



Sophie Hahn  
 Councilmember, District 5  
 City of Berkeley  
 2180 Milvia Street  
 Berkeley, CA 94704

CONSENT CALENDAR

March 26, 2024

To: Honorable Mayor and Members of the City Council  
 From: Councilmember Sophie Hahn (Author) and Councilmembers Wengraf, Taplin, and Humbert (Co-Sponsors)  
 Subject: Budget Referral: Funding to Protect Pedestrian Safety on Upper Marin Avenue

### RECOMMENDATION

Refer to the Budget Process up to \$200,000 for study and implementation of traffic control measures on upper Marin Avenue to address urgent safety needs for pedestrians.

### SUMMARY STATEMENT

On February 12, 2024, Berkeley resident Julia Elkin was struck by a car in the crosswalk of Oxford at Marin. Tragically, she died of her injuries two weeks later. In recent years there have been other fatalities and serious injuries on the steep upper blocks of Marin, from The Circle to Grizzly Peak Boulevard. In 2021, an almost identical crash occurred at the Marin crossing of Shattuck Avenue, resulting in serious injuries to an elderly resident, and a driver and passenger in a vehicle that lost control and crashed near Santa Barbara Road both died of their injuries. Councilmembers Hahn and Wengraf have consulted with Public Works staff to improve visibility and safety on numerous occasions, and in 2021 they [co-authored an item to have \\$150,000 allocated to support safety upgrades](#), which were implemented by Public Works staff. Despite these efforts and improvements, the crash that took Ms. Elkin's life is a stark reminder of the need to study and implement more significant safety improvements on upper Marin.

### BACKGROUND

Marin Avenue in north Berkeley climbs straight uphill with a 25% grade and is one of the steepest streets in the entire San Francisco Bay Area. Berkeley's Vision Zero Plan identified Marin as a "high injury street," where the most severe injuries and fatalities occurred based on data collected from 2008-2018. Over the years, this single stretch of road has resulted in numerous deaths, serious injuries, and "close calls." Subsequent to 2018, there have been a number of serious and fatal incidents, continuing this disturbing trend.

On May 11, 2021, just as Cragmont Elementary students were leaving school for the day, a fatal crash on Marin claimed the lives of Ruby Edwards and Anthony Rollins. Following this tragic accident, Councilmembers Wengraf and Hahn co-authored a budget referral for traffic control mitigations to protect pedestrian access to Cragmont Elementary. \$150,000 was allocated by the City Council, and after Public Works analyzed conditions, numerous actions were taken to increase pedestrian safety on Marin and other access streets for the school.

Improvements included repainting crosswalks, refreshing white stop bars and stop legends, refreshing white shoulder lines, refreshing red curbs, installing/refreshing double yellow lines, “stop ahead” signs and legends, “crosswalk ahead” signs, “school crosswalk ahead” signs, “Speed Limit 15 MPH School” signs, newer (larger) “traffic on your left does not stop” signs, and “School Slow Xing” signs. A visual display of Marin Striping Signage Improvements is attached hereto. Additionally, Public Works installed two speed feedback signs on Marin at the San Benito crossing going east/uphill and at the Cragmont Avenue crossing going west/downhill.

Also in 2021, [Councilmember Wengraf authored an item to amend the Berkeley Municipal Code to reduce the commercial vehicle weight limit](#) from four to three tons, thereby reducing the number of large trucks travelling up and down upper Marin.

Despite these and other efforts, accidents and fatalities have continued.

On December 10, 2021, 90-year-old Jacque Ensign, a co-founder of the Berkeley Path Wanderers Association, was struck while crossing Marin at Shattuck. Just several days before the accident, a cyclist suffered serious injuries in a separate event. In the wake of these incidents, Councilmembers Hahn and Wengraf visited the sites with the Deputy City Manager, Director of Public Works, and transportation staff to consider further improvements. A number of improvements were implemented at that time as well.

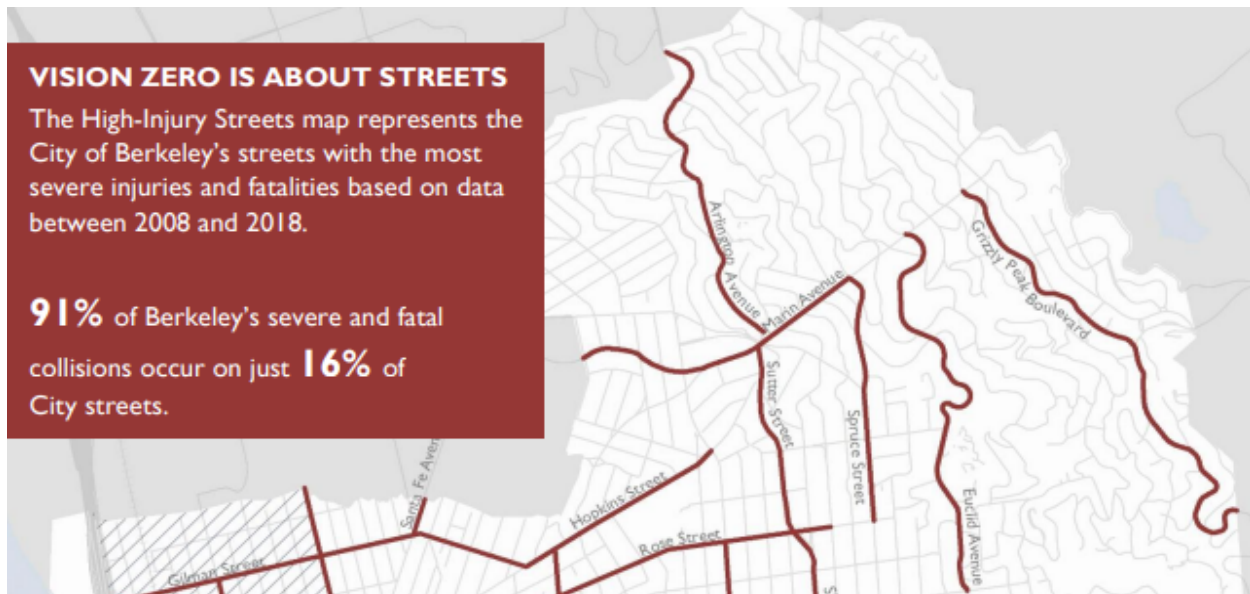
Despite these additional efforts, measures to address pedestrian safety on Marin have fallen short of preventing another devastating tragedy. It’s time to consider new and more impactful solutions, beyond those already implemented. Some solutions the City Manager, Berkeley Police Department, and/or Public Works Department are requested to consider include:

- Painting a center line - or creating a crosshatched center “median” to visually restrict lane width.
- Increasing enforcement of speed limit and stop sign violations.

- Removing or trimming hedges and shrubs within a certain number of feet of crosswalks to “daylight” corners from which pedestrians emerge to cross.
- Moving crosswalks inwards towards intersections or making other changes to placement and marking of crosswalks, to improve site lines for downhill traffic, without decreasing visibility/safety for vehicles traveling uphill.
- Moving or adding crosswalks at the uphill side of intersections.
- Installing additional speed feedback signs.
- Adding signage for slower recommended speeds, even if the official limit can’t be lowered.
- Scheduling refreshment of painted elements such as crosswalks, stop lines and other pavement markings at more frequent intervals to account for poor adhesion of paint markings to concrete (Marin is paved with concrete) and extreme wear and tear.
- Converting crosswalks to high visibility “zebra” crossings.
- Studying installation of hawk lights at intersections with poor visibility.
- Studying possible options to make some or all of Marin one-way uphill; most of the serious crashes have been caused by vehicles traveling downhill.
- Other possible measures to increase safety for pedestrians.

#### REVIEW OF EXISTING PLANS, PROGRAMS, POLICIES, AND LAWS

In 2019, Berkeley adopted the Vision Zero Action Plan to eliminate traffic deaths and severe injuries on city streets by 2028. Marin Avenue from Spruce Street to the border with the City of Albany is included as a High-Injury Street. When Councilmember Hahn was first elected in 2016, she held a community meeting and met with transportation staff to discuss dangerous conditions on Marin. Subsequent to the crash that killed two passengers in 2021, the City Council allocated \$150,000 for safety improvements for Marin, and numerous upgrades were implemented (See Attachments). In the wake of the crash that injured Jacquie Ensign, Councilmembers Hahn and Wengraf and pedestrian safety advocates from the Berkeley Path Wanderers met with the Deputy City Manager, Public Works Director and transportation staff at the site, and a series of additional upgrades were implemented. The City Council also lowered the weight limit for commercial vehicles on Marin.



#### ACTIONS/ALTERNATIVES CONSIDERED

None. The City must take more decisive action to address the dangers presented by the unique features of upper Marin Avenue, which was designed for a cable car, not for vehicles. Marin has extreme and unique grade and sight line challenges that must be addressed with more impactful solutions.

#### CONSULTATION/OUTREACH OVERVIEW AND RESULTS

Councilmembers Hahn and Wengraf have previously conducted on-site visits and have been in contact with the City Manager, Police and Public Works Departments about potential safety improvements on upper Marin Avenue. Councilmember Hahn is meeting with City staff on Tuesday March 5 and is meeting with neighbors the following week, to review continuing challenges and discuss additional measures that can be implemented and/or studied to increase safety on upper Marin.

#### RATIONALE FOR RECOMMENDATION

In an average year, 2 people die and 21 are severely injured in traffic collisions in Berkeley. 91% of Berkeley's severe and fatal collisions occurred on just 16% of City streets from 2008 to 2018, including on Marin Avenue. With additional tragic and fatal accidents since 2018, the City must work to address the unique challenges presented by upper Marin and consider broader solutions.

#### ENVIRONMENTAL SUSTAINABILITY

Transportation makes up the biggest share of greenhouse gas emissions in California. As collisions disproportionately impact pedestrians and cyclists, improving traffic safety and encouraging walking is key to the City's goal of reducing GHG emissions.

FISCAL IMPACTS

Up to \$200,000 for improvements to safety on Marin Avenue.

CONTACT

Sophie Hahn, District 5, (510) 981-7150

**Attachments:**

1. Marin Cragmont Funding Item
2. Marin Commercial Weight Reduction Item
3. Marin Improvements implemented in response to Marin Cragmont Funding Item
4. Letter from Neighbors in wake of death of Julia Elkin



# URGENT ITEM AGENDA MATERIAL

Government Code Section 54954.2(b)  
Rules of Procedure Chapter III.C.5

**THIS ITEM IS NOT YET AGENDIZED AND MAY OR MAY NOT BE ACCEPTED FOR THE AGENDA AS A LATE ITEM, SUBJECT TO THE CITY COUNCIL'S DISCRETION ACCORDING TO BROWN ACT RULES**

**Meeting Date: May 25, 2021**

**Item Description: Budget Referral: Funding for Traffic Control Mitigations to Protect Pedestrian Access to Cragmont Elementary School**

This item is submitted pursuant to the provision checked below:

- Emergency Situation (54954.2(b)(1) - majority vote required)  
*Determination by a majority vote of the legislative body that an emergency situation exists, as defined in Section 54956.5.*
- Immediate Action Required (54954.2(b)(2) - two-thirds vote required)  
*There is a need to take immediate action and the need for action came to the attention of the local agency subsequent to the agenda for this meeting being posted.*

Once the item is added to the agenda (Consent or Action) it must be passed by the standard required vote threshold (majority, two-thirds, or 7/9).

