

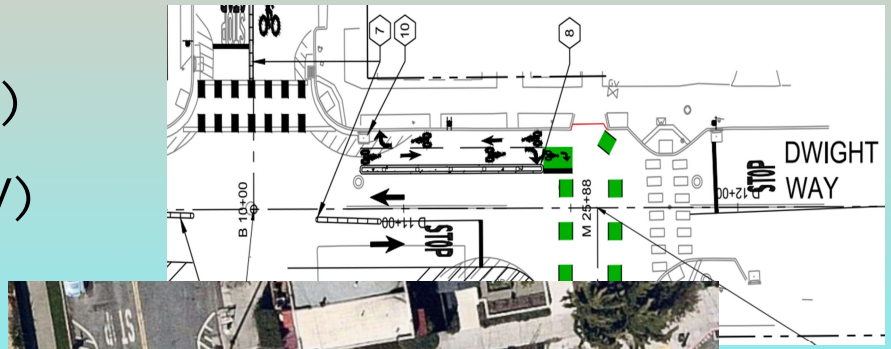
Existing Conditions

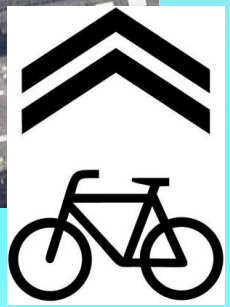
1. Bus stops north and south
2. Crosswalk east of Mabel
3. Painted bulb-outs

- Intersections only 100 feet apart
- Jog intersection between Bonar and Mabel
- No stop signs on Dwight

