



TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING AGENDA

Thursday, January 16th, 2025, 6:15 pm

Mission: The Berkeley City Council established this Transportation and Infrastructure Commission to advise the City Council on matters related to transportation and public works infrastructure policies, facilities, and services in the City. In addition, the commission functions as the City of Berkeley's Bicycle and Pedestrian Advisory Committee (BPAC).

**North Berkeley Senior Center
Aspen Room
1901 Hearst Avenue
Berkeley, CA 94709**

A. PRELIMINARY BUSINESS – 6:15 pm

1. Call to order
2. Roll call
3. Public comment on items not on the agenda
4. Approval of minutes from November 21st, 2024 meeting
5. Approval and Order of Agenda
6. Update on administration and staff
7. Announcements

B. DISCUSSION/ACTION ITEMS – 7 pm

* Written material included in packet

** Written material to be delivered at meeting

The public may speak at the beginning of any item.

1. MTC grant review: San Pablo Ave/Ashby Ave and 7th Street/Anthony intersections* – Action requested – 7 pm

Public Works staff

As required by the Metropolitan Transportation Commission's Complete Streets Policy (Metropolitan Transportation Commission Resolution 4493, May 2022) and 2024 Housing Incentive Pool grant program guidelines, staff requests that the Transportation and Infrastructure Commission review and approve the MTC Complete Streets Checklists for the Housing Incentive Pool grant applications for the San Pablo Avenue/Ashby Avenue Intersection Improvements Project and the 7th Street/Anthony Street Complete Intersection Project. For more information about the MTC Complete Streets Checklist requirements:

https://mtc.ca.gov/sites/default/files/documents/2022-07/MTC_Administrative_Guidance_for_Complete_Streets_Checklist.pdf

2. Informational presentation on daylighting implementation, outreach and enforcement* – 7:20 pm

Public Works staff

Staff will update the Commission on the City's progress implementing California's new Daylighting Law (AB 413). Staff will brief commissioners on work since the November 21, 2024 Transportation and Infrastructure Commission meeting, when staff last briefed the Commission on daylighting. Staff will also present on daylighting-related communications, enforcement and implementation plans.

3. Informational presentation on the process to update the Bike Plan* – 7:50 pm

Public Works staff

Staff will inform the Commission about the status of the citywide bike plan update, sharing the update schedule, process and progress to date. Staff will share with the Commission material to be presented to the public as part of winter/spring 2025 public outreach activities and inform the Commission and the Berkeley public about these upcoming outreach events and other opportunities to provide input on the plan. The current bike plan was adopted in 2017, and this update resumes the effort to update the plan that Public Works paused in 2022.

4. Chair and Vice Chair nominations – 8:30 pm

Commissioners

Commissioners will nominate new people to serve as Commission Chair and Vice Chair. Possible actions: Nominations for chair and vice chair.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS – 8:35 pm

Information items can be moved to Discussion or Action by majority vote of the TIC

1. Subcommittee reports & assignments: verbal reports from subcommittees
2. TIC [Work Plan](#)
3. TIC Mission Statement (enclosed)
4. Council Summary Actions 2024*
5. [Link to Council and Committee Agendas and Minutes](#)

D. COMMUNICATIONS – 8:40 pm

E. FUTURE AGENDA ITEMS – 8:42 pm

F. ADJOURNMENT 8:45 pm


Agenda Posted: January 10th, 2024

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, February 20th, 2025 at 6:15 pm.

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Thursday, January 16th, 2025

A complete agenda packet is available for public review at the Main Branch Library and at the Transportation Division and Engineering Division front desks.

ADA Disclaimer

 *This meeting is being held in a wheelchair accessible location. To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at 981-6418 (V) or 981-6347 (TDD) at least three business days before the meeting date. Please refrain from wearing scented products to this meeting.*

SB 343 Disclaimer

Any writings or documents provided to a majority of the commission regarding any item on this agenda will be made available for public inspection at the Public Works Transportation Division offices located at 1947 Center Street, 4th Floor.

Communications Disclaimer

*Communications to Berkeley boards, commissions or committees are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to a City board, commission or committee, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the secretary of the relevant board, commission or committee. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the secretary to the relevant board, commission or committee for further information.*

Commission Secretary Wahid Amiri
Deputy Director, Engineering and Transportation, Public Works
Telephone (510) 981-7061 / Fax: (510) 981-7060 / TDD: (510) 981-6903
Email: wamiri@berkeleyca.gov



TRANSPORTATION and INFRASTRUCTURE COMMISSION
REGULAR MEETING
DRAFT MINUTES

Thursday, November 21st, 2024, 6:15 pm

North Berkeley Senior Center
1901 Hearst Avenue
Berkeley, CA, 94709

A. PRELIMINARY BUSINESS

1. Call to order

6:18 pm: Chair Zaro called the meeting to order.

2. Roll call

6:18 pm:

Commissioners Present: Barnali Ghosh, Adrian Leung, Liza Lutzker, Julia Moss, Karen Parolek, Kim Walton, Ren Zaro

Staff Present: Wahid Amiri, Ron Nevels, Noah Budnick, Elliott Schwimmer

3. Public comment on items not on the agenda

6:19 pm: 9 public comments.

6:20 pm: Eleven members of the public present.

4. Approval of minutes from October 10th, 2024

6:42 pm Action: It was Moved / Seconded (Parolek / Ghosh) to approve the minutes with a friendly amendment to change “Commissioner” Parolek to “Vice Chair” Parolek.

6:42 pm: Vote:

Ayes: Ghosh, Lutzker, Moss, Parolek, Walton, Zaro

Noes: None

Abstain: Leung

Absent: None

Excused: None

Recused: None

6:42 pm Motion passed 6-0-1-0-0-0

5. Approval and Order of Agenda

6:42 pm: No changes.

6. Update on administration and staff

6:43 pm: Deputy Director Wahid Amiri provided updates and answered Commissioner questions about the Transportation Division’s staffing and vacancies, including interviews for the Supervising Transportation Engineer, offers accepted for Senior Planner and

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Assistant Transportation Engineer, offer tendered for Associate Planner and the resignation of one Associate Planner.

6:47 pm: Fourteen members of the public present.

6:48 pm: Engineering Division Manager Ron Nevels provided updates and answered Commissioner questions about the Engineering Division's hiring and recruitment efforts, four vacancies out of thirty-eight staff, the internal hire of an Assistant Public Works Engineer, the need to backfill for a Junior Public Works Engineer, interviewing for the Associate Civil Engineer and starting the recruiting process for a Chief of Party.

Vice Chair Parolek asked if Public Works is looking at adding resources to support the passage of Measure FF. Commissioner Lutzker requested a future update on Measure FF. Commissioner Walton asked to see staff roles and responsibilities. Vice Chair Parolek asked for an update on this year's paving project (FY24). Commissioner Lutzker asked about the sidewalk repairs in her neighborhood and about when the traffic signals for the Southside Complete Streets project will be turned on. Commissioner Ghosh stated that there are high expectations for Measure FF and that Berkeley is not making progress fast enough.

7. Announcements

6:57 pm: Chair Zaro announced the death of longtime Berkeley resident Ben Brown, who was struck by a driver as he walked across Rose Street, near Josephine Street, on November 14, 2024. They called for a moment of silence to honor Mr. Brown.

B. DISCUSSION / ACTION ITEMS

1. Informational briefing on UC Berkeley Bancroft Student Housing project

7:01 pm: Staff from UC Berkeley Capital Strategies staff gave a presentation on the Bancroft-Fulton Student Housing Project.

7:05 pm: Six members of the public present.

7:16 pm: Commissioner asked questions and made comments on their appreciate for more student housing; including sufficient bike parking; what design stage the project is in; sidewalk design and width; pedestrian volumes; prioritizing people walking, biking and taking transit over people driving; keeping bike lanes, the sidewalk and the street clear during construction; closing Bancroft to traffic during construction; continuing the protected bike lane on Oxford along the west side of campus; raised mid-block crosswalks; separating the bike lanes from the sidewalk; pedestrianizing Fulton Street.

2. Informational Briefing on AC Transit's Transit-Supportive Design Guidelines

7:36 pm: AC Transit staff gave a presentation on AC Transit's Transit-Supportive Design Guidelines.

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7:36 pm: Two members of the public present.

7:50 pm: One public comment.

7:54 pm: Commissioners asked questions and made comments on whether these guidelines are requirements or recommendations; if AC Transit will tell municipalities that they must do certain things; the importance of differentiating between the bare minimum for safety and what AC Transit wants to do to optimize efficiency; the process for additional review of these guidelines; that these guidelines are about bus operations and are not multi-modal; the guidelines should include benches.

