



Public Works

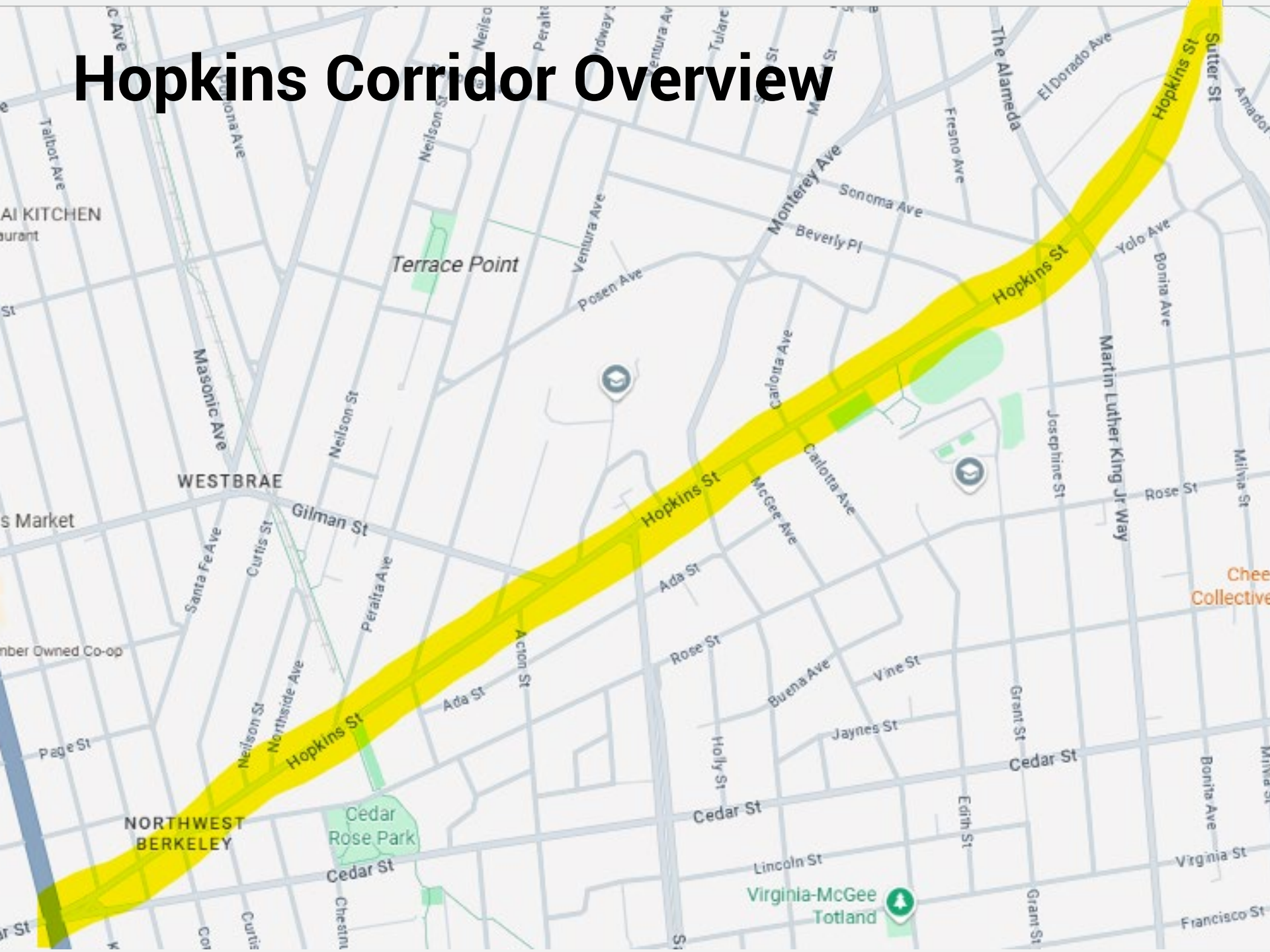
Hopkins Corridor Safety Improvements Design Alternatives

Agenda:

1. Hopkins Corridor overview
2. Summary of current reconstruction alternatives
3. Delivery of current reconstruction alternatives
4. San Pablo to Gilman details
5. Gilman to McGee details
6. McGee to Josephine details
7. Josephine to Sutter details
8. Next steps