## **Facts supporting the addition of the item to the agenda under Section 54954.2(b) and Chapter III.C.5 of the Rules of Procedure:**

On May 11, 2021 a horrific collision occurred on Marin Avenue, resulting in the tragic deaths of the driver and passenger of one vehicle and moderate injuries of the driver of another vehicle. Many parents and their young children at Cragmont Elementary were present and witnessed a vehicle literally flying past the school's Marin frontage and then crashing just below Spruce Street. They are fearful of the dangers of walking along Marin Ave and crossing at Spruce and Cragmont Streets. Had the vehicles, which flipped and hit at least one telephone pole, jumped a sidewalk or run through a crosswalk with children present, the outcome would have been even more tragic.

Immediate action is required to approve this budget referral to fund traffic control mitigations to protect pedestrian access to Cragmont Elementary School so it can be included in the upcoming budget process.



Susan Wengraf  
Councilmember District 6

CONSENT CALENDAR  
May 25, 2021

To: Honorable Mayor and Members of the City Council

From: Councilmember Wengraf (author) and Councilmember Hahn (author)  
Councilmember Taplin and Mayor Arreguín (co-sponsors)

Subject: Budget Referral: Funding for Traffic Control Mitigations to Protect Pedestrian Access to Cragmont Elementary School

RECOMMENDATION

Refer to the Fiscal Year 2022/2023 Budget Process an allocation of \$150,000 for traffic control measures on streets surrounding Cragmont Elementary School, with an emphasis on Marin Avenue, and Spruce Ave to provide as much protection as possible to children, parents, teachers, staff and neighbors accessing the school.

FINANCIAL IMPLICATIONS

\$150,000 in funding.

BACKGROUND

The Vision Zero Plan identifies Marin Ave and neighboring streets such as Spruce, Grizzly Peak, and Euclid as high injury streets. The location of Cragmont School with property spanning along various high injury streets on Marin Ave and Spruce Street creates a challenging situation where Cragmont students cross two high injury streets on their way to and from school.

Marin Avenue in north Berkeley climbs straight up a hill with a 25% grade and is the steepest street in the entire San Francisco Bay area.

On May 11, 2021, at approximately 1:40 p.m., a horrific collision occurred on this segment of Marin resulting in the tragic deaths of Ruby Edwards and Anthony Rollins. A second vehicle was impacted in the collision. The driver was taken to the hospital with moderate injuries. Luckily, her 3-year-old child, strapped into a car seat in the rear of her vehicle, was not hurt.

Compounding the horror of the incident is that kindergartners at Cragmont Elementary had just been dismissed for the day. Many parents and their young children were present and witnessed a vehicle literally flying past the school's Marin frontage and then crashing just below Spruce Street. They are fearful of the dangers of walking along Marin Ave and crossing at Spruce and Cragmont Streets. Had the vehicles, which flipped and hit at least one telephone pole, jumped a sidewalk or run through a crosswalk with children present, the outcome would have been even more tragic.

Marin Avenue is a major thoroughfare for entry and exit from I-80 to all of North Berkeley. Due to services such as Waze and Google Maps, it is also an increasingly frequent route for vehicles travelling from I-80 to communities east of the East Bay Hills, who take Marin to bypass the MacArthur Maze and Highway 24 back-ups. Despite signage prohibiting heavy trucks, vehicles that appear to be overweight or oversized are frequently seen travelling both up and down Marin.

The safety of Berkeley's elementary schoolchildren is of paramount concern, and the location of Cragmont Elementary is unique in the steepness and configuration of surrounding streets. While the impact location for the recent tragic accident on Marin was below Spruce Street, high speeds and erratic driving, the cause of which have yet to be determined, occurred above Spruce. Reviewing safety for the entire steep portion of Marin is therefore of particular concern.

When Cragmont Elementary was rebuilt in 1999, Spruce Street was the designated drop-off and pick-up access area but accessing the school from that vantage involves climbing a steep staircase and parents do not have visibility onto the schoolyard to view their children meeting up with friends and adult supervisors. The work to identify measures to reduce risks should include outreach to BUSD and Cragmont Elementary Administration, teachers, staff and families, as enhancing safety will require partnership.

This item refers an amount adequate to cover some measures which may be taken to reduce speeds, improve crossings, and otherwise manage potential challenges on Marin Avenue and consider potential improvements to Regal Road and Spruce Street entrances to the School, as well as measures that might be taken by BUSD/Cragmont Elementary in collaboration with the City to meet our shared commitment to the safety and well-being of students, teachers, staff and neighbors.

#### ENVIRONMENTAL SUSTAINABILITY

Pedestrian safety is paramount to encouraging adults and children to walk to their destinations, which reduces GHG emissions and supports health.

#### CONTACT PERSON

Councilmember Wengraf

Council District 6

510-981-7160





Susan Wengraf  
Councilmember District 6

CONSENT CALENDAR  
September 28, 2021

To: Honorable Mayor and Members of the City Council

From: Councilmember Wengraf (Author), Councilmember Hahn (Co-Sponsor),  
Councilmember Taplin (Co-Sponsor), Councilmember Droste (Co-Sponsor)

Subject: Amending BMC Section 14.56.040 to reduce the commercial weight limit on  
Marin Ave

RECOMMENDATION

Adopt first reading of an Ordinance amending Berkeley Municipal Code (BMC) Section 14.56.040 to reduce the commercial vehicle weight limit from four tons gross weight to three tons gross weight on Marin Avenue between Grizzly Peak Boulevard and The Marin Fountain Circle.

FINANCIAL IMPLICATIONS

Staff time and sign replacement. Expense covered by approved FY 2022 funding allocation for "Traffic Control Mitigations to Protect Pedestrian Access to Cragmont Elementary School".

CURRENT SITUATION AND ITS EFFECTS

Reducing the commercial vehicle weight limit on Marin Ave between Grizzly Peak Boulevard and The Marin Fountain Circle will make Marin Avenue safer to walk on, drive on and live on. Marin Avenue is the steepest street in the City of Berkeley; one of the steepest in the entire Bay Area. Accidents on Marin Ave involving failed brakes and other mechanical failures have resulted in deaths, severe injuries and property damage. The heavier a vehicle the greater potential for catastrophic results from an accident.

On May 11, 2021, at approximately 1:40 PM, a driver of a sedan and his passenger died in a collision with a telephone pole. A second vehicle was impacted in the collision with injuries to the driver. A parked car was also hit. The reason for the accident is still under investigation but speculated to be some sort of mechanical failure. Cragmont Elementary students and parents were traumatized by witnessing the out of control car and hearing the resulting crash. Had the car been a high tonnage commercial vehicle the results would likely have been even more disastrous.

Councilmember Wengraf and Transportation staff participated in a Community Town Hall on Marin Ave Safety, hosted by the Cragmont School PTA on May 26, 2021. This item is a result of discussion and consideration of steps to improve safety on Marin Ave. The recent tragic deaths along with years of concern over traffic safety on Marin Ave bring this recommendation to Council.

## BACKGROUND

The commercial vehicle weight limit for the upper section of Marin Ave, between The Marin Fountain Circle and Grizzly Peak Blvd. was set at four tons in 1957 and has remained unchanged. Weight limits were not set again in Berkeley until 1992 (BMC 14.56.050) when five-ton vehicle weight limits were set for sections of collector streets Gilman, Hopkins, The Alameda and MLK Jr. Way. In 2000 the passage of Ordinance No. 6535 – N.S. created a designated truck route system for commercial vehicles exceeding seven tons (BMC 14.56.060). It wasn't until 2004 that the City Council once again addressed commercial vehicle traffic on residential streets with the passage of Ordinance No. 6799 – N.S., which added BMC 14.56.070, and limited commercial vehicle weight limits to three tons on sections of 46 different streets. Marin Ave remains the only residential street in Berkeley with a four-ton weight limit.

Currently, Marin Ave remains the only residential street in Berkeley with a four-ton weight limit.

Marin Avenue is a major thoroughfare for entry and exit from I-80 to all of North Berkeley. It is also a residential street where residents walk up, down and across for exercise and pleasure. As mentioned, Cragmont Elementary School is located on Marin where students, parents and staff walk and cross the street to get to and from school, daily.

Reducing the commercial vehicle weight limit on Marin Avenue between Grizzly Peak Boulevard and The Marin Fountain Circle is consistent with the City's Vision Zero strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy and equitable mobility for all. Vision Zero has designated lower Marin Ave, below Spruce street, as one of the City's "High Injury Streets" (16% of the City's streets) where 91% of severe and fatal collisions occurred between 2008 and 2018. While the latest fatal collision on Marin Avenue occurred on lower Marin, the car's speed began to get out of control in the steep, weight limited section of Marin, above Cragmont Elementary. Reducing the commercial vehicle weight limit on Marin Ave by one ton will make Marin Avenue safer for all.

## ENVIRONMENTAL SUSTAINABILITY

Safer streets encourage lower emission forms of transportation such as walking, biking and use of public transportation.

## CONTACT PERSON

Councilmember Wengraf

Council District 6

510-981-7160

Attachments:

1: Ordinance

2: [Commercial Vehicle Weight Limit Map](#)

ORDINANCE NO. -N.S.