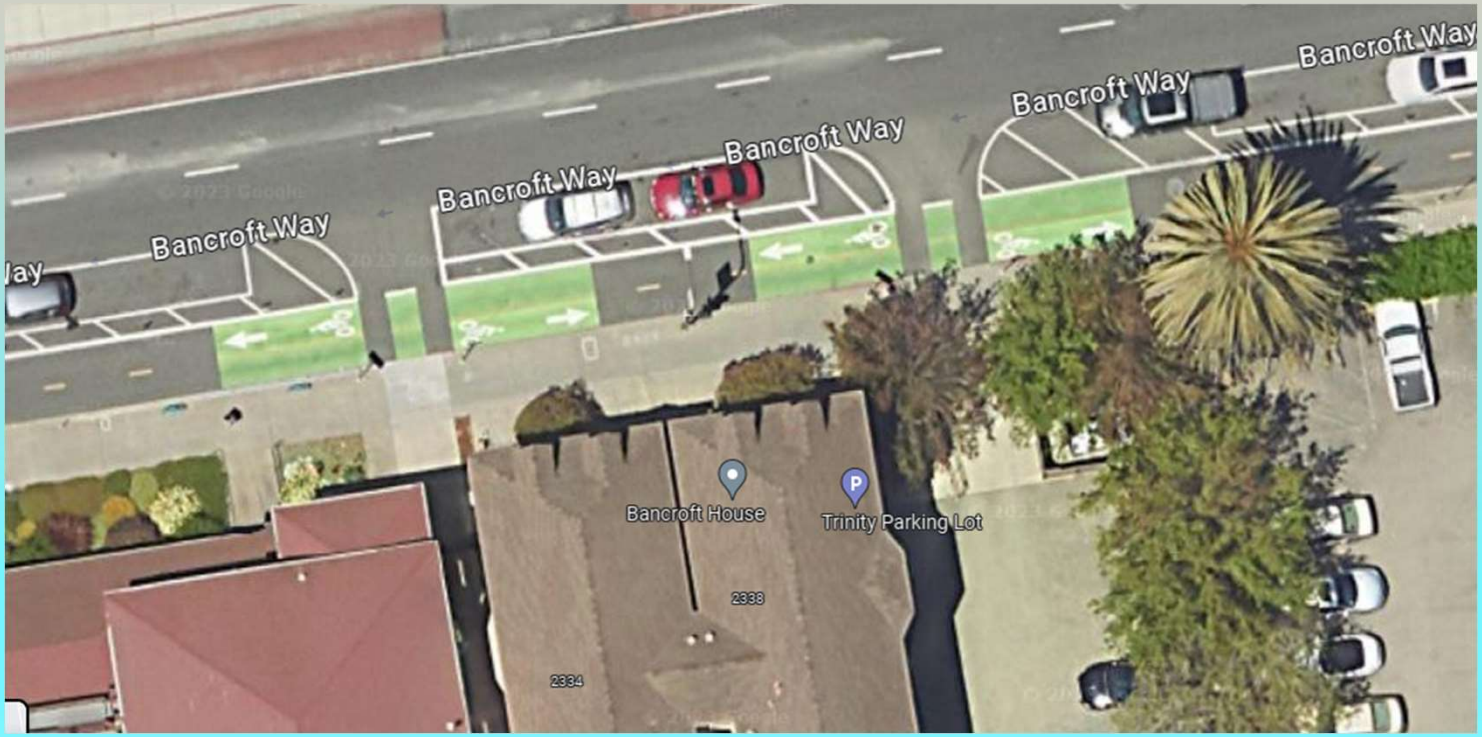
Previously Considered Options

- Northside Cycle Track (Longer) (Class IV)
- Northside Cycle Track (Shorter) (Class IV)
- Southside Cycle Track (Class IV)
- Sharrows Each Direction (Class III)
- Bike Lanes Each Direction (Class II)



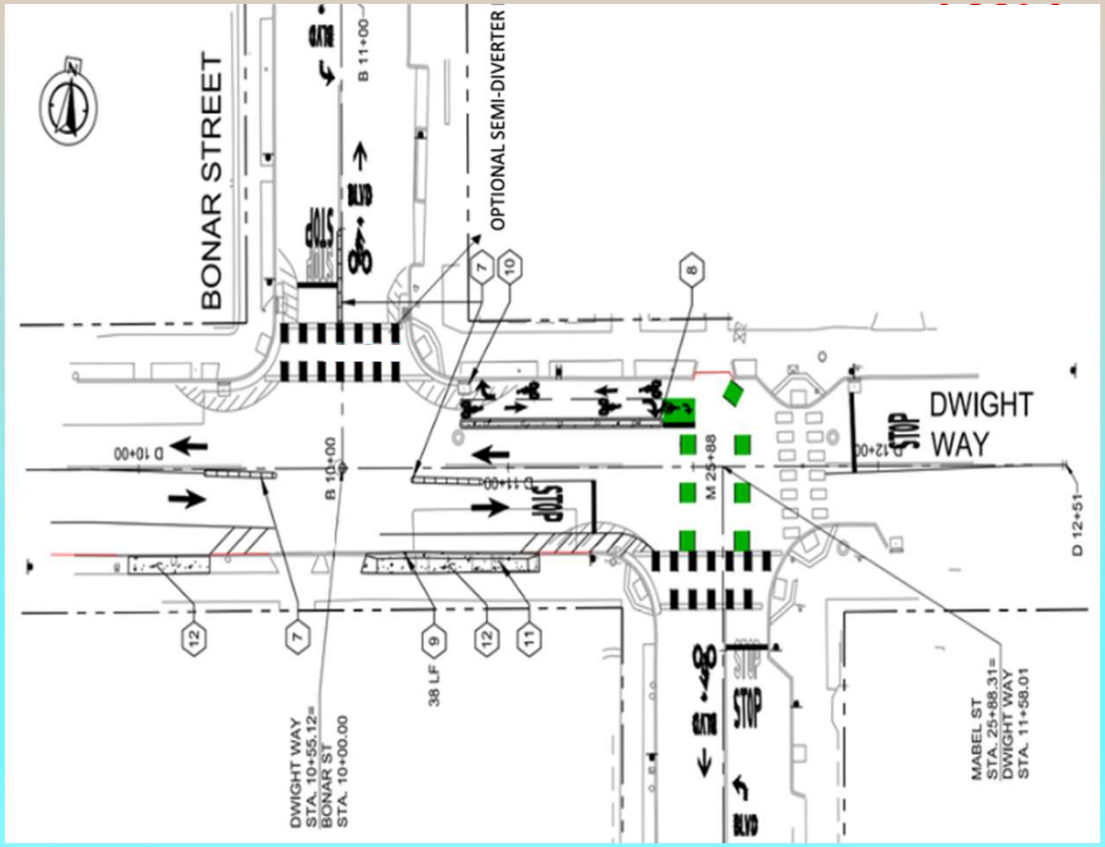


Design Option - Two-Way Cycle Track



Design Option - Two-Way Cycle Track

- Two-way cycle track on north side of Dwight Way
- From Mabel to Bonar: left on to cycle track, right on to Bonar St.
- From Bonar to Mabel: left on to cycle track, right on to Mabel St.
- Bus stop removal on south side of Dwight Way