Hopkins Corridor Overview



Hopkins Street Corridor
San Pablo Avenue to Sutter Street – 1.5-miles

- Residential Areas
- Kains Avenue to Hopkins Court – 0.7-miles
 - McGee Avenue to Sutter Street – 0.6-miles

- Commercial Areas
- Hopkins & San Pablo Avenue & Cedar Street
 - Hopkins Court to McGee Avenue – 0.2-miles

- Parks & Schools
- Karl Linn Community Garden
 - Cedar Rose Park courts
 - Berkeley Little School
 - Martin Luther King Jr. Middle School, Park and Pool
 - Hopkins Pre-School

Cheer Collective

Summary of Current Reconstruction Alternatives

Design Details	Alternative 1 2023 65-percent Design	Alternative 2 2026 City Council Referral
ADA compliant curbcuts	✓	✓
RRFBs and bulbouts at Stannage (part of ACTC San Pablo Avenue Parallel Bike Improvements Project)	✓	✓
Traffic calming at Curtis Street	✓ (speed table)	✓ (speed cushion)
Crosswalk enhancements at uncontrolled intersections (RRFBs, yield markings, roadway and warning signs)		✓
Pedestrian refuge islands		✓
Ohlone Greenway crossing at Peralta (part of Ohlone Greenway Modernization and Safety Improvements Project, 2026 construction)	✓	✓
Bus bulbs at Sacramento and Monterey	✓	
Raised intersection at Monterey	✓	✓
Raised crosswalk and bulbouts at Josephine	✓	✓
Bulbouts at The Alameda	✓	✓
Cycle-track between Gilman & McGee (two-way) and between Josephine & Sutter	✓	
Traffic signal upgrades (Sacramento and The Alameda)	✓ (bicycle signal heads and major infrastructure upgrades)	✓ (minor infrastructure upgrades)
Estimated parking loss	84 spaces	5 spaces

Delivery of Current Reconstruction Alternatives

	Alternative 1 2023 65-percent Design	Alternative 2 2026 City Council Referral
Public process	Robust level of community engagement	Standard level of community engagement
Design timeline	2-years	1-year
Construction timeline	1.5-years	1-year
Total timeline	3.5+ years	2-years
Estimated total cost	\$14- to \$15-million	\$11- to \$12-million

* The estimated total cost for each alternative includes only \$500,000 to fulfill the California Municipal Regional Stormwater Permit green infrastructure mandate (MRP 3.0).

* If Alternative 1 is selected, staff anticipates it would likely need to be advanced as a standalone capital project, given its greater complexity, delivery timeline, and implementation needs.

Estimated Car Parking Loss By Block

All existing parking spaces: 397

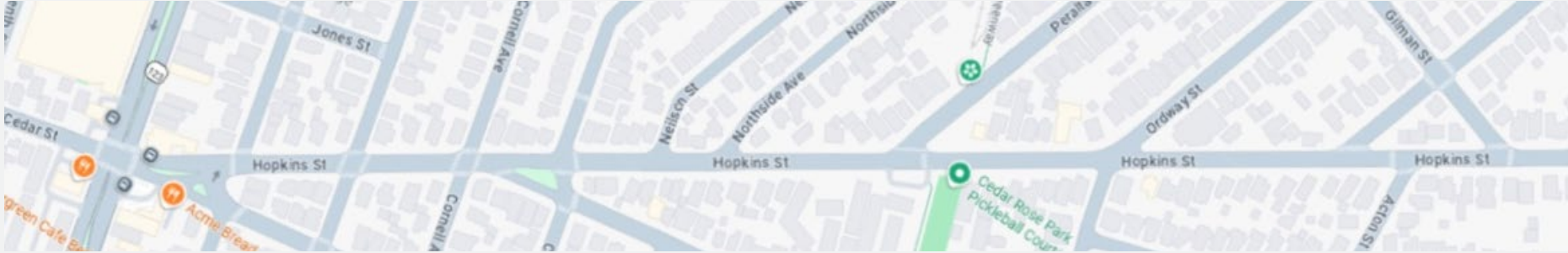
Alternative 1 estimated parking removed: 84 spaces