8:05 pm: One member of the public present.

8:05 pm: Commissioners continued to ask questions and make comments on automobile drivers causing buses to run late, not bikes; the need for the guidelines to address specific problems; the need to recognize that congestion makes bus riders suffer and to remove car lanes; making bus stops beautiful community places that children can enjoy; bus stops should have railings for standing and benches for sitting; people waiting for the bus get passed by bus drivers regularly; AC Transit should reach out to Berkeley's Commission on Disabilities; the need to convert car lanes to bus lanes; AC Transit should not talk about parallel bike routes in these guidelines; the need for the guidelines to clarify what's required versus what's recommended; that the guidelines talk about conflicts with people walking and biking but not with people driving.

3. Informational briefing on draft daylighting policy

8:26 pm: Public Works staff gave a presentation on how Berkeley will benefit from the new state Daylighting Law (Assembly Bill 413) and how the City of Berkeley will implement and enforce it.

8:26 pm: One member of the public present.

8:31 pm: One public comment.

8:32 pm: Commissioners asked questions and made comments about why traffic and parking fines are higher on game days; using daylight space for painting, bike parking, shared mobility stations; red curb isn't noticeable enough to drivers; use enforcement where there are problems; the need for more robust communications and going to community-based organizations and City Councilmembers; talking about daylighting as a lifesaving technology that's proven to reduce fatalities and serious injury crashes everywhere it's been implemented; fines should go to supporting walking and biking; hosting a day to paint daylighting.

8:44 pm Action: It was Moved / Seconded (Parolek / Walton) to extend the meeting to 9 pm.

8:44 pm: Vote:

Ayes: Ghosh, Leung Lutzker, Moss, Parolek, Walton, Zaro

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

8:44 pm Motion passed 7-0-0-0-0-0

8:45 pm: Commissioners continued to ask questions and make comments about how to prioritize implementation; red paint doesn't always work to deter drivers from parking; need to install self-enforcing infrastructure and get more enforcement. Commissioner applauded the daylighting program.

4. 2025 Transportation and Infrastructure Commission meeting schedule

8:47 pm: Commissioners discussed the 2025 commission meeting schedule.

8:48 pm Action: It was Moved / Seconded (Walton / Parolek) for the Transportation and Infrastructure Commission to meet on the third Thursday of the month at the North Berkeley Senior Center at 6:15 pm, except in July and December 2025 and to address holidays accordingly.

8:48 pm: Vote:

Ayes: Ghosh, Leung Lutzker, Moss, Parolek, Walton, Zaro

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

8:48 pm Motion passed 7-0-0-0-0-0

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

8:49 pm: Commissioners discussed the need for a new BART liaison; Commissioner Lutzker reported that the Bike Plan Update ad hoc subcommittee met twice (once with Public Works' staff); Vice Chair Parolek announced that the Paving Policy ad hoc subcommittee needs one more member; Vice Chair Parolek stated that the Commission should start a new work plan in January.

D. COMMUNICATIONS

8:54 pm: Chair Zaro stated that construction on Bancroft is blocking the bike lane, sidewalk, traffic and busses everyday; Commissioner Lutzker said that the construction work needs enforcement everyday; Commissioner Walton said that no turn on red enforcement is

needed at Sacramento and Delaware. Commissioner Ghosh stated that this is her last meeting.

E. FUTURE AGENDA ITEMS

8:57 pm: Vice Chair Parolek asked for a future presentation on Measure FF.

F. ADJOURNMENT

8:58 pm Action: It was Moved / Seconded (Walton / Lutzker) to adjourn the meeting.

8:58 pm: Vote:

Ayes: Ghosh, Leung Lutzker, Moss, Parolek, Walton, Zaro

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

8:58 pm Motion passed 7-0-0-0-0

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, January 16th, 2025 at 6:15 pm, at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.

Administrative Procedures

From the City of Berkeley Commissioners' Manual, 2019 Edition, page 70 regarding minutes:

Although the Brown Act does not require minutes, except for closed sessions, the Commissioners' Manual does require minutes of commission meetings but not for subcommittee meetings. When required, minutes are limited to action minutes only. Minutes are unofficial until approved by the commission. The minutes are converted to PDF and posted on the City's website.

The secretary shall keep an accurate record of the commission's proceedings and transactions. The secretary shall provide action minutes similar to those provided to the Council by the City Clerk. Action minutes list the date, time, and place of the meetings; the staff in attendance; the commissioners present and absent; and a clear and concise description of final actions taken. Approved motions are indicated by "moved, seconded, and carried" and include a breakdown of the vote. The vote breakdown

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includes the commissioners voting yes, no, abstain, absent, recused, and reason for recusal. Reasons for making a motion, debate, content of public comments, and audience reaction are not to be included.

Commission Secretary: Wahid Amiri, Deputy Director
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November 21, 2024

Dear Members of the Berkeley Transportation and Infrastructure Commission:

I apologize that I am not able to attend tonight's meeting, but I am home caring for a sick kid. I hope you accept written testimony in my absence.

I am writing to you specifically about the unsafe road geometry and absence of traffic calming infrastructure on Rose Street between Shattuck and San Pablo. Most recently this issue manifested with the tragic fatality at Rose and Josephine Street on November 14, 2024.

I live in North Berkeley on Cedar Street with my wife and two kids, aged 5 and 1, and our dog. While I offer testimony in a personal capacity, my professional work is researching traffic safety at UC Berkeley. I have a PhD and Masters in Public Policy. I have previously served in government and on local government advisory committees. Every day, we walk on Rose Street to drop off our oldest at school.

The recent fatality at Rose and Josephine is tragic, predictable, and preventable. There is not one, not two, but three schools on Rose Street between Shattuck and San Pablo. In this residential neighborhood, folks walk to the North Berkeley BART station or across Rose to Monterey Market, Gioia, or other destinations on Hopkins Street. Vehicles speed down the flat, wide Rose street unabated. There is no traffic calming infrastructure at all, limited stop signs, and not even crosswalks at all the intersections. It's unacceptable for any street, let alone one that is crossed by hundreds of students every day.

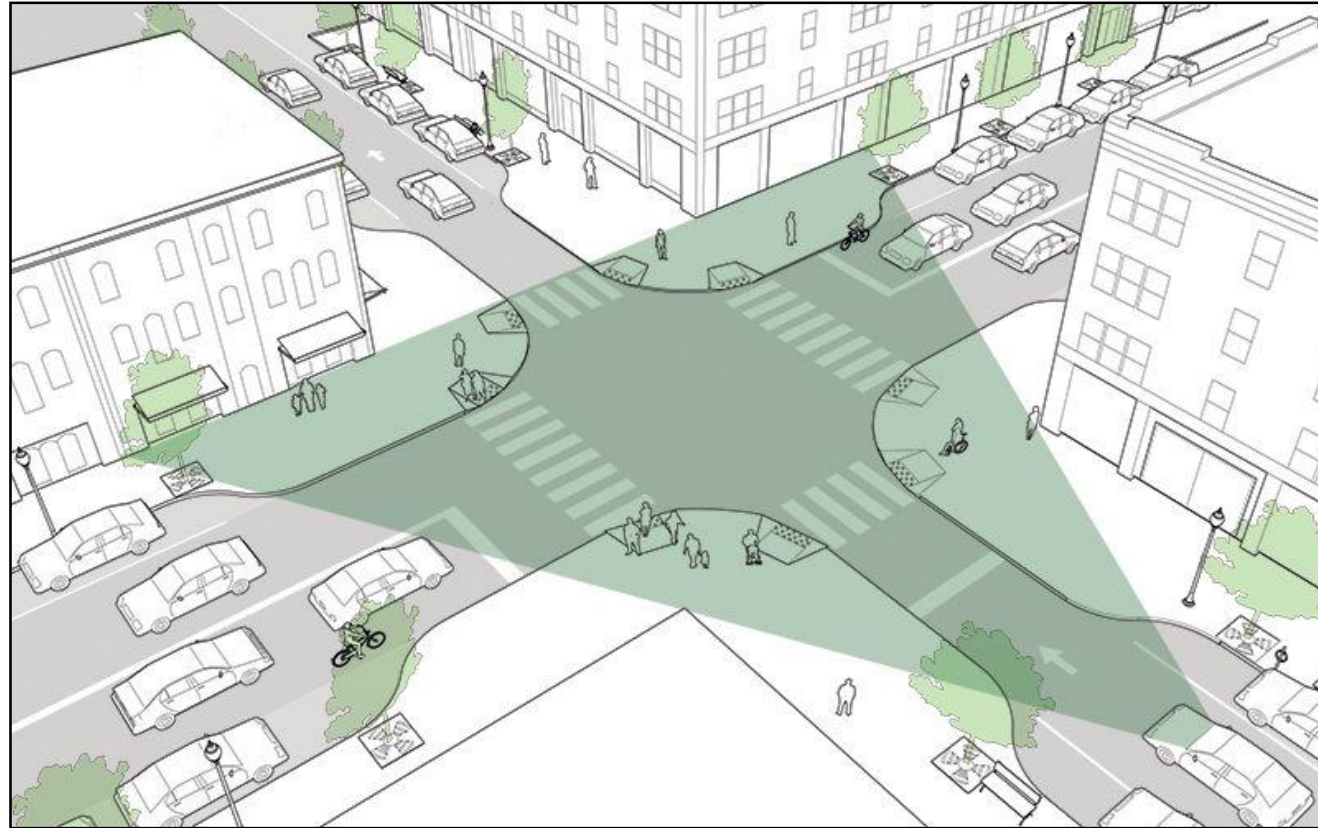
Simply assuming drivers will travel at 25 miles per hour is not enough. We know this in practice and from the academic literature. I urge you to consider implementing traffic calming infrastructure, crosswalks and stop signs at every pedestrian crossing, pedestrian-activated lighting improvements, and consider additional enforcement. While the recent fatality occurred at Rose and Josephine, it could have just as easily happened at Rose and McGee or Rose and Cypress or several other crossings that lack crosswalks or any protective infrastructure.