**AMENDING BERKELEY MUNICIPAL CODE SECTION 14.56.040, PROHIBITING THE OPERATION OF COMMERCIAL VEHICLES ON MARIN AVENUE BETWEEN GRIZZLY PEAK BOULEVARD AND THE CIRCLE EXCEEDING FOUR TONS GROSS VEHICLE WEIGHT**

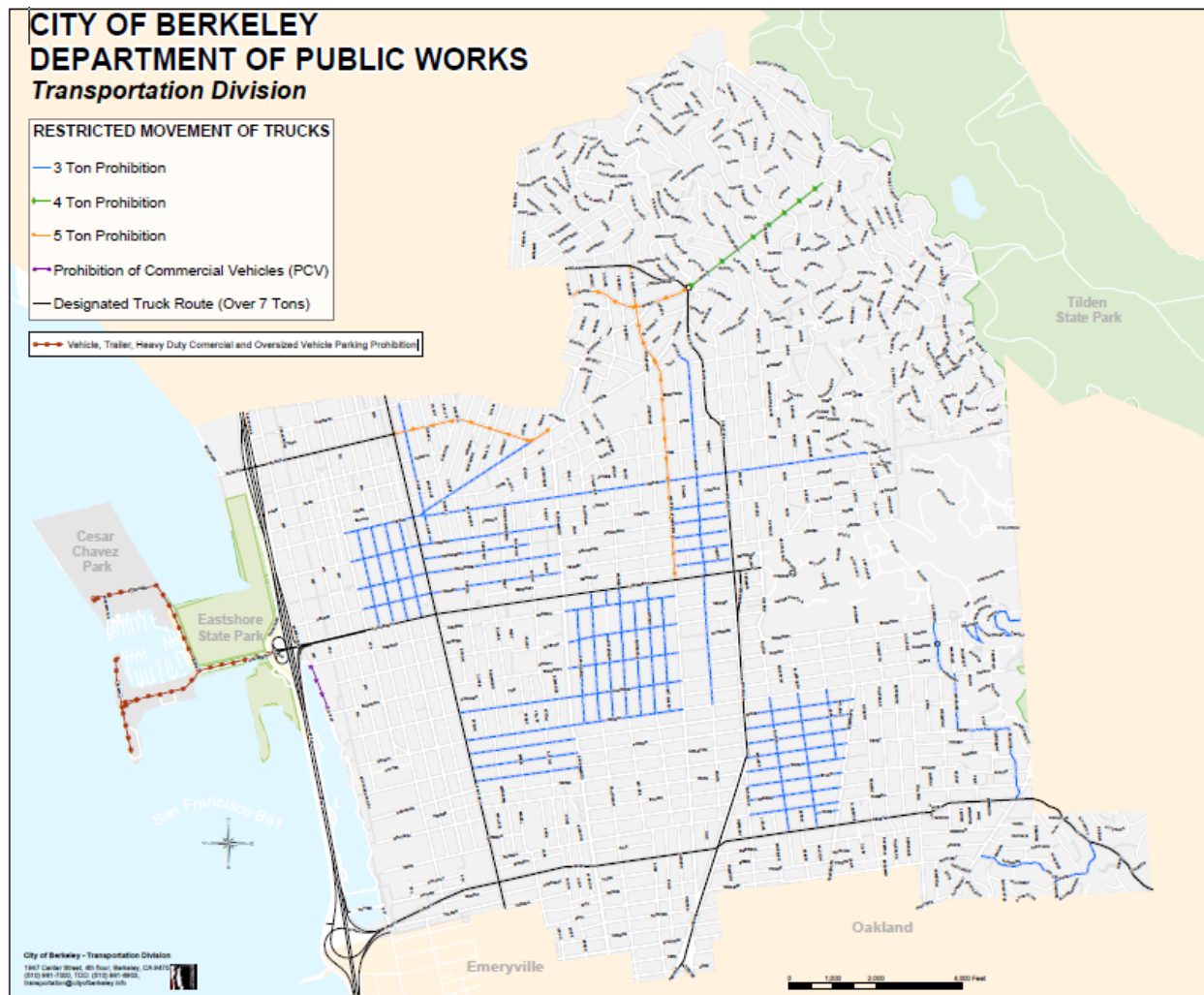
BE IT ORDAINED by the Council of the City of Berkeley as follows:

Section 1. That subsection A of Section 14.56.040 of the Berkeley Municipal Code is amended to read as follows:

A. It is unlawful for any person to operate any commercial vehicle over three tons gross weight on Marin Avenue between Grizzly Peak Boulevard and The Marin Fountain Circle. Provided, however, that this section shall not apply to any commercial vehicle using said street when necessary for the purpose of making pickups or deliveries of goods, wares and merchandise from or to any building or structure located on said portion of Marin Avenue or for the purpose of delivering materials to be used in the actual and bona fide repair, alteration, remodeling or construction of any building or structure upon such portion of Marin Avenue for which a building permit has previously been obtained therefore, providing the operator of said commercial vehicle enters and leaves said portion of Marin Avenue by the cross street either above or below the point of pickup or delivery. Provided, further, that this section shall not apply to any vehicle owned by a public utility while necessarily in use in the construction, installation or repair of any public utility. (Ord. 6799-NS § 1 (part), 2004: Ord. 3600-NS § 1, 1957)

B. The prohibitions established herein shall not be effective until appropriate signs are erected indicating the streets affected by this section. (Ord. 6526-NS § 1, 2000: Ord. 6508-NS § 1, 1999: Ord. 6426-NS § 1, 1998: Ord. 6351-NS § 1, 1996: Ord. 6265-NS § 1, 1994: Ord. 6102-NS § 1, 1992)

Section 2. Copies of this Ordinance shall be posted for two days prior to adoption in the display case located near the walkway in front of Council Chambers, 2134 Martin Luther King Jr. Way. Within 15 days of adoption, copies of this Ordinance shall be filed at each branch of the Berkeley Public Library and the title shall be published in a newspaper of general circulation.



<https://www.berkeleyside.org/2021/05/13/fatal-crash-revives-traffic-safety-concerns-for-berkeley-hills-neighbors>