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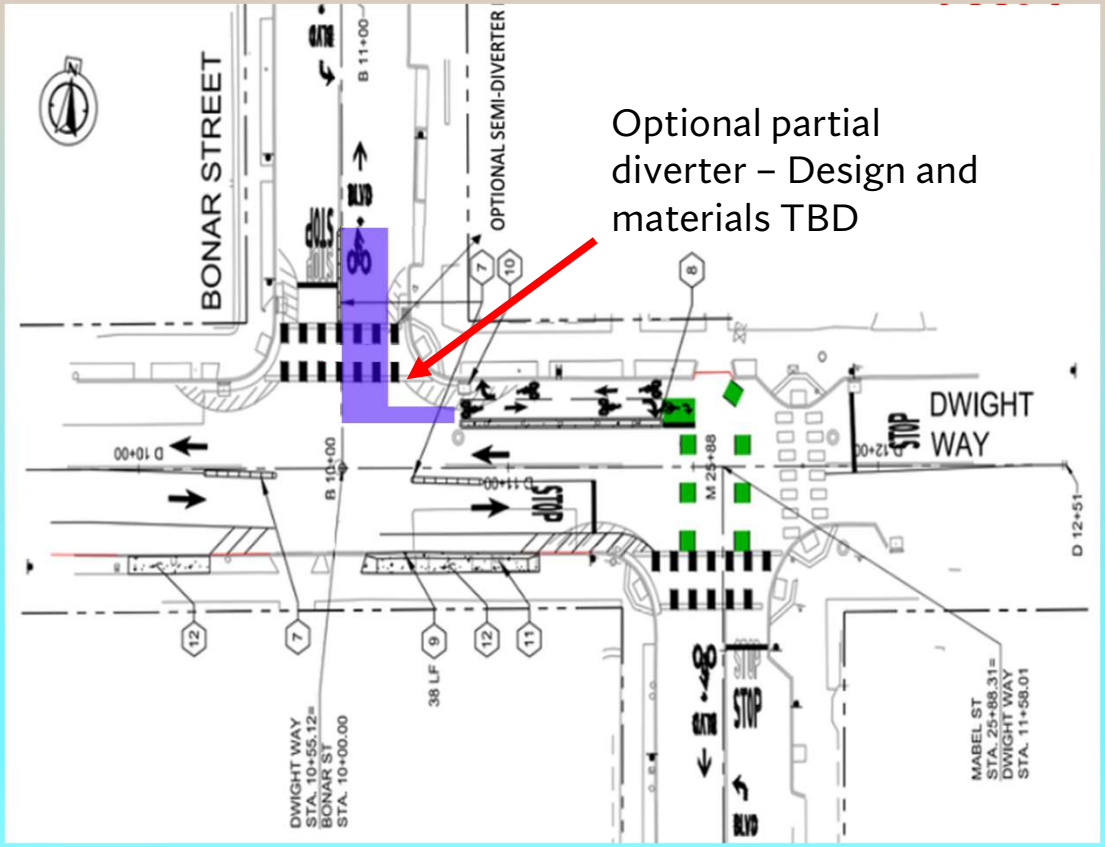


Design Option - Two-Way Cycle Track

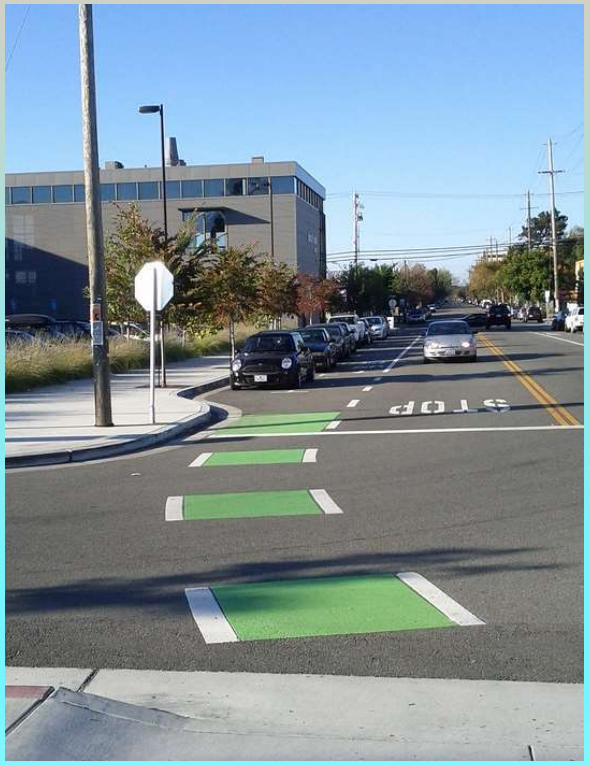
Pros

- Includes raised concrete curb separation dividing bikeway from travel lanes
- Includes hardened centerlines on Bonar intersection approaches