When someone dies or is seriously injured in a crash, everyone loses. Please take action to improve safety on Rose Street before another tragedy occurs.

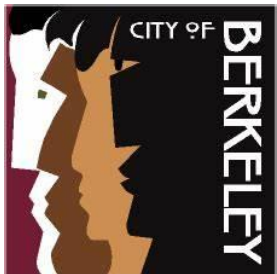
Sincerely,

Matthew Raifman

Berkeley's Planned Implementation of California's "Daylighting" Law (AB 413)

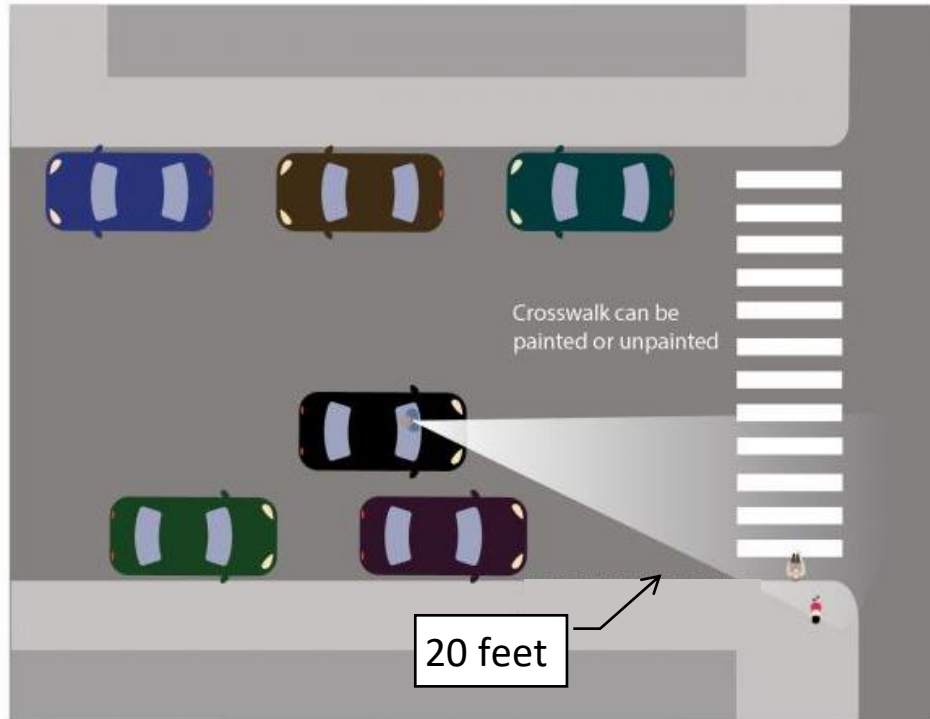


Source: National Association of City Transportation Officials, Urban Street Design Guide



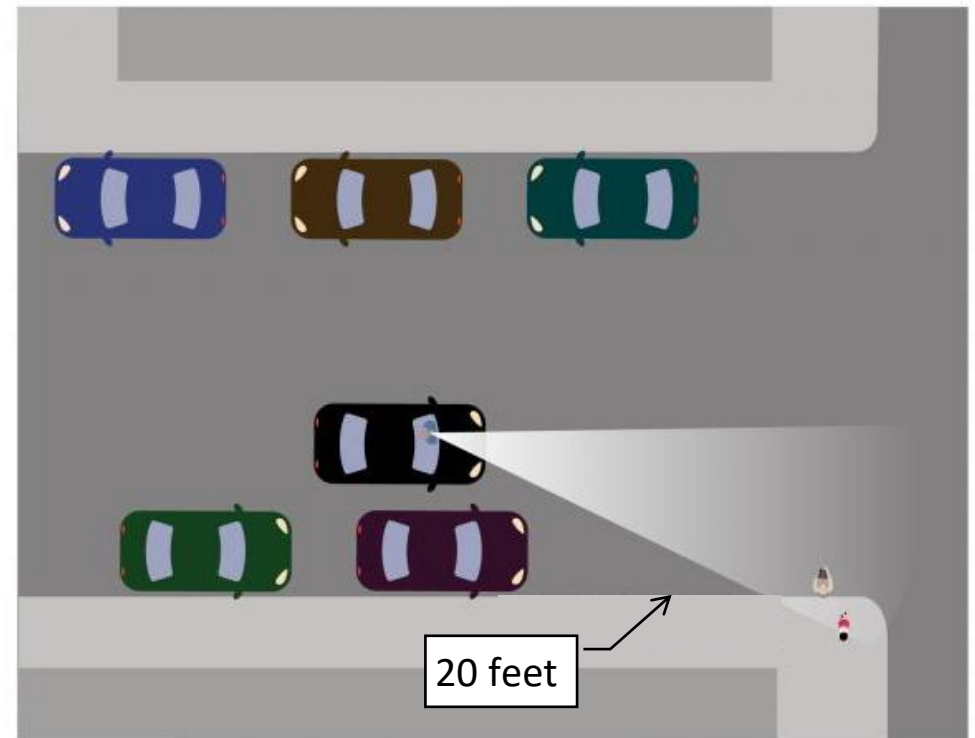
California Assembly Bill 413 (AB 413)

- October 10, 2023 – Signed into law
- Prohibits parking and loading within 20-feet of a *marked* crosswalk



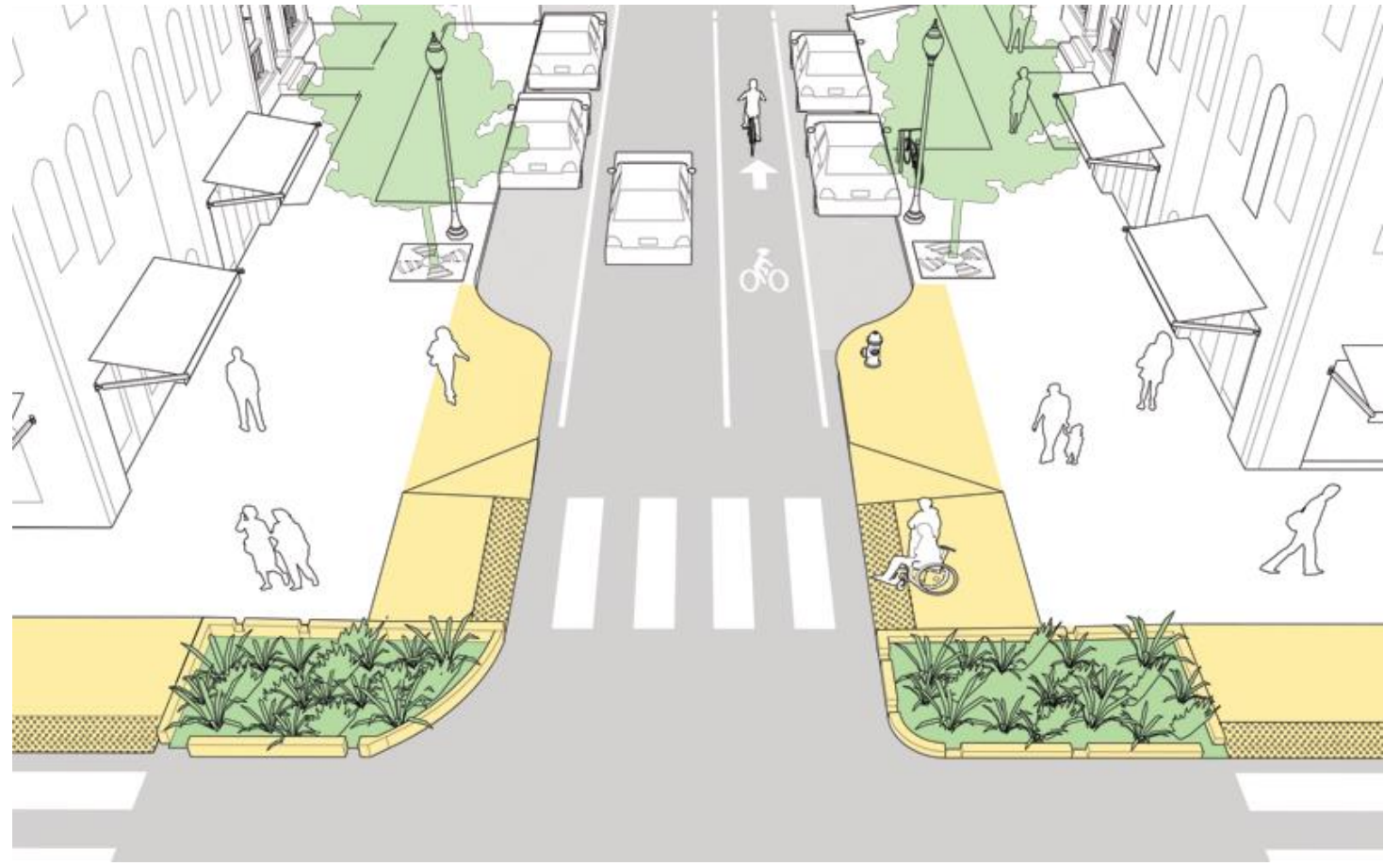
Source: San Francisco Municipal Transportation Agency

- Also prohibits parking and loading within 20-feet of *unmarked* crosswalks, which occur next to curb ramps at the intersection of two streets



California Assembly Bill 413 (AB 413)

- When a curb has been extended, vehicle parking and loading is prohibited within 15-feet



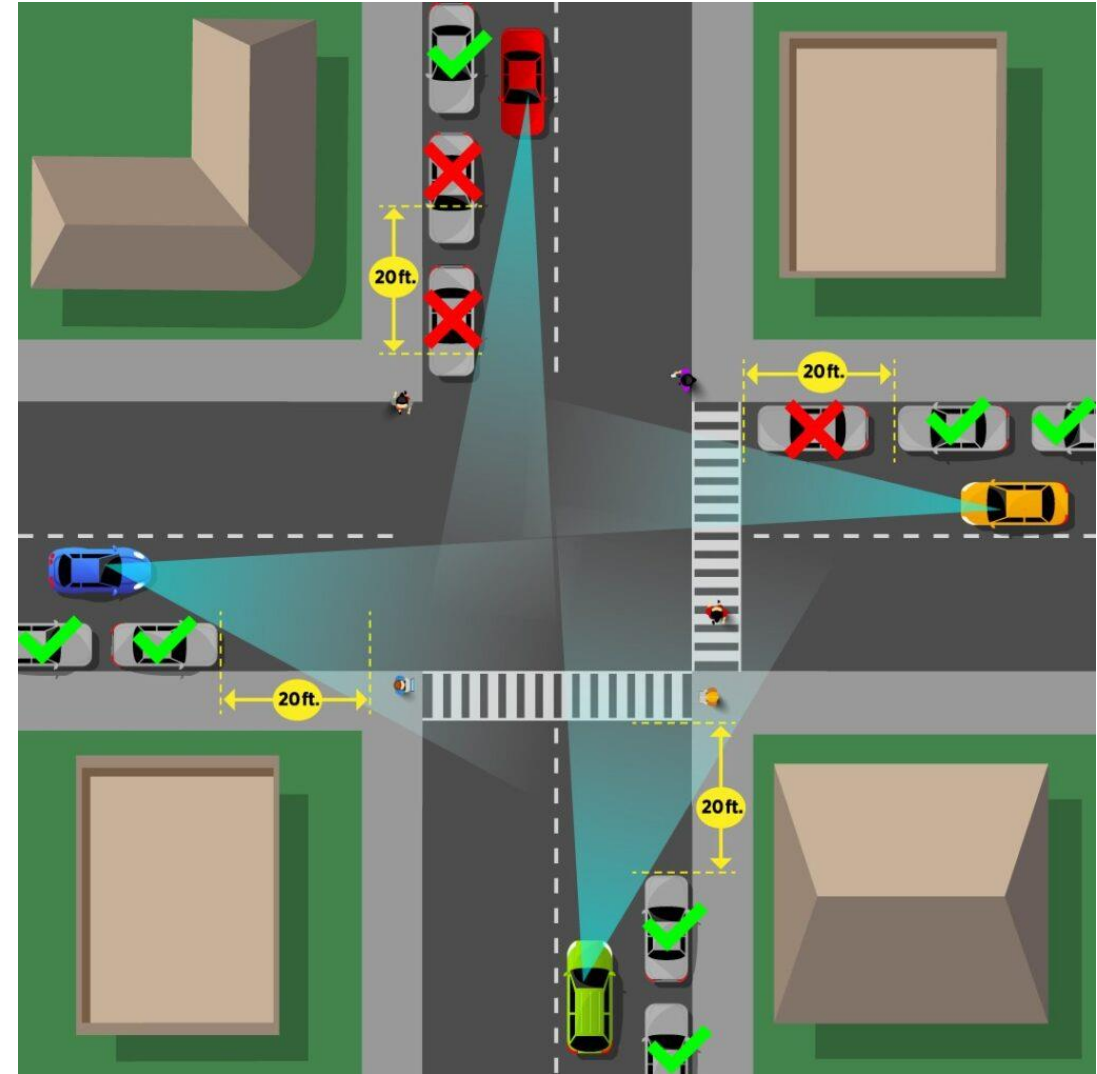
Source: National Association of City Transportation Officials, Urban Street Design Guide

Daylighting Enhances Pedestrian Safety

Why daylighting?

- Improves visibility for drivers, cyclists and pedestrians
- In Berkeley, over 80-percent of severe and fatal pedestrian crashes occur in or near crosswalks (2022 data)
- In Hoboken, NJ, from 2009 to 2011, daylighting resulted in a 30-percent decrease in pedestrian injuries caused by drivers
- Daylighting is a Key Vision Zero strategy

Sources: California Statewide Integrated Traffic Records System.
United States Department of Transportation Pedestrian Safety Guide and Countermeasure Selection System. Case Study No. 74:
Daylighting Hoboken, New Jersey.



Source: City of Pinole, California

Proposed Daylighting Implementation

- Install 15-20 feet of red curb at intersection approaches
- To be implemented as part of:
 1. City's annual paving plan
 2. Vision Zero projects and transportation capital projects
 3. Public Works' traffic calming and maintenance work orders
- Priority given to locations near:
 - Schools
 - Senior centers
 - High-injury streets
 - Equity Priority Areas



Citations and Warnings

- **Beginning January 1, 2025, cities can issue citations to vehicles parked or loading within 20-feet of a crosswalk; or within 15-feet of a crosswalk adjacent to an extended curb, regardless of whether a curb has been painted red.**
- **Staff's enforcement plan recommended to City Manager:**
 - **January 1, 2025 – March 31, 2025: warnings to be issued to drivers**
 - **April 1, 2025 – Citations and fines for daylighting violations (\$64) will commence**

Disabled Parking Spaces

- Disabled spaces in daylighting zones will be relocated to the nearest feasible location



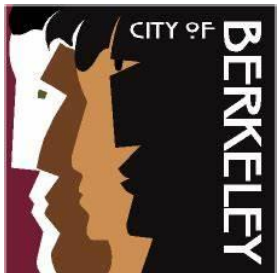
Next Steps

- **December 10, 2024 – Council to vote on whether to update the City’s Schedule of Parking Violations and Fines to allow officers to cite violators with a \$64 fine (\$96 fine on Cal Football Game Days)**
- **January 1, 2025 – Parking Enforcement to begin issuing warnings to violators**
- **April 1, 2025 – Parking Enforcement to begin issuing citations**

Thank you

**Public Works
Transportation Division**

transportation@berkeleyca.gov





Metropolitan Transportation Commission Housing Incentive Pool

Complete Streets Checklists

Berkeley Public Works Transportation Division
Transportation and Infrastructure Commission
January 16, 2025

Requested Action



We request that the Commission adopt a motion to:
"Support the City Manager and Department of Public Works' statement of compliance that the San Pablo Ave. and Ashby Ave. Intersection Improvements Project and the 7th and Anthony Complete Intersections Project both meet the Metropolitan Transportation Commission (MTC) Complete Streets Policy (MTC adopted Resolution 4493) for the Metropolitan Transportation Commission's Housing Incentive Pool program, in the Commission's capacity as the City of Berkeley Bicycle and Pedestrian Advisory Committee (BPAC)."