**WO: 1**

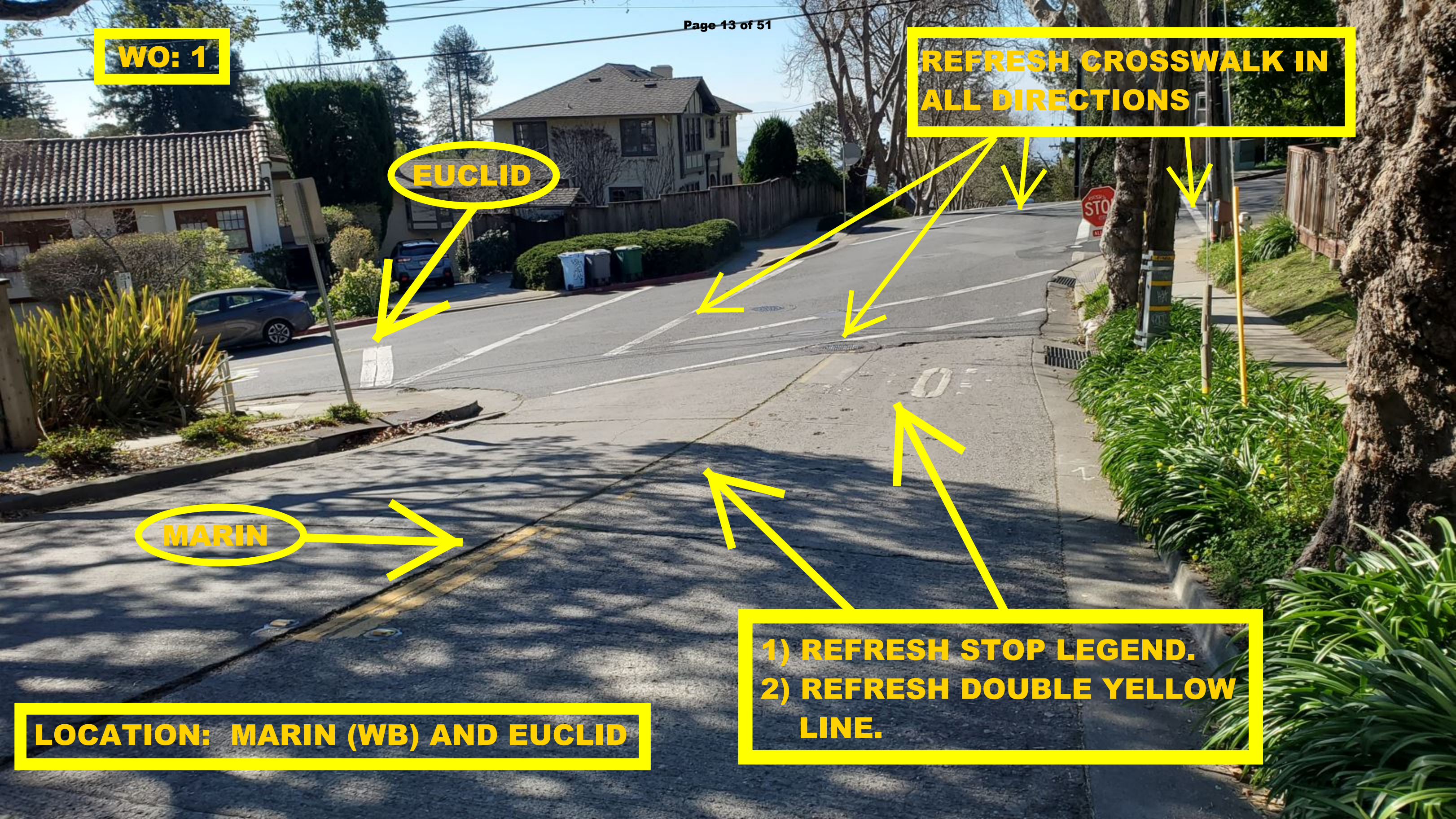
**REFRESH CROSSWALK IN ALL DIRECTIONS**

**EUCLID**

**MARIN**

**1) REFRESH STOP LEGEND.  
2) REFRESH DOUBLE YELLOW LINE.**

**LOCATION: MARIN (WB) AND EUCLID**



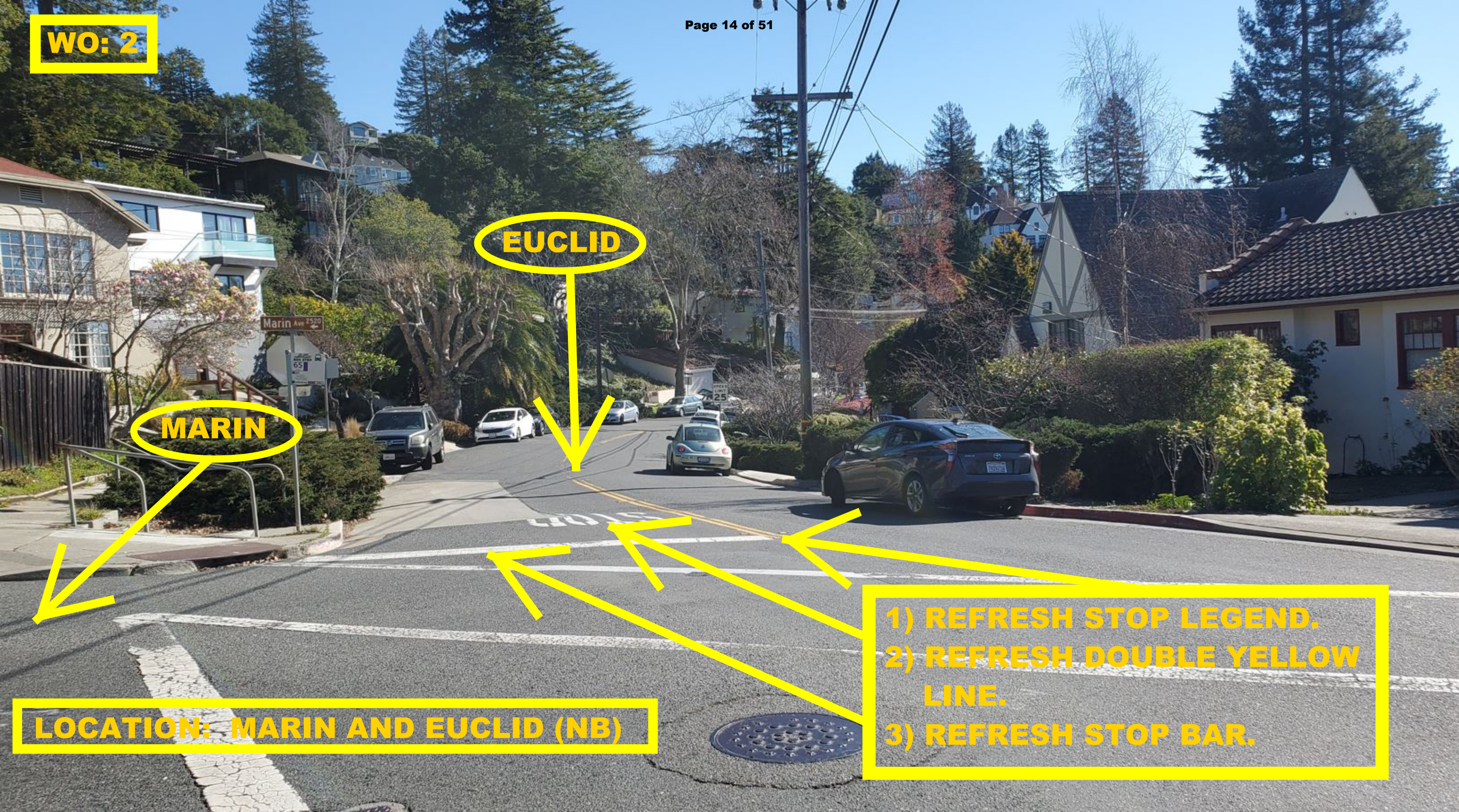
**WO: 2**

**EUCLID**

**MARIN**

- 1) REFRESH STOP LEGEND.
- 2) REFRESH DOUBLE YELLOW LINE.
- 3) REFRESH STOP BAR.

**LOCATION: MARIN AND EUCLID (NB)**



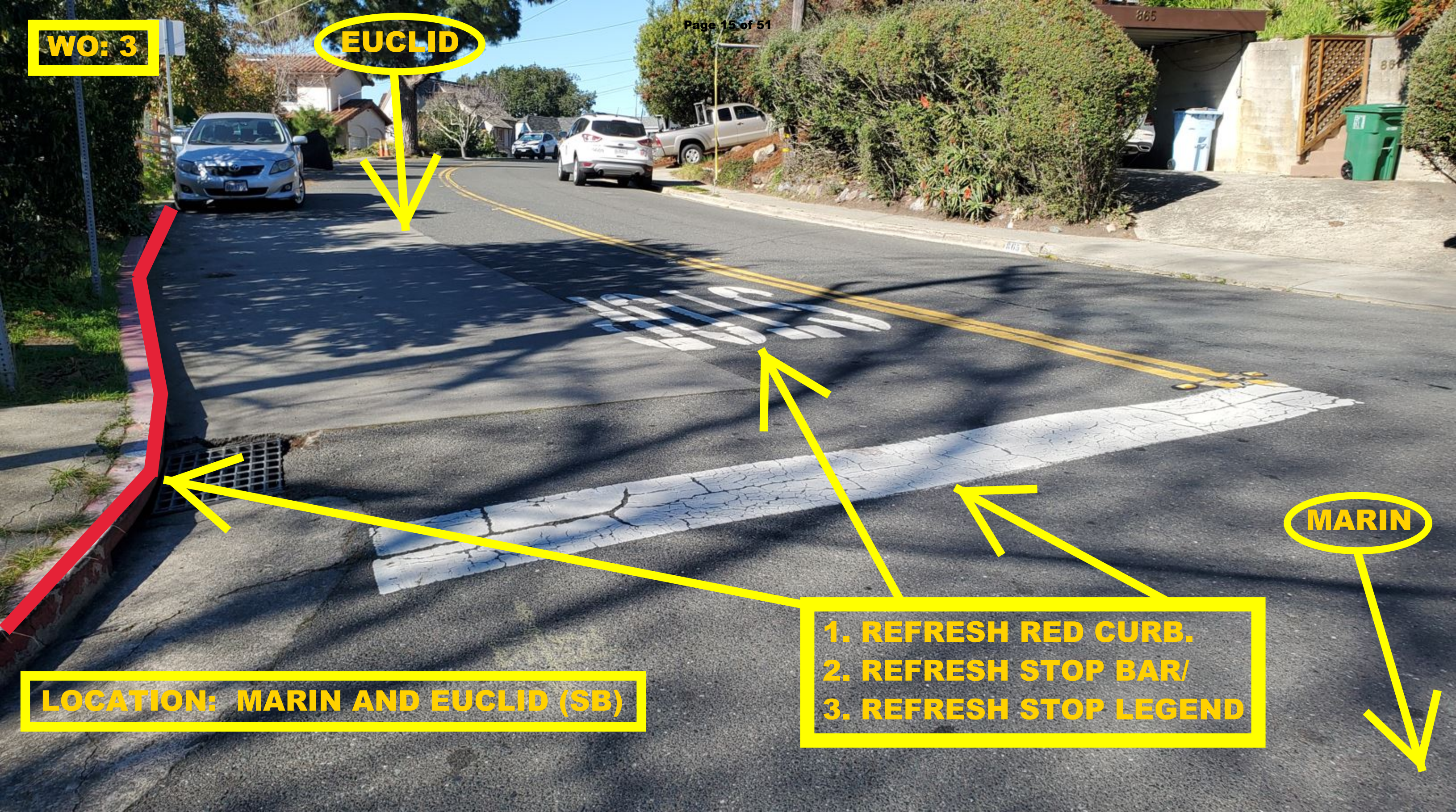
**WO: 3**

**EUCLID**

**MARIN**

**LOCATION: MARIN AND EUCLID (SB)**

- 1. REFRESH RED CURB.**
- 2. REFRESH STOP BAR/**
- 3. REFRESH STOP LEGEND**



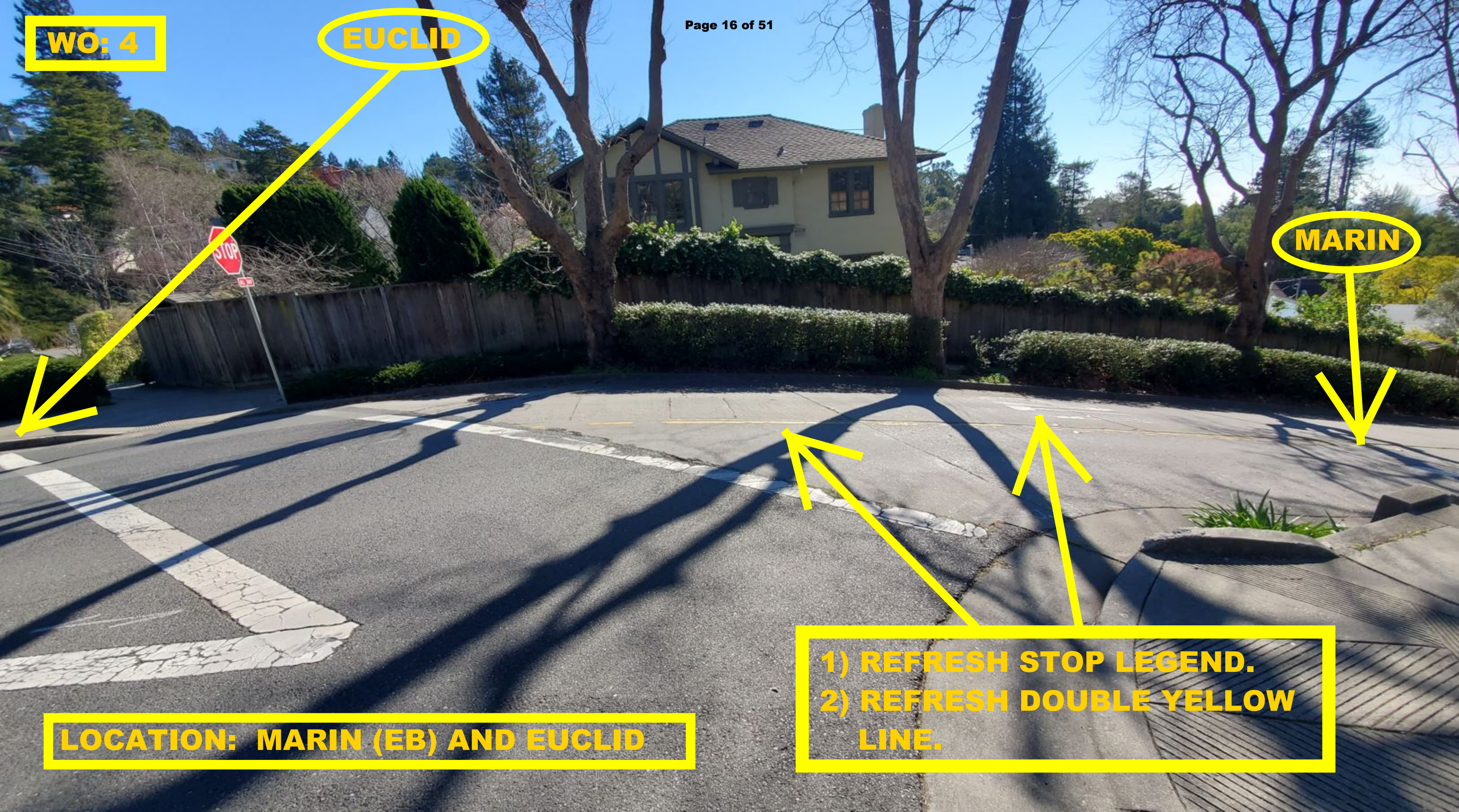
**WO: 4**

**EUCLID**

**MARIN**

**LOCATION: MARIN (EB) AND EUCLID**

- 1) REFRESH STOP LEGEND.**
- 2) REFRESH DOUBLE YELLOW LINE.**





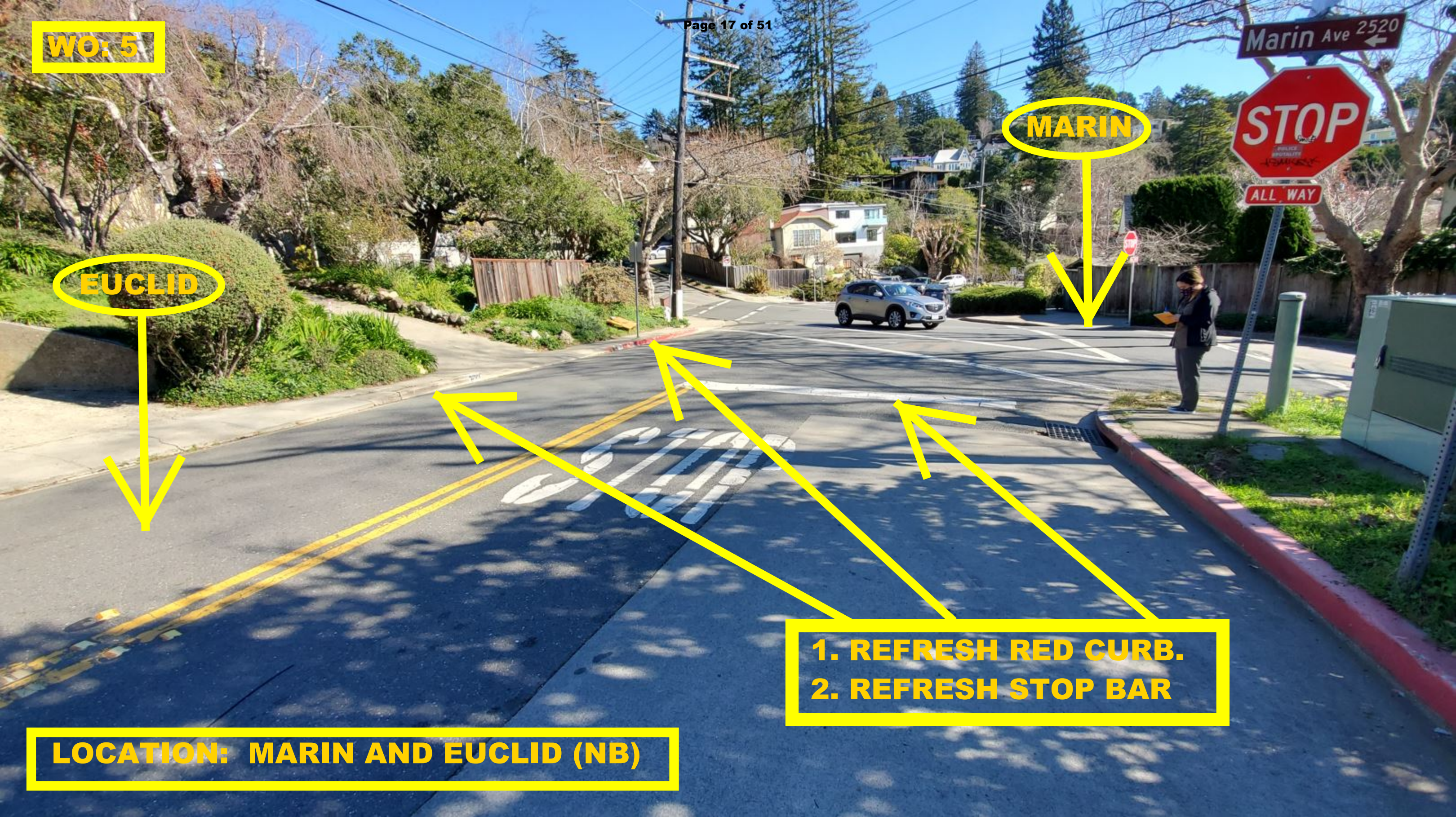
**WO: 5**

**EUCLID**

**MARIN**

- 1. REFRESH RED CURB.**
- 2. REFRESH STOP BAR**

**LOCATION: MARIN AND EUCLID (NB)**



**WO: 6**

**MARIN**

**EUCLID**

- 1) REFRESH STOP LEGEND.
- 2) REFRESH RED CURB.
- 3) REFRESH STOP BAR

**LOCATION: MARIN AND EUCLID (NB)**



**WO: 7**

**MARIN**

**EUCLID**

**1) REFRESH RED CURB.**

**LOCATION: MARIN AND EUCLID (SB)**



**WO: 8**

**EXISTING "20 SPEED LIMIT"**



**BONNIE**



**MARIN**



- 1) INSTALL STOP AHEAD SIGN AND STOP AHEAD LEGEND**
- 2) INSTALL CROSSWALK AHEAD. SIGN**

**LOCATION: MARIN (WB) AND BONNIE**



**EUCLID**

**WO: 9**

**EXISTING "END SCHOOL SPEED LIMIT"**



**REGAL**

**MARIN**



**1) INSTALL STOP AHEAD LEGEND.  
2) INSTALL CROSSWALK AHEAD.  
SIGN**

**LOCATION: MARIN (EB) AND REGAL**



**WO: 10**



**EXISTING "STOP AHEAD SIGN"**



**MARIN**

**SPRUCE**

**LOCATION: MARIN (WB) AND SPRUCE**

**1) REFRESH STOP AHEAD LEGEND.  
2) INSTALL SCHOOL CROSSWALK  
AHEAD SIGN**



**WO: 11**

**SPRUCE**

**EXISTING "NO PARKING SIGN"**

**MARIN**



**1) INSTALL SPEED LIMIT 15 SCHOOL SIGN (BELOW NO PARKING SIGN)**

**LOCATION: MARIN (WB) AND SPRUCE**

**MARIN**

**SPRUCE**

**WO: 12**

- 1) REFRESH CROSSWALK IN ALL 4 DIRECTIONS.**
- 2) REFRESH ALL RED CURBS ALONG THE INTERSECTION**

**LOCATION: MARIN AND SPRUCE**



**WO: 13**

**1) REFRESH STOP LEGEND**

**SPRUCE**

**MARIN**

**LOCATION: MARIN (EB) AND SPRUCE**



**MARIN**

**WO: 14**

- 1) REFRESH RED CURB.**
- 2) REFRESH WHITE SHOULDER LINE.**
- 3) REFRESH DOUBLE YELLOW LINE.**

**LOCATION: MARIN AND SPRUCE (SB)**

**SPRUCE**



**WO: 15**

**MARIN**

- 1) REFRESH RED CURB.**
- 2) REFRESH DOUBLE YELLOW LINE.**

**SPRUCE**

**LOCATION: MARIN AND SPRUCE (NB)**



**WO: 16**

**MARIN**

**SPRUCE**

**LOCATION: MARIN AND SPRUCE (SB)**

- 1) REFRESH RED CURBS.**
- 2) REFRESH DOUBLE YELLOW LINE.**
- 3) REFRESH WHITE SHOULDER LINE.**
- 4) REFRESH STOP LEGEND.**

**WO: 17**

**MARIN**

**SPRUCE**

- 1) REFRESH RED CURB.
- 2) REFRESH WHITE SHOULDER LINE.

**LOCATION: MARIN AND SPRUCE (NB)**



**EXISTING "OVER 4 TONS" SIGN**

**WO: 18**

**MARIN**



- 1) REFRESH STOP AHEAD LEGEND.
- 2) INSTALL SCHOOL CROSSWALK AHEAD SIGN.