Cons

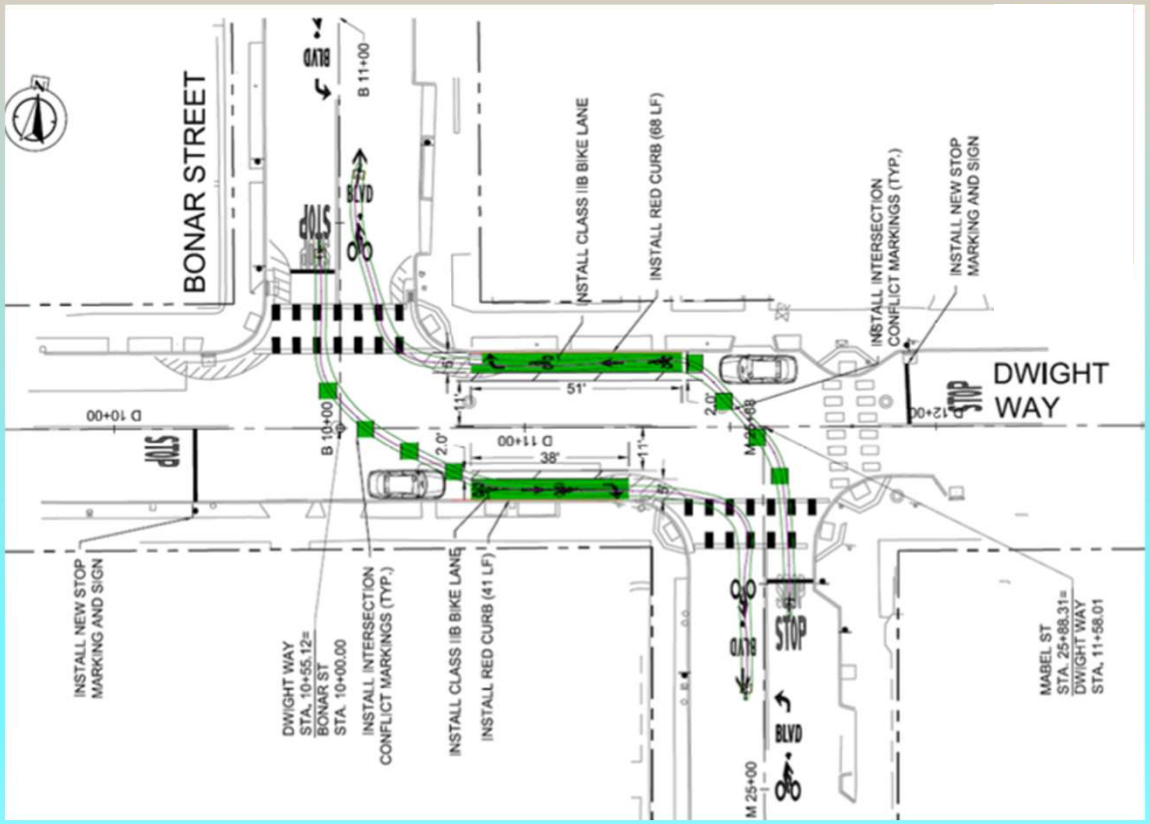
- Movement of bicyclists relative to vehicular traffic is non-intuitive
- Requires shifting centerline on Dwight upstream and downstream of bikeway
- Complex bicycle movements in transition areas
- Impacts to on-street parking; possible replacement on south side of Dwight

Design Concept: One-Way Bike Lanes



Design Concept: One-Way Bike Lanes

- One-way bike lanes on Dwight Way
- Stop signs at all four locations
- Class IIB bike lanes on Dwight Way between Mabel St. and Bonar St.
- Some parking preserved on both sides of Dwight Way
- Bus stop removal on south side of Dwight Way



Design Concept: One-Way Bike Lanes

Pros

- More intuitive movements for bicyclists; bicycle movements match directionality of vehicle travel lanes
- This applies to motor vehicles as well
- Striped bike lanes provide dedicated space for bicyclists compared to shared lane configuration

Cons

- Offset stop signs require additional signage and pavement markings (TBD) to account for atypical driver expectations
- Impacts to on-street parking on north curb
- No physical separation between travel lanes and bike lanes

Project Timeline

- Spring 2024 – End of Design Phase
- End of Summer/Early Fall 2024 – Construction Begins
- End of Summer 2025 – Construction Ends

Design Decision Process

- Director of Public Works to make a decision based on staff recommendation and public input
- Council would need to approve final design documents prior to construction.

Questions & Comments

- Comments limited to time allotted for speakers
- Please speak respectfully and keep comments focused on the project

Project Comments & Contact

Pedram Massoudi, TE, PTP – Project Manager

Pmassoudi@berkeleyca.gov

Website:

https://berkeleyca.gov/your-government/our-work/capital-projects/parker-addison-bike-boulevard

Previous Public Meeting (12/01/22):

https://berkeleyca.gov/sites/default/files/documents/Berkeley-Parker-Addison_20221201_v2.pdf