Housing Incentive Pool (HIP) Grant Program Overview

The Metropolitan Transportation Commission (MTC) is awarding \$71 M in federal transportation funds to the top jurisdictions in affordable housing production.

The City of Berkeley was awarded \$1,508,000 in funding for 2024.

MTC's *Complete Streets (CS) Policy* has promoted the development of transportation facilities that can be used by all modes. This policy advances Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions.

Requirements

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.

Project Locations

Both projects are within the City's Equity Priority Area.

The San Pablo Ave and Ashby Ave project is also at the intersection of two high injury streets. Both streets are on the Caltrans right-of-way (State Route 123 and State Route 13).



Project Locations



Project Descriptions

San Pablo Ave. and Ashby Ave. Intersection Improvements Project

Requested \$1,856,900 to complete final design and construction.

- Installs protected left turn signals for northbound traffic turning onto San Pablo from Ashby.
- Installs modified curb ramps and accessible pedestrian signal buttons.

7th and Anthony Complete Intersections Project

Requested \$1,971,914 to complete final design and construction.

- Removes and replaces traffic signal at 7th and Potter St. with new signal at 7th St. and Anthony St.
- Installs high visibility crosswalks at both intersections.
- Installs RRFB, and two-way stop at 7th and Potter, reducing conflicts and helping transit riders access the nearby stops.



Complete Streets Checklist

Does the project implement relevant plans, or other locally adopted recommendations?

San Pablo Ave. and Ashby Ave. Intersection Improvements Project

Yes. San Pablo Avenue and Ashby Avenue were identified as High-Injury Streets in the Berkeley Vision Zero Action Plan. Berkeley's High-Injury Streets represents 16% of City streets where 91% of severe and fatal collisions occurred. Ashby Ave was designated as a high injury corridor in the 2020 Berkeley Pedestrian plan.

7th and Anthony Complete Intersections Project

Yes. The 2020 City Council adopted Berkeley Pedestrian Plan outlines several intersection and crossing treatments which will be utilized in this project, such as the striping of high-visibility crosswalks, and the use of RRFBs.

Does the project area contain segments of the regional Active Transportation (AT) Network? If yes, describe the how project adheres to the National Association of City Transportation Official's (NATCO's) "Designing for All Ages & Abilities Contextual Guidance for High- Comfort Bicycle Facilities" and/or the Architectural and Transportation Barriers Compliance Board's "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of- Way."

San Pablo Ave. and Ashby Ave. Intersection Improvements Project

This project adheres to the Architectural and Transportation Barriers Compliance Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way throughout the design, especially with the inclusion of curb ramps that align with the path of travel for the crosswalks at each corner and accessible pedestrian signal push button.

7th and Anthony Complete Intersections Project

Yes. The project area is at an intersection that is completely within the Active Transportation Network. This project adheres to the Architectural and Transportation Barriers Compliance Board's "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way" with the inclusion of several crosswalk safety treatments such as the addition of a rectangular rapid flashing beacon, which is a pedestrian activated warning device known to reduce collisions.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?

San Pablo Ave. and Ashby Ave. Intersection Improvements Project

Yes.

Both San Pablo Avenue and Ashby Avenue are on the Alameda County Transportation Commission's (ACTC) High Injury Network for pedestrians and cyclists.

The 2020 Berkeley Vision Zero Action Plan included public engagement and identified both San Pablo Ave and Ashby Ave as high-injury streets.

Ashby Ave is the highest injury and fatality street for pedestrians in Berkeley.

Ashby Ave was also designated as a high injury corridor in the 2020 Berkeley Pedestrian plan.

7th and Anthony Complete Intersections Project

No.

There have been recent bicycle and pedestrian collisions at nearby 7th Street and Heinz Street.

Does the project seek to improve conditions for people biking, walking and/or rolling? If yes, describe measures for to providing low- stress transportation facilities or reduce a facility's LTS.

San Pablo Ave. and Ashby Ave. Intersection Improvements Project

The project does not include a bikeway, but pedestrian facilities will be improved by installing accessible pedestrian signal push buttons, new curb ramps that align with the crosswalk, and high visibility crosswalks. These improvements should make the intersection more comfortable and safer for pedestrians of all ages and abilities.

7th and Anthony Complete Intersections Project

There is no bikeway proposed (or existing) within this project area, but several of the project elements are intended to improve pedestrian safety and comfort. The four new crosswalks will use triple-four striping, and the rectangular rapid flashing beacon (RRFB) proposed at Potter St. is an FHWA Proven Countermeasure. Both measures improve pedestrian conspicuity.

Are there existing public transit facilities (stop or station) in the project area?

San Pablo Ave. and Ashby Ave. Intersection Improvements Project

Yes, there are four AC Transit stops within 100 feet of the intersection, one in each direction. The AC Transit routes 72, 72M, 72 Rapid, 802, 7, and J run through this intersection.

7th and Anthony Complete Intersections Project

Yes, AC Transit route 36 stops at Seventh St. at Anthony in the Northbound and Southbound directions. The Ac Transit route 7 stops on Ashby and 7th St. one block south of the 7th and Potter intersection.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes, AC Transit has provided feedback during the conceptual design phase.

Is there a MTC Mobility Hub (map) within the project area? If applicable, please describe the pedestrian focused improvements and cite the design standards used.

San Pablo Ave. and Ashby Ave. Intersection Improvements Project

No. Pedestrian facilities will be improved by installing accessible pedestrian signal push buttons, new curb ramps that align with the crosswalk, and high visibility crosswalks. These elements were designed using Caltrans Standard Plans for pavement markings, curb ramp details, and drainage. The accessible pedestrian signal will conform to the California Manual on Uniform Traffic Control Devices.

7th and Anthony Complete Intersections Project

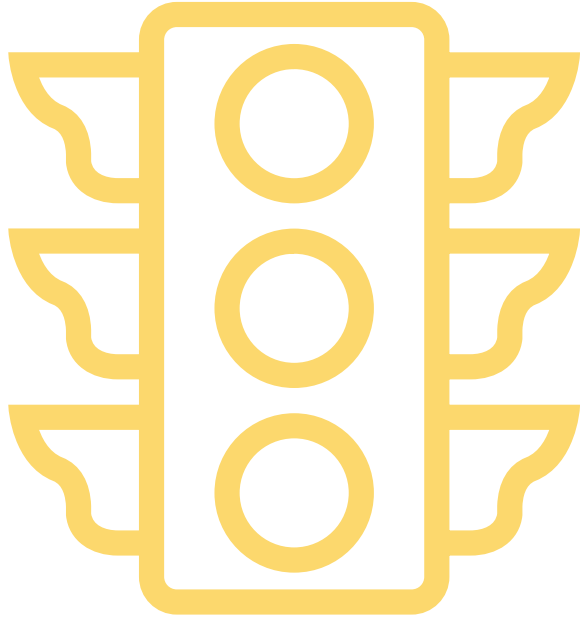
The four new crosswalks will use triple-four striping following design standards set in the Design Information Bulletin 82-06 from the California Department of Transportation to ensure accessibility for pedestrians of all ages and abilities. The rectangular rapid flashing beacon (RRFB) proposed at Potter St. will follow the California Manual on Uniform Traffic Control Devices (MUTCD) for application of the best practices and standards for installation.

Will the project improve active transportation in an Equity Priority Community (EPC)?

This project connects to two equity priority communities. Census Tract 4220 to the west of the intersection and Census Tract 4233 to the northeast.

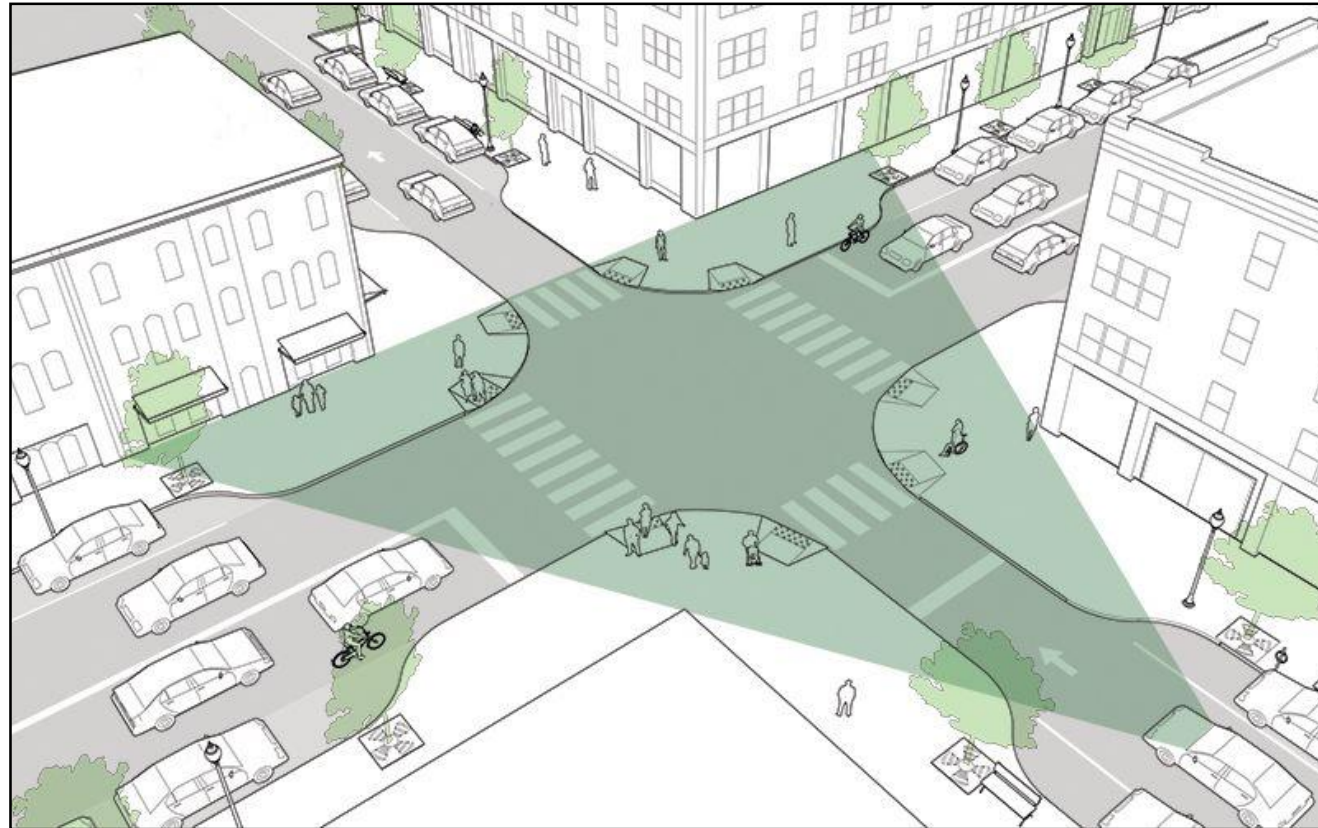
Yes. This project is within a designated MTC Equity Priority Community, Census Tract 4220.

Requested Action

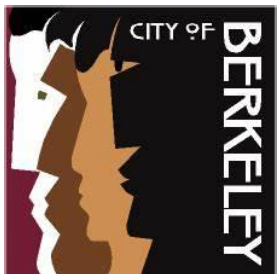


We request that the Commission adopt a motion to:
"Support the City Manager and Department of Public Works' statement of compliance that the San Pablo Ave. and Ashby Ave. Intersection Improvements Project and the 7th and Anthony Complete Intersections Project both meet the Metropolitan Transportation Commission (MTC) Complete Streets Policy (MTC adopted Resolution 4493) for the Metropolitan Transportation Commission's Housing Incentive Pool program, in the Commission's capacity as the City of Berkeley Bicycle and Pedestrian Advisory Committee (BPAC)."

Berkeley's Planned Implementation of California's "Daylighting" Law (AB 413) – January 16, 2025 Update

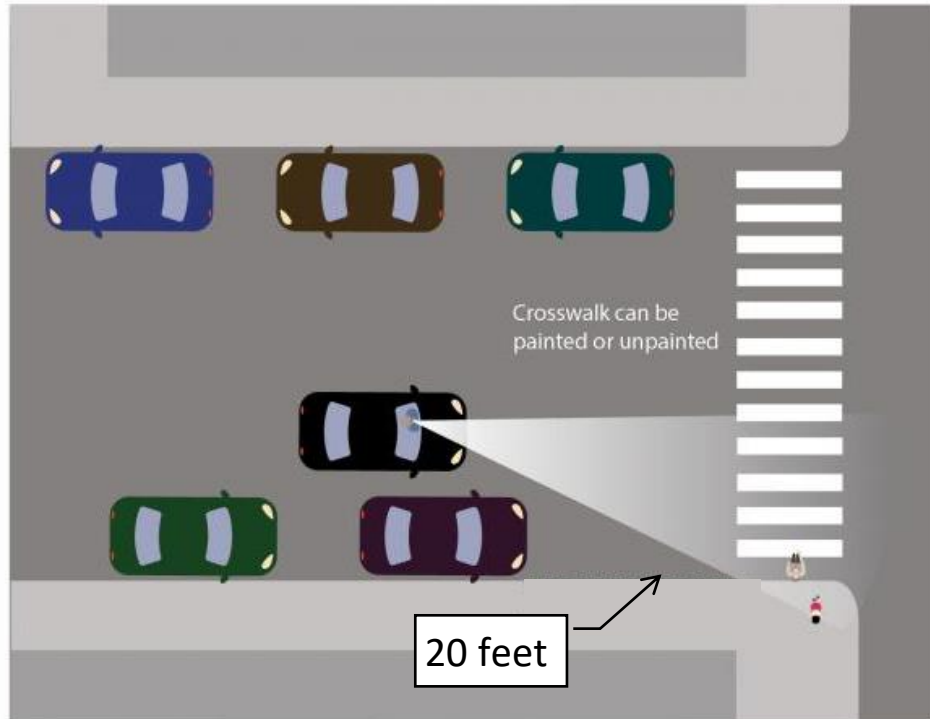


Source: National Association of City Transportation Officials, Urban Street Design Guide



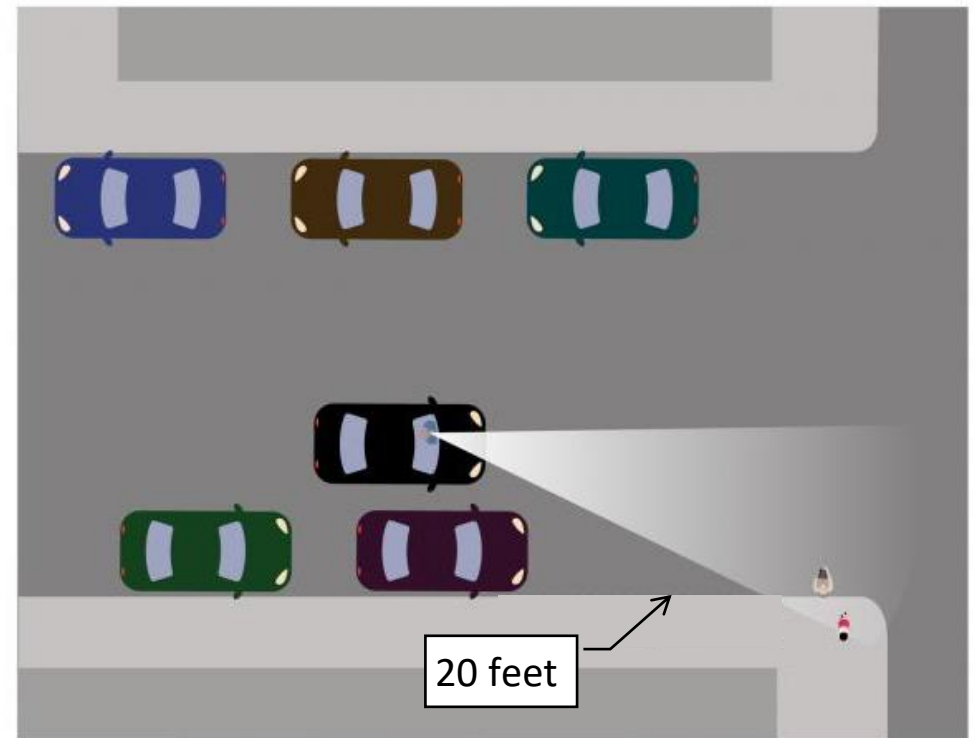
California Assembly Bill 413 (AB 413)

- October 10, 2023 – Signed into law
- Prohibits parking and loading within 20-feet of a *marked* crosswalk



Source: San Francisco Municipal Transportation Agency

- Also prohibits parking and loading within 20-feet of *unmarked* crosswalks, which occur next to curb ramps at the intersection of two streets




Communications

- Community message published on December 30, 2024

- Updated “Street Parking Restrictions” page on the City’s Website:

<https://berkeleyca.gov/city-services/parking/street-parking-restrictions>

December 30, 2024 [View this message as a webpage](#)




SERVICES. RESOURCES. COMMUNITY.

News from the City of Berkeley

Keep pedestrians safe. Park 20 feet from intersections starting January 1.

While statewide “daylighting” law goes into effect with the new year, a grace period in Berkeley means that local \$64 fines will begin on April 1, 2025.



Starting January 1, drivers should park their vehicles at least 20 feet from the approaching side of an intersection to help fellow motorists see and yield to pedestrians at crosswalks.

By removing the visual barrier of those parked cars, fellow motorists better see the transition point where people walk onto pavement – both the crosswalk ahead of the driver as well as the crosswalk passed over on a

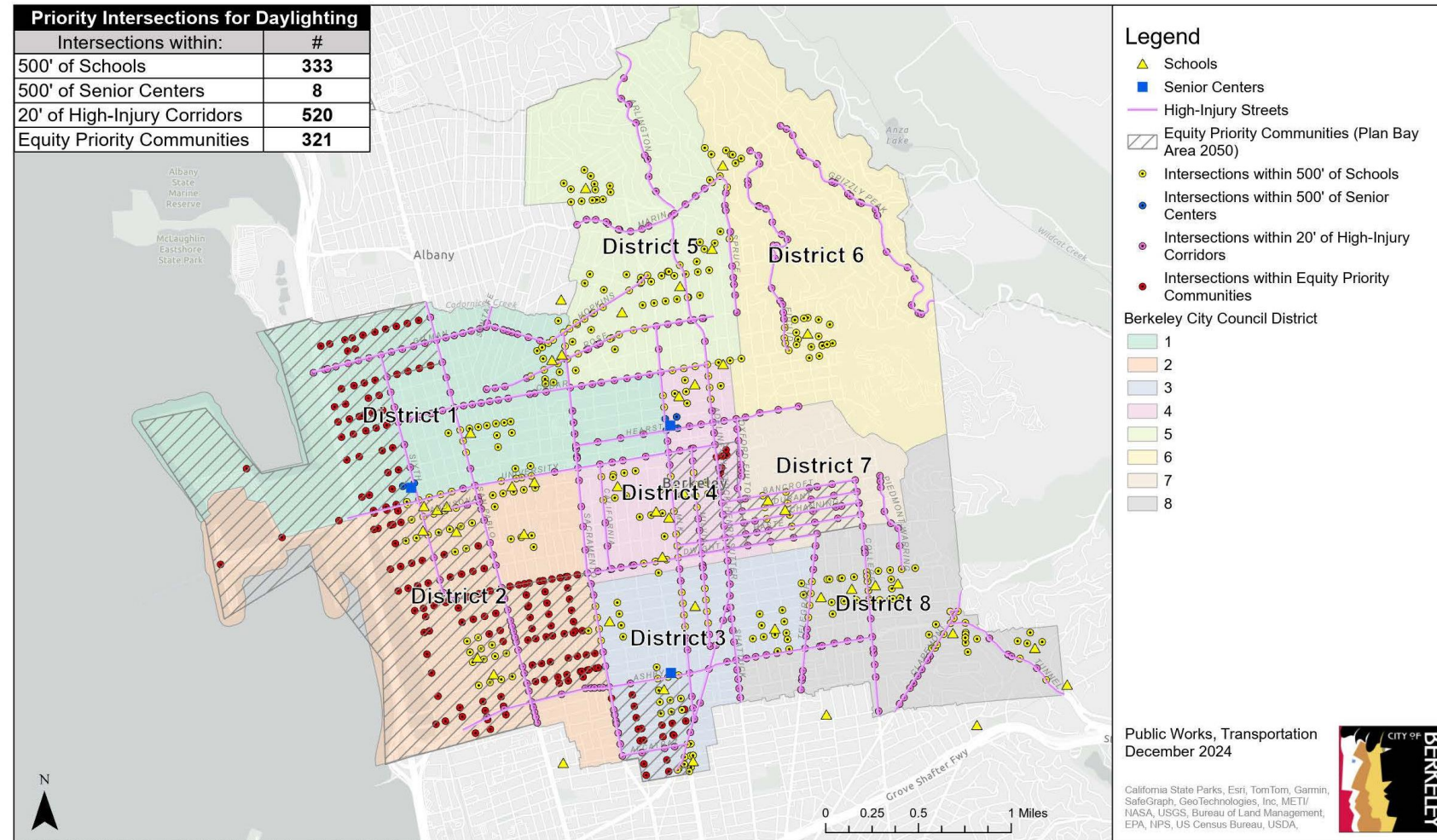
Proposed Daylighting Implementation

- Install 15-20 feet of red curb at intersection approaches
- Assistance from External Contractor (Chrisp Company) pending Council approval
- City Staff to implement daylighting as part of:
 1. City's annual paving plan
 2. Vision Zero projects and transportation capital projects
 3. Public Works' traffic calming and maintenance work orders



Daylighting Priority Locations

- Intersections within **500-feet of school and senior centers**
- Intersections within **20-feet of High-Injury Corridors**
- Intersections within **Equity Priority Communities**
- Total: **918 prioritized intersections**



Estimated Implementation Costs from Crisp Company

Scenario	# Intersections	Red Paint (linear feet)	Crisp Cost Estimate - 2025
Prioritized Intersections*	918	73,440	\$550,800
100% of Intersections	1,754	140,320	\$1,052,400

- Includes intersections within:
 - 500-feet of a school
 - 500-feet of a senior center
 - 20-feet of a high-injury corridor; and
 - Equity Priority Communities

Preventative Infrastructure

- **The Berkeley Police Department's Parking Enforcement Unit will track the number and location of warning citations issued**
- **After curb painting, preventative infrastructure such as cross-hatching, flexible delineators and bike corrals will be considered to increase compliance**

Preventative Infrastructure: Paint



Image Credit: NYC DOT

Hatched No Parking Area (estimated cost: \$2,800)

Preventative Infrastructure: Paint and Flexible Delineators



Image Credit: Open Plans

Hatched No Parking Area with 36" Flexpost Delineators (estimated cost: \$4,300)

Preventative Infrastructure: Bike Corrals



Image Credit: Cycle Safe

Bike Corral (estimated cost: \$19,800)

Enforcement: Citations and Warnings

- **No changes to the prior plan presented to the Transportation and Infrastructure Commission on November 21, 2024, which includes:**
 - **January 1, 2025 – March 31, 2025: The Berkeley Police Department will issue warnings to drivers**
 - **April 1, 2025 – The Police Department will start issuing citations and fines to drivers for daylighting violations (\$64)**

Warning Notice

Warning Notice: California's new road safety law (AB 413)

The law prohibits parking adjacent to the approach to crosswalks, a practice known as "daylighting." Daylighting improves sightlines between drivers, cyclists, and pedestrians, **reducing the risk of severe collisions.**

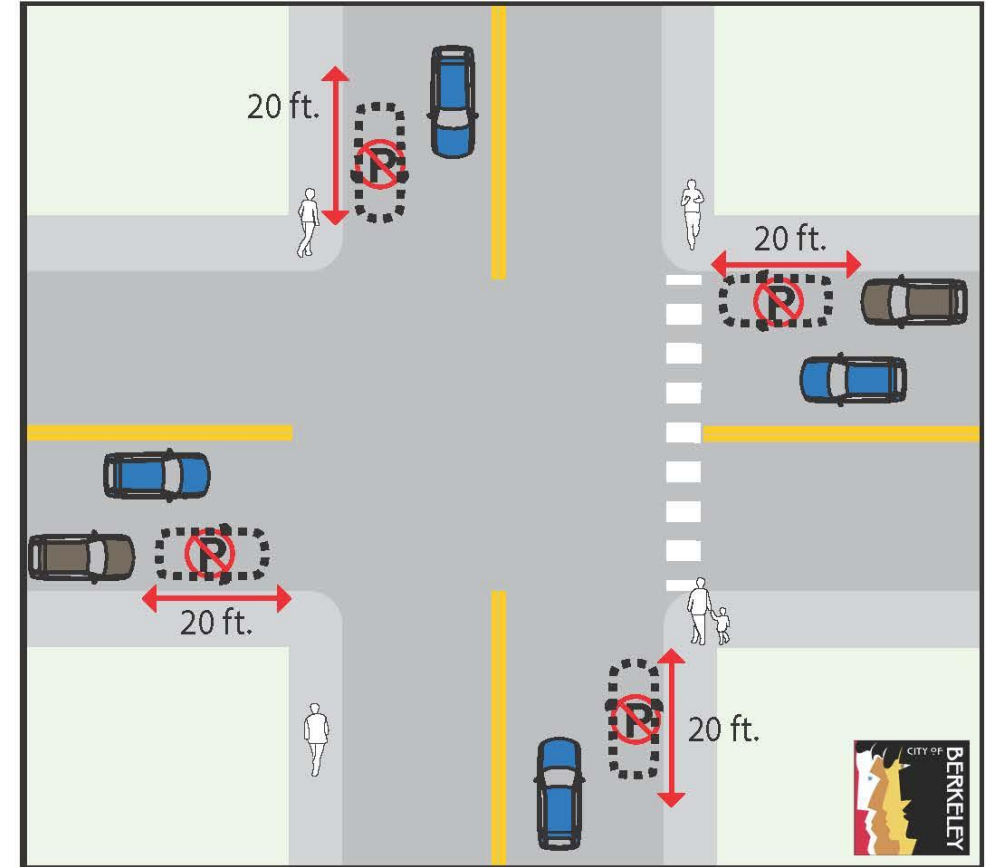
- In Berkeley, over 80% of severe and fatal pedestrian crashes occur in or near crosswalks (CA Statewide Integrated Traffic Records System, 2022).

Why did I receive this notice/warning?

- It is illegal under new state law to park within approximately one car length (20 feet) of a crosswalk, regardless of whether the curb or crosswalk are marked.

Do I have to pay anything for this notice/warning?

- No, the City of Berkeley will issue warnings for the first three months of 2025. But, starting April 1, 2025, vehicles parked within 20 feet of a crosswalk are subject to a \$64 citation (subject to change).



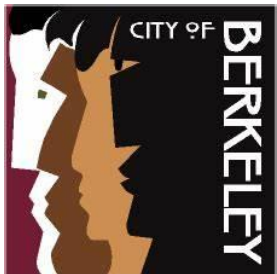
For more information, visit <https://berkeleyca.gov/city-services/parking/street-parking-restrictions>

Questions? Contact customerservice@berkeleyca.gov

Thank you

**Public Works
Transportation Division**

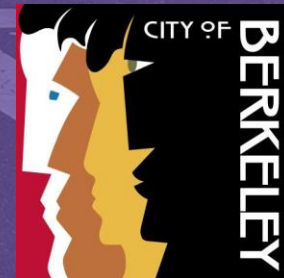
transportation@berkeleyca.gov



Berkeley Bike Plan Update

Transportation & Infrastructure Commission

January 16th, 2024



alta

AGENDA

- Project Overview
- Berkeley Today
- What We Heard
- Plan Recommendations
- Next Steps

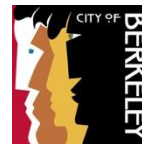


Review all recommendations & materials at:

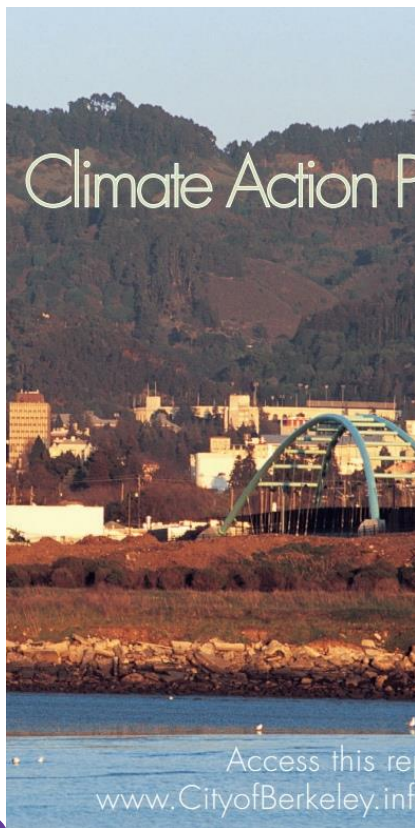
www.BerkeleyBikePlan.org

PROJECT OVERVIEW

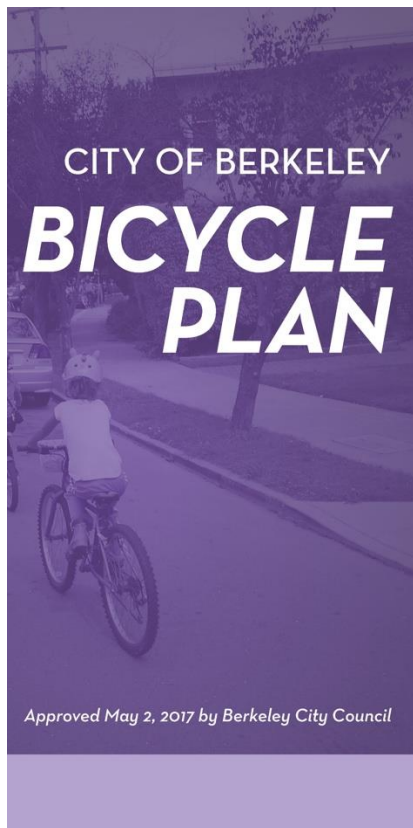




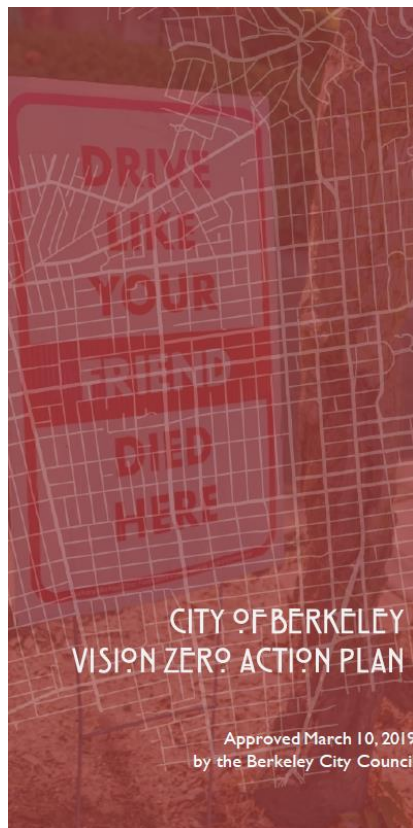
CITY PRIORITIES



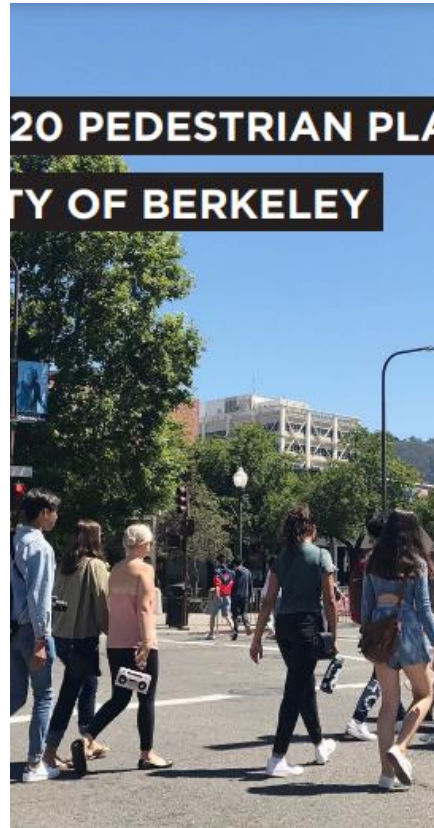
Climate Action Plan (2009)



Bicycle Plan (2017)



Vision Zero Action Plan (2019)



Pedestrian Plan (2020)



Transit-First Policy Implementation Plan (2023)

2025

2022-24 Bicycle Plan Update

Building from the 2017 Plan:

1. Address locations that currently make it **challenging** to bicycle or roll
2. Continue to **improve the City’s “low-stress” network** of bicycling and rolling routes
3. Make bicycling and rolling **safer and more comfortable** for people of **all races, ethnicities, incomes, ages, and abilities**

Why call it “Bicycling & Rolling”?

- **Powerchairs, mobility scooters, skateboards & scooters** may all **legally use** a bike lane or separated bikeway



Project Schedule

Phase 1: Listen and Collaborate (Spring/Summer 2022)

- We listened to your feedback on 2017 Plan recommended projects
- You told us where and how existing bikeways can be improved

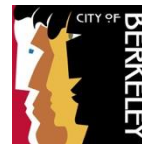
Phase 2: Plan Update (Fall 2024/Winter 2025)

- We updated project recommendations based on your feedback
- Public **Draft Plan** to be released in **May 2025** for review and comment
- **Final Plan** adoption in **July 2025**



BERKELEY TODAY





Progress Since the 2017 Plan

Bicycle Network

10.8 miles of new/upgraded facilities