Alternative 2 estimated parking removed: 5 spaces

East Block Terminus	West Block Terminus	Side of Street	All Existing Parking Spaces	Alternative 1 2023 65-percent Design Parking Removed	Alternative 2 2026 City Council Referral Parking Removed
Sutter	Napa	North	8	0	0
Sutter	Napa	South	11	6	0
Napa	Milvia	North	20	14	0
Napa	Milvia	South	11	8	0
Milvia	The Alameda	North	19	0	0
Milvia	The Alameda	South	16	8	0
The Alameda	Josephine	North	0	1	0
The Alameda	Josephine	South	6	6	0
Josephine	Beverly	North	8	0	0
Josephine	Beverly	South	9	0	0
Beverly	Colusa	North	24	0	0
Beverly	Colusa	South	36	0	1
Colusa	Carlotta	North	6	0	0
Colusa	Carlotta	South	4	0	0
Carlotta	McGee	North	6	0	0
Carlotta	McGee	South	8	0	0
McGee	Monterey	North	3	3	0
McGee	Monterey	South	7	0	0
Monterey	Hopkins	North	4	4	0
Monterey	Hopkins	South	6	6	0
Hopkins Ct.	Sacramento	North	0	0	0
Hopkins Ct.	Sacramento	South	5	5	0

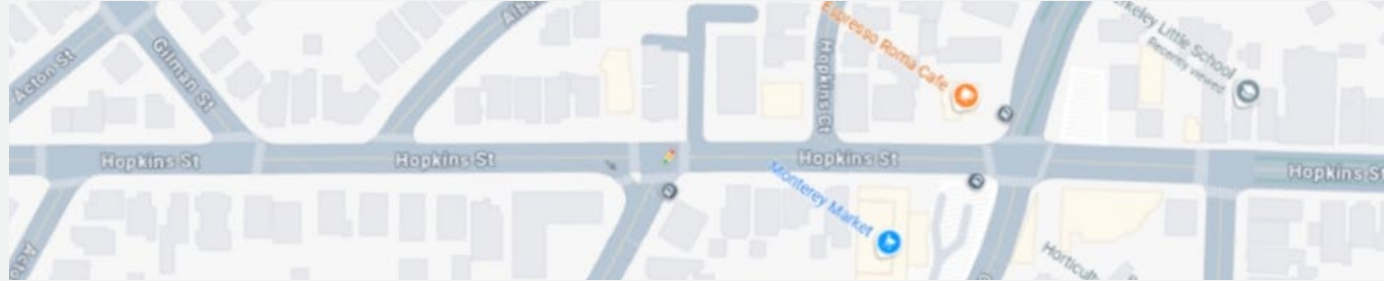
East Block Terminus	West Block Terminus	Side of Street	All Existing Parking Spaces	Alternative 1 2023 65-percent Design Parking Removed	Alternative 2 2026 City Council Referral Parking Removed
Sacramento	Albina	North	5	5	1 space on Albina
Sacramento	Albina	South	6	6	0
Albina	Gilman	North	4	4	0
Albina	Gilman	South	6	6	0
Gilman	Acton	North	8	0	0
Gilman	Acton	South	5	0	1 space on Acton
Acton	Ordway	North	17	0	0
Acton	Ordway	South	22	0	0
Ordway	Peralta	North	15	0	0
Ordway	Peralta	South	9	0	0
Peralta	Northside	North	13	0	0
Peralta	Cornell	South	22	0	0
Northside	Neilson	North	4	0	0
Neilson	Curtis	North	6	0	0
Curtis	Cornell	North	5	0	0
Cornell	Stannage	North	6	0	0
Cornell	Stannage	South	8	0	0
Stannage	Kains	North	7	1	1
Stannage	Kains	South	8	1	1
Kains	San Pablo	North	4	0	0
Kains	San Pablo	South	0	0	0

