



Berkeley City Councilmembers

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CONSENT CALENDAR

February 11, 2025

To: Honorable Mayor & Members of the Berkeley City Council

From: Councilmember Mark Humbert (Author)
Councilmember Shoshana O’Keefe (Co-sponsor)
Councilmember Brent Blackaby (Co-sponsor)

Subject: Refer to City Manager study of intersections with traffic diverters

RECOMMENDATION:

Refer to the City Manager a request to have staff prioritize study of intersections that include traffic diverters but do not feature stop signs; additionally, staff are requested to review past Council referrals for adoption of National Association of City Transportation Officials (NACTO) street design standards and provide an update on the status and timeline for meeting past policy directives. Examples of intersections to be studied include but are not limited to:

- Ada and California Street
- Grant Street and Berkeley Way
- Yolo and Milvia Street
- McGee and Virginia Street
- Derby and Mabel Streets
- Piedmont and Russell Street
- Hillegass and Woolsey Street
- Park and Russell Street
- Mabel and Russell Street

BACKGROUND:

Within the past 18 months, two pedestrians in Berkeley have been seriously injured or killed in the vicinity of intersections with traffic diverters but no stop signs:

- On Halloween 2023, Shannon Mitchell's then 7-year-old son was struck by a hit-and-run driver who came speeding around the corner of Derby and Mabel.
- On January 26, 2025, a 66-year-old woman was struck and killed at the intersection of California and Ada streets.

RATIONALE FOR RECOMMENDATION:

Something these two intersections appear to have in common is the presence of traffic diverters without stop signs. Since there is generally no oncoming traffic, drivers may treat such intersections differently from intersections with through traffic in all directions..

Based on [photos and witness testimony reported on by the Berkeley Scanner](#), the driver involved in the most recent fatal collision had most likely just executed a left turn from northbound California Street on to westbound Ada Street.

Many similar intersections throughout Berkeley already feature stop signs, so their inclusion at additional intersections or other measures may be appropriate. Exploring potential safety improvements at these intersections would be consistent with Berkeley's Vision Zero policies, Climate Action Plan, Pedestrian Plan, and Transit First policy.

FISCAL IMPACTS

Preliminary, order-of magnitude estimate of staff time for study and reporting to Council is \$20,000–\$60,000.

SUSTAINABILITY

By potentially making Berkeley streets safer for walking and biking, this proposal would encourage alternatives to driving, thereby serving to decrease greenhouse gas emissions and other impacts associated with the operation of automobiles.