**LOCATION: MARIN (EB) AND SANTA BARBARA**

**SANTA BARBARA**

**WO: 19**

**SANTA BARBARA**

**MARIN**

Marin

AHEAD  
STOP

**1) REFRESH BOTH CROSSWALKS**

**LOCATION: MARIN AND SANTA BARBARA**



**WO: 20**

**MARIN**

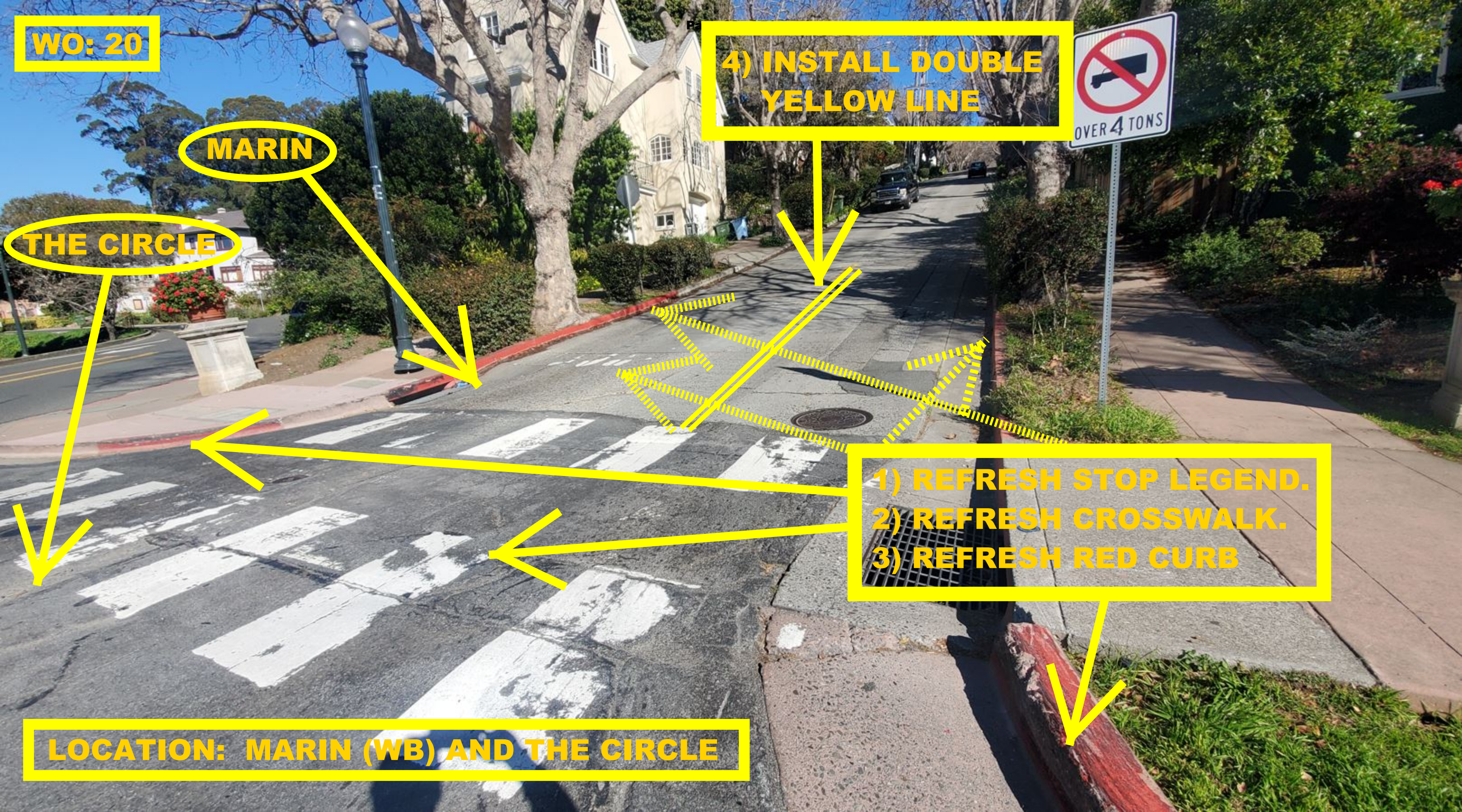
**THE CIRCLE**

**4) INSTALL DOUBLE YELLOW LINE**



**1) REFRESH STOP LEGEND.  
2) REFRESH CROSSWALK.  
3) REFRESH RED CURB**

**LOCATION: MARIN (WB) AND THE CIRCLE**





**WO: 21**

**THE CIRCLE**



**MARIN**



AHEAD

**1) INSTALL STOP AHEAD SIGN ABOVE CROSSWALK SIGN  
2) INSTALL STOP AHEAD LEGEND (AS SHOWN).**

**LOCATION: MARIN (WB) BETWEEN THE CIRCLE AND SHATTUCK**

**WO: 22**

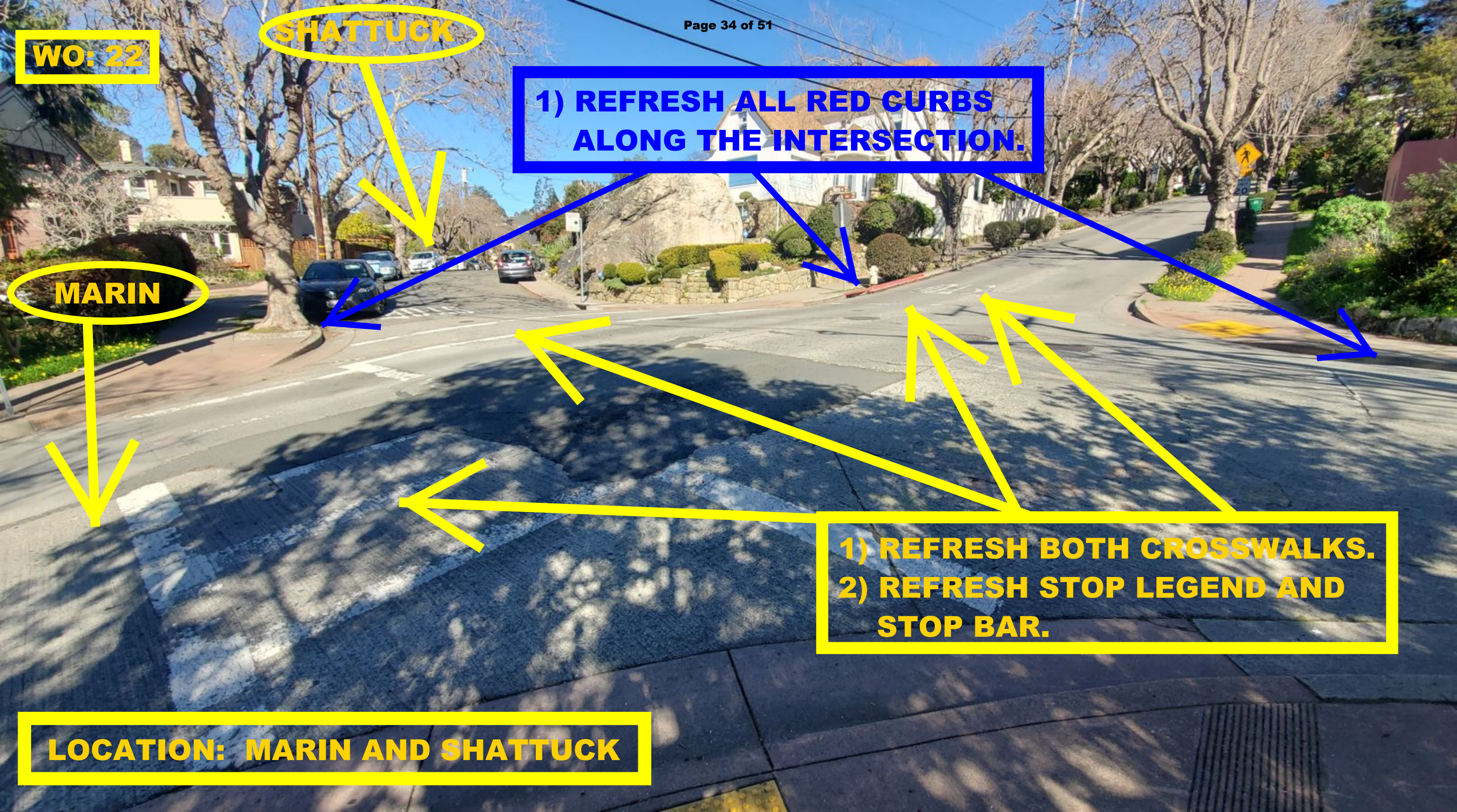
**SHATTUCK**

**1) REFRESH ALL RED CURBS  
ALONG THE INTERSECTION.**

**MARIN**

**1) REFRESH BOTH CROSSWALKS.  
2) REFRESH STOP LEGEND AND  
STOP BAR.**

**LOCATION: MARIN AND SHATTUCK**



**WO: 23**

**MARIN AVE**

- 1) REFRESH STOP BAR.**
- 2) REFRESH STOP LEGEND.**
- 3) REFRESH RED CURBS**

**LOCATION: MARIN AND SHATTUCK (NB)**

**SHATTUCK**

TRAFFIC ON YOUR LEFT DOES NOT STOP





Oxford St 900  
Marin Ave 2200

NO TRUCKS  
OVER 4 TONS

- 1) REFRESH STOP BAR.
- 2) REFRESH STOP LEGEND.
- 3) REFRESH RED CURBS

**LOCATION: MARIN (WB) AND OXFORD**

**WO: 25**

**OXFORD**

**MARIN AVE**

**LOCATION: MARIN AND OXFORD**

- 1) REFRESH DOUBLE YELLOW LINE**
- 2) REFRESH STOP LEGEND.**
- 3) REFRESH BOTH CROSSWALKS.**
- 4) REFRESH RED CURBS ALONG THE INTERSECTION.**



**MARIN AVE**

**OXFORD ST**

**TRAFFIC ON YOUR LEFT DOES NOT STOP**

**REFRESH RED CURBS**

**INSTALL "TRAFFIC ON YOUR LEFT DOES NOT STOP" CURRENT SIGN IS TOO SMALL.**

- 1) REFRESH DOUBLE YELLOW LINE**
- 2) REFRESH STOP LEGEND.**
- 3) REFRESH RED CURBS ALONG THE INTERSECTION.**
- 4) REFRESH STOP BAR.**

**LOCATION: MARIN AND OXFORD (SB)**

**WO: 26**



- 1) INSTALL DOUBLE YELLOW LINE
- 2) REFRESH STOP LEGEND.
- 3) REFRESH RED CURBS ALONG THE INTERSECTION.
- 4) REFRESH STOP BAR.
- 5) REFRESH CROSSWALK.

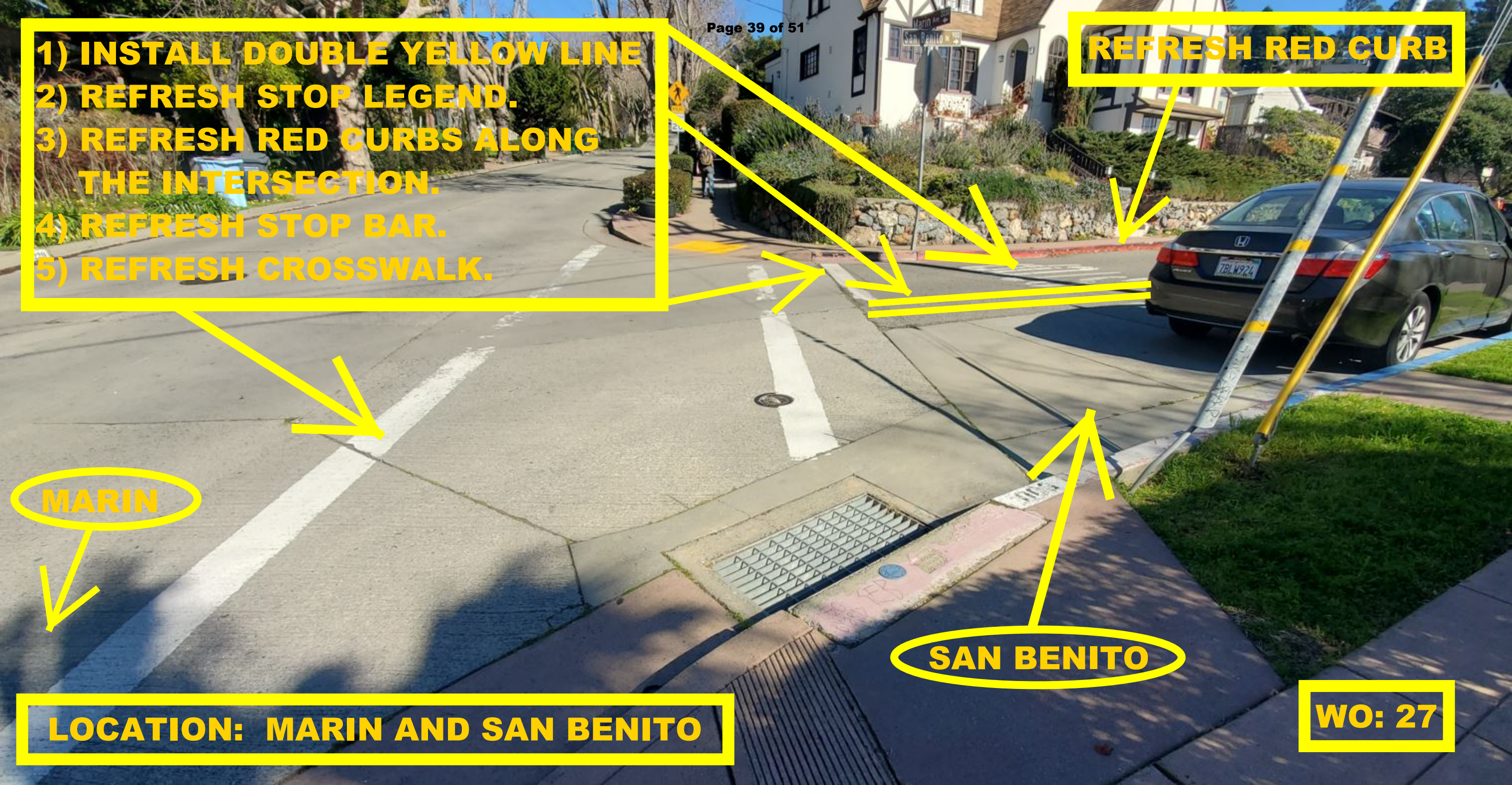
**REFRESH RED CURB**

**MARIN**

**SAN BENITO**

**LOCATION: MARIN AND SAN BENITO**

**WO: 27**



**OXFORD**

**MARIN**



**AHEAD**

- 1) INSTALL STOP AHEAD SIGN.**
- 2) INSTALL STOP AHEAD LEGEND**
- 3) INSTALL CROSSWALK AHEAD SIGN.**



**LOCATION: MARIN BETWEEN SAN BENITO AND OXFORD**

**WO: 28**



MARIN

TRAFFIC ON  
YOUR LEFT  
DOES NOT STOP

1) INSTALL "TRAFFIC ON YOUR  
LEFT DOES NOT STOP"  
UNDER STOP SIGN.

SAN BENITO

LOCATION: MARIN AND SAN BENITO (NB)

WO: 29

MARIN

WO: 30

REFRESH "SLOW SCHOOL XING"



INSTALL SCHOOL CROSSWALK AHEAD



LOCATION: MARIN BETWEEN SPRUCE AND CRAGMONT

**WO: 31**

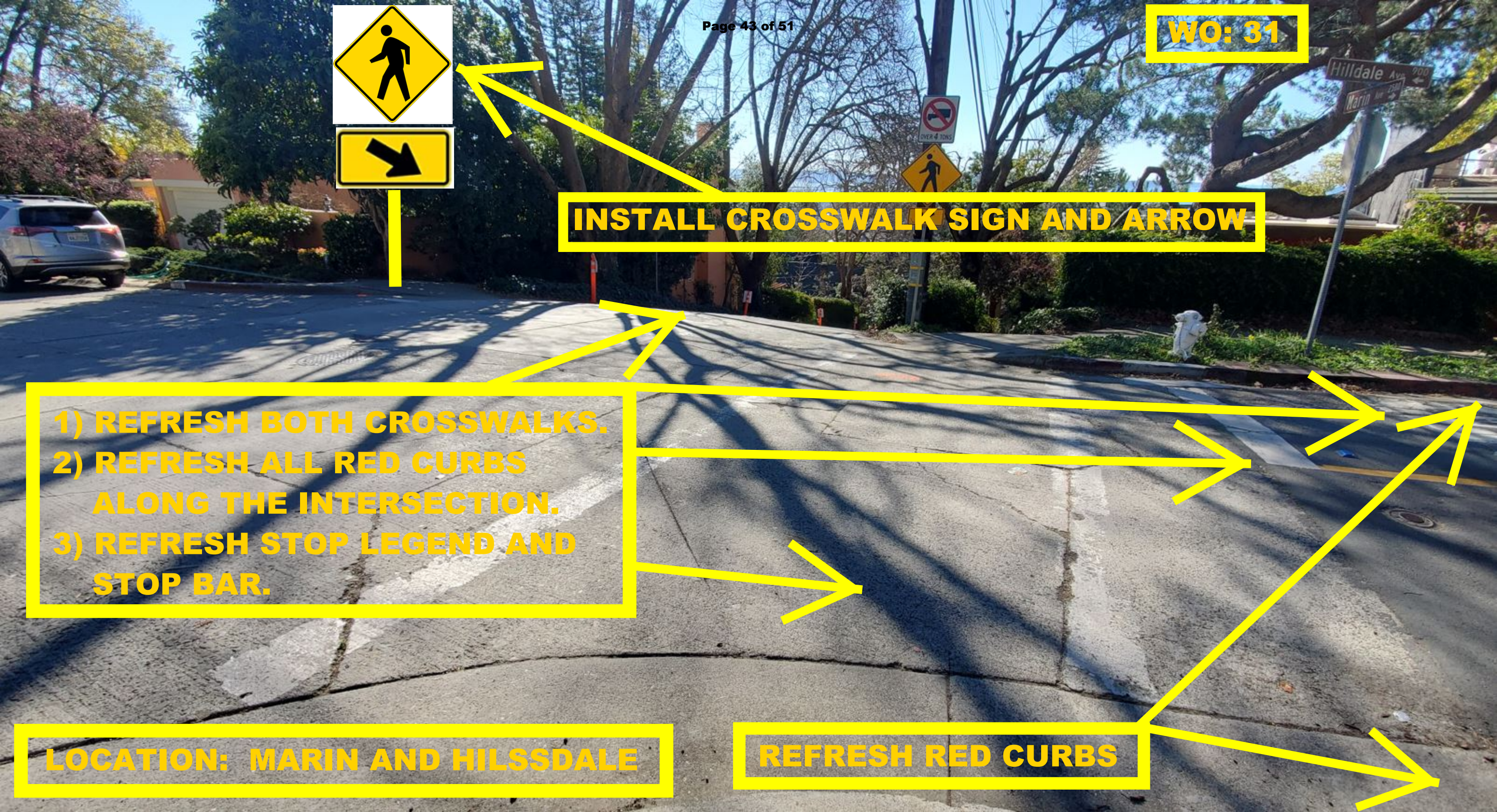


**INSTALL CROSSWALK SIGN AND ARROW**

- 1) REFRESH BOTH CROSSWALKS.**
- 2) REFRESH ALL RED CURBS ALONG THE INTERSECTION.**
- 3) REFRESH STOP LEGEND AND STOP BAR.**

**LOCATION: MARIN AND HILSSDALE**

**REFRESH RED CURBS**



**MARIN**

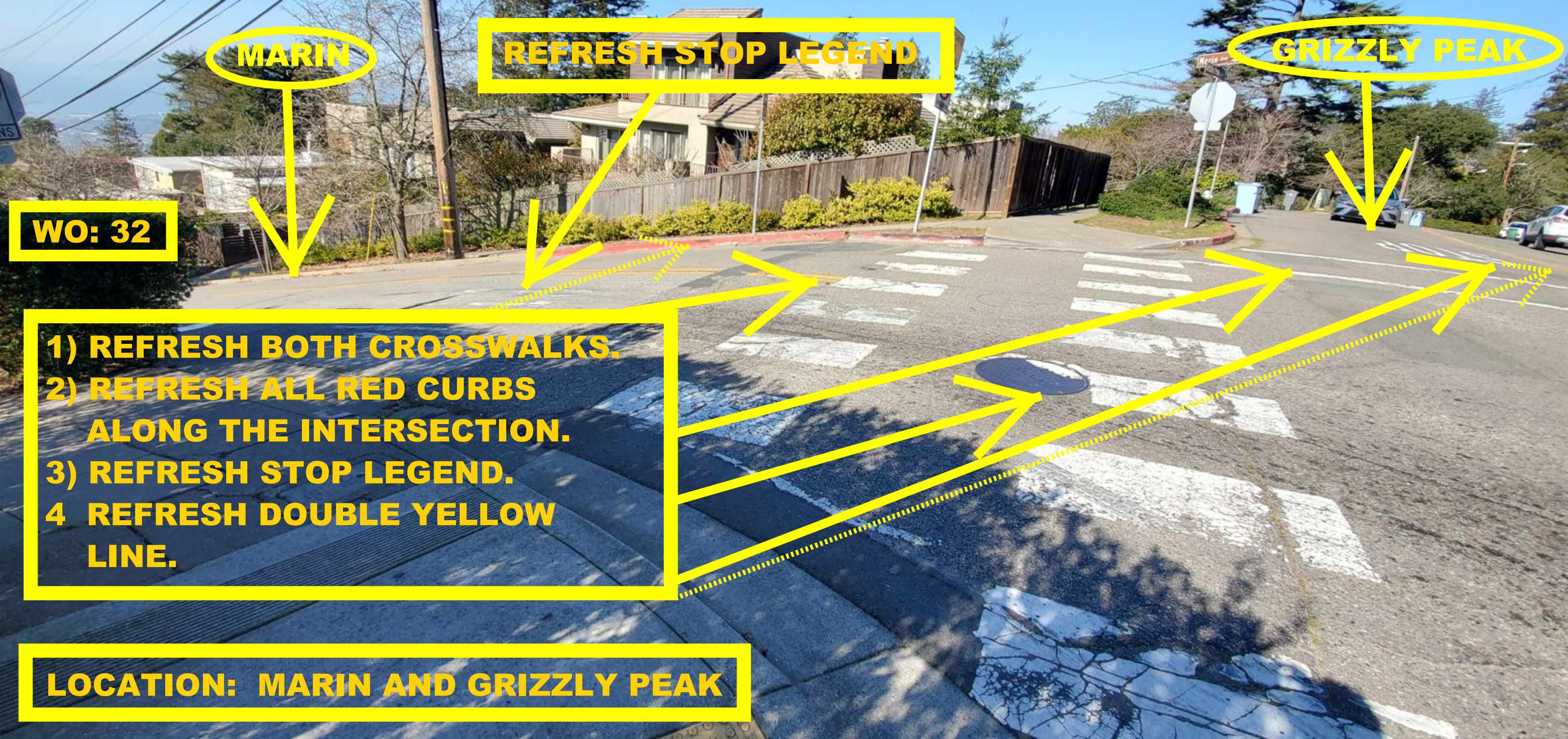
**REFRESH STOP LEGEND**

**GRIZZLY PEAK**

**WO: 32**

- 1) REFRESH BOTH CROSSWALKS.**
- 2) REFRESH ALL RED CURBS ALONG THE INTERSECTION.**
- 3) REFRESH STOP LEGEND.**
- 4) REFRESH DOUBLE YELLOW LINE.**

**LOCATION: MARIN AND GRIZZLY PEAK**



**WO: 33**



Marin Ave 2580



**MARIN**

**1) INSTALL " TRAFFIC ON YOUR LEFT DOES NOT STOP "**

**LOCATION: MARIN AND HILSSDALE**

**HILLSDALE**

**WO: 34**

**SCHOOL CROSSWALK**



**REGAL**

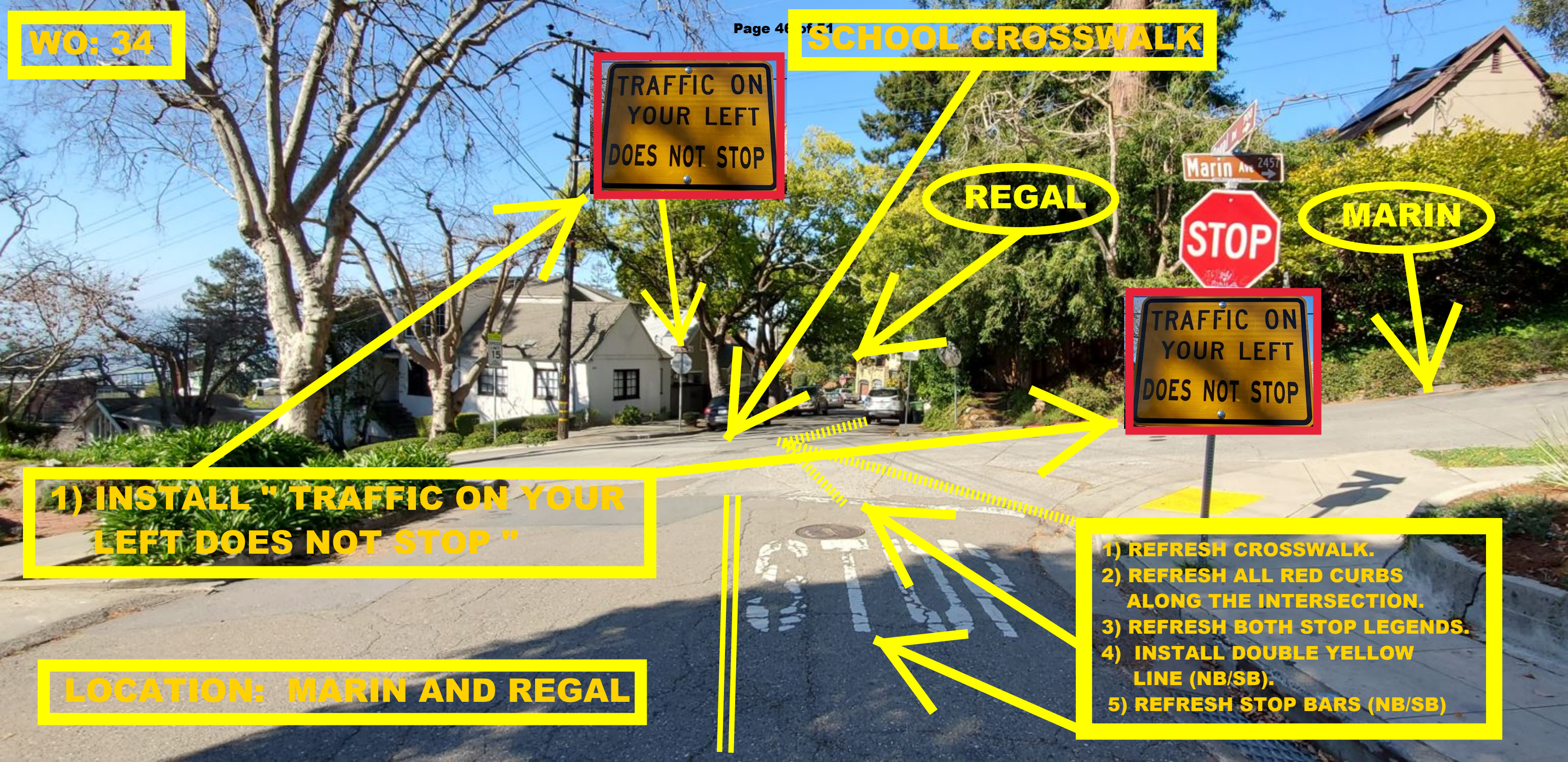
**MARIN**



**1) INSTALL " TRAFFIC ON YOUR LEFT DOES NOT STOP "**

**LOCATION: MARIN AND REGAL**

- 1) REFRESH CROSSWALK.**
- 2) REFRESH ALL RED CURBS ALONG THE INTERSECTION.**
- 3) REFRESH BOTH STOP LEGENDS.**
- 4) INSTALL DOUBLE YELLOW LINE (NB/SB).**
- 5) REFRESH STOP BARS (NB/SB)**



**WO: 35**

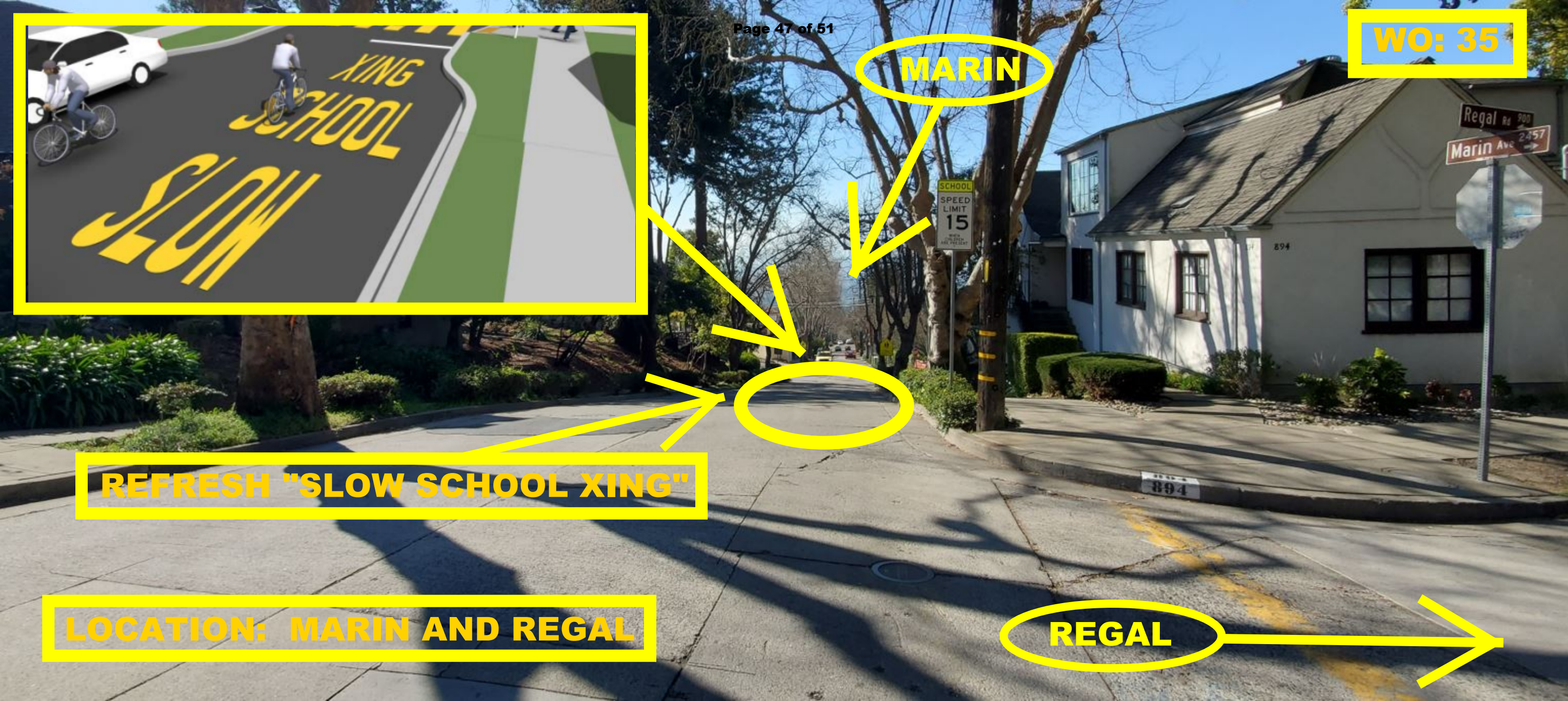
**MARIN**



**REFRESH "SLOW SCHOOL XING"**

**LOCATION: MARIN AND REGAL**

**REGAL**



**WO: 36**

**MARIN**

**CRAGMONT**

- 1) REFRESH ALL CROSSWALKS.
- 2) REFRESH ALL RED CURBS ALONG THE INTERSECTION.
- 3) REFRESH STOP LEGEND.
- 4) REFRESH DOUBLE YELLOW LINE (SB).

**LOCATION: MARIN AND CRAGMONT**





February 28, 2024

Berkeley City Council  
2180 Milvia Street,  
Berkeley, CA 94704

Dear Berkeley City Council and City Manager Dee Williams-Ridley,

We are a group of neighbors who live near the corner of Marin and Oxford and are writing to you in hopes that you can address the urgent need for a traffic calming on Marin Ave and Oxford and intersection improvements on the corner of Marin and Oxford. As you may know, Marin Ave is a high injury street as identified in the City's Vision Zero Action Plan. The city must calm traffic on the side streets leading up to Marin and also on Marin Avenue itself. Although we know that traffic calming on steep streets can be a challenge, we have seen cities like San Francisco add traffic calming measures on steep streets such as Clipper Street.

On February 12, 2024, many of us heard the terrible crash when a young woman named Julia Elkin was hit by a driver as she was in the crosswalk on the corner of Marin Ave and Oxford. The driver was traveling westbound, down hill on Marin Ave. We are devastated to hear that Julia passed away from her injuries.

This young woman could have been any of us. She was exercising in our neighborhood around 1:30pm. Many of us heard her scream before she was hit and rushed to the scene to support her and call for help. Julia's death was a tragedy that was preventable. We are asking that you do everything in your power to ensure that we do not lose another neighbor on our streets to traffic violence.

We have seen many drivers in our neighborhood who do not stop at the stop sign on the corner of Marin and Oxford heading westbound. Furthermore, the fact that traffic traveling eastbound on Marin does not have a stop sign makes it a very confusing intersection. On a daily basis, we witness bad driver behavior including drivers speeding downhill on Marin Ave, nearly hitting anyone in the crosswalk. This bad behavior isn't merely going to stop through education – we need physical traffic calming measures installed to create a safer environment.

We have several vulnerable populations crossing this intersection, including children traveling up and down Marin to get to school and seniors who live in the neighborhood. After speaking to several of our neighbors, we understand that there was stronger traffic enforcement on Marin Ave and specifically near the intersection of Marin and Oxford prior to the pandemic. As an interim measure, we request more traffic enforcement near this intersection while the City simultaneously works on a traffic calming study and on a plan to add intersection improvements on Marin and Oxford, such as a Rectangular Rapid Flashing Beacons at Oxford and Marin, rumble strips on the westbound side of Marin, solar powered radar speed signs heading westbound, and making the intersection an all way stop.

We request a community meeting by March 25th so we can hear about the steps that you will take to address the need for traffic calming on Marin Ave. Thank you in advance for your consideration. Please do everything in your power to help us reduce preventable traffic violence in our neighborhood.

Sincerely,

Ana & Jyotindra Vasudeo  
2200 Marin Ave

Brent Blackaby & Larry Huynh  
744 Grizzly Peak Blvd

Mike and Paula Rice  
4 Sunset Ln.

Will Dogan & Rafael Reis  
870 Grizzly Peak Blvd

Pavitra Prabhakar  
755 Grizzly Peak Blvd

Christine Blanchet Aitkins & Steve Aitkins  
790 Hilldale Ave

Max & Claudine Blanchet  
790 Hilldale Ave

Arly Cassidy & Levon Dolbakian  
1053 Oxford Street

Ellen Evers & Bart Timmers  
1001 Oxford street

Victoria Kahn  
Helene Silverberg  
915 Oxford Street

Hope & Noah Alper  
910 Oxford Street

Rose Schweig  
2262 Summer St

John & Becky Pierson  
2011 Marin Ave

Esta Brand  
Zack Rogow  
841 Oxford Street

Swati Agarwal and Vipul Garg  
746 wildcat canyon road

Gertrude Weil  
1028 Oxford Street

Scott and Lourdes Moore  
936 Oxford st.

Sylvia Luk and Mark Smedley  
920 Oxford St

Leslie Rosenfeld  
1027 Oxford St.

Rena & Mordy Rosen  
984 Oxford Street

Elizabeth Hawk & Fritjof Capra  
1019 Oxford Street

Katy Haynes & Matt Gronniger  
833 Oxford Street

Iain Clark and Amy Pickering  
811 Oxford Street

Mark Cohen  
825 Oxford Street

Patricia and Bob Young  
850 Oxford Street

Rebecca Whitney & Perry de Valpine  
807 Oxford Street

Aeryn Johnson  
823 Oxford Street

Scott Willson  
919 Oxford Street

Lindsay and Peter Nofelt  
2031 Del Norte St.

Miriam Eisenhardt and  
Edward Murphy  
843 Oxford St.

Susan Scherer  
1036 Oxford St

Lynanne Jacob and Lloyd Lee  
812 Oxford St

Elizabeth Koller and Tom Mulvihill  
808 Oxford Street

Candace Khanna  
736 Grizzly Peak Blvd.

Thierry and Melissa Diagana  
835 Oxford St.

Alex Schoenfeld  
762 Grizzly Peak Blvd.

Ranko Yamada  
2207 Marin Ave.

Shannon Mochel  
1404 Oxford