San Pablo to Gilman



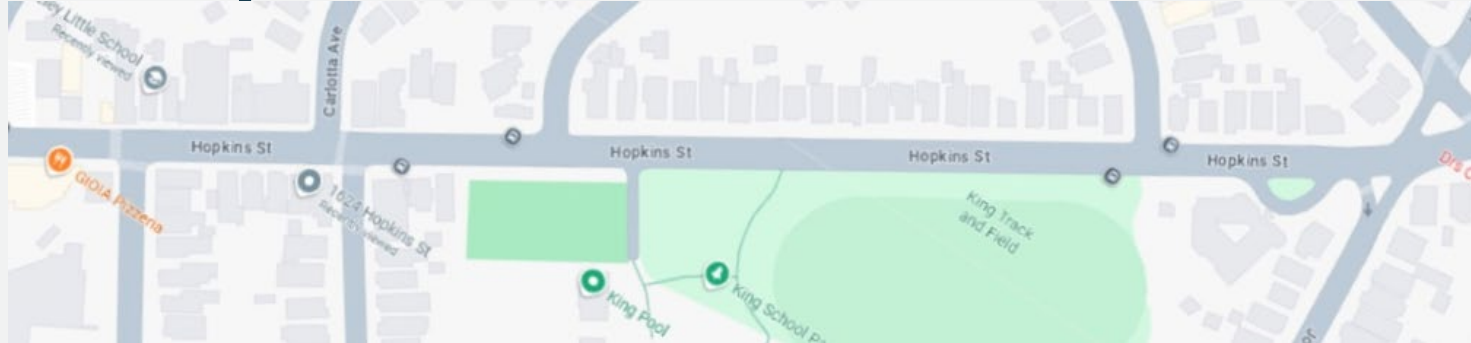
San Pablo to Gilman	Alternative 1 2023 65-percent Design	Alternative 2 2026 City Council Referral	Estimated parking loss per safety measure
ADA compliant curbcuts	✓	✓	
Bike Sharrows	✓	✓	
Bulbout at Kains and Cedar	✓	✓	
RRFBs and bulbouts at Stannage (part of ACTC San Pablo Avenue Parallel Bike Improvements Project)	✓	✓	2 spaces
Bulbouts at Cornell, Curtis, Ordway, Acton		✓	
Traffic calming at Curtis Street	✓ (speed table)	✓ (speed cushion)	
Ohlone Greenway crossing at Peralta	✓	✓	
Bulbouts on Peralta	✓	✓	
Bulbout on Acton		✓	1 space
Estimated parking loss	2 spaces	3 spaces	

Gilman to McGee



Gilman to McGee	Alternative 1 2023 65-percent Design	Alternative 2 2026 City Council Referral	Estimated parking loss per safety measure
ADA compliant curbcuts	✓	✓	
Two-way cycle-track on south side of street	✓		39 spaces
Westbound sharrows	✓		
Bike Sharrows in both directions		✓	
Bulbout on Albina		✓	1 space
Bus bulbs at Sacramento and Monterey	✓		
Traffic signal upgrades at Sacramento	✓ (bicycle signal heads and major infrastructure upgrades)	✓ (minor infrastructure upgrades)	
Raised intersection at Monterey	✓	✓	
Bulbout at McGee (southside only)		✓	
Estimated parking loss	39 spaces	1 space	

McGee to Josephine



McGee to Josephine	Alternative 1 2023 65-percent Design	Alternative 2 2026 City Council Referral	Estimated parking loss per safety measure
ADA compliant curbcuts	✓	✓	
Bike Sharrows in both directions	✓	✓	
Pedestrian refuge at Carlotta		✓	
RRFB pedestrian crossing at Carlotta		✓	
Bulbouts at Colusa, Beverly		✓	1 space
Bulbouts at Josephine	✓	✓	
Raised crosswalk at Josephine	✓	✓	
Mountable bike median at Josephine	✓	✓	
Estimated parking loss		1 space	

Josephine to Sutter



Josephine to Sutter	Alternative 1 2023 65-percent Design	Alternative 2 2026 City Council Referral	Estimated parking loss per safety measure
ADA compliant curbcuts	✓	✓	
Two-way cycle-track on south side of street	✓		43 spaces
Bike Sharrows	✓ (westbound from The Alameda to Josephine)	✓	
Bulbouts at The Alameda	✓	✓	
Traffic signal upgrades at The Alameda	✓ (bicycle signal heads and major infrastructure upgrades)	✓ (minor infrastructure upgrades)	
Estimated parking loss	43 spaces		

Next steps

- Additional analysis and review including impacts on the following:
 - Emergency evacuation times
 - Street tree other vegetation
 - Public transit service
 - Zero Waste service delivery
- City Council feedback and direction
- Development of Plans, Specifications and Estimates phase (PS&E)



Public Works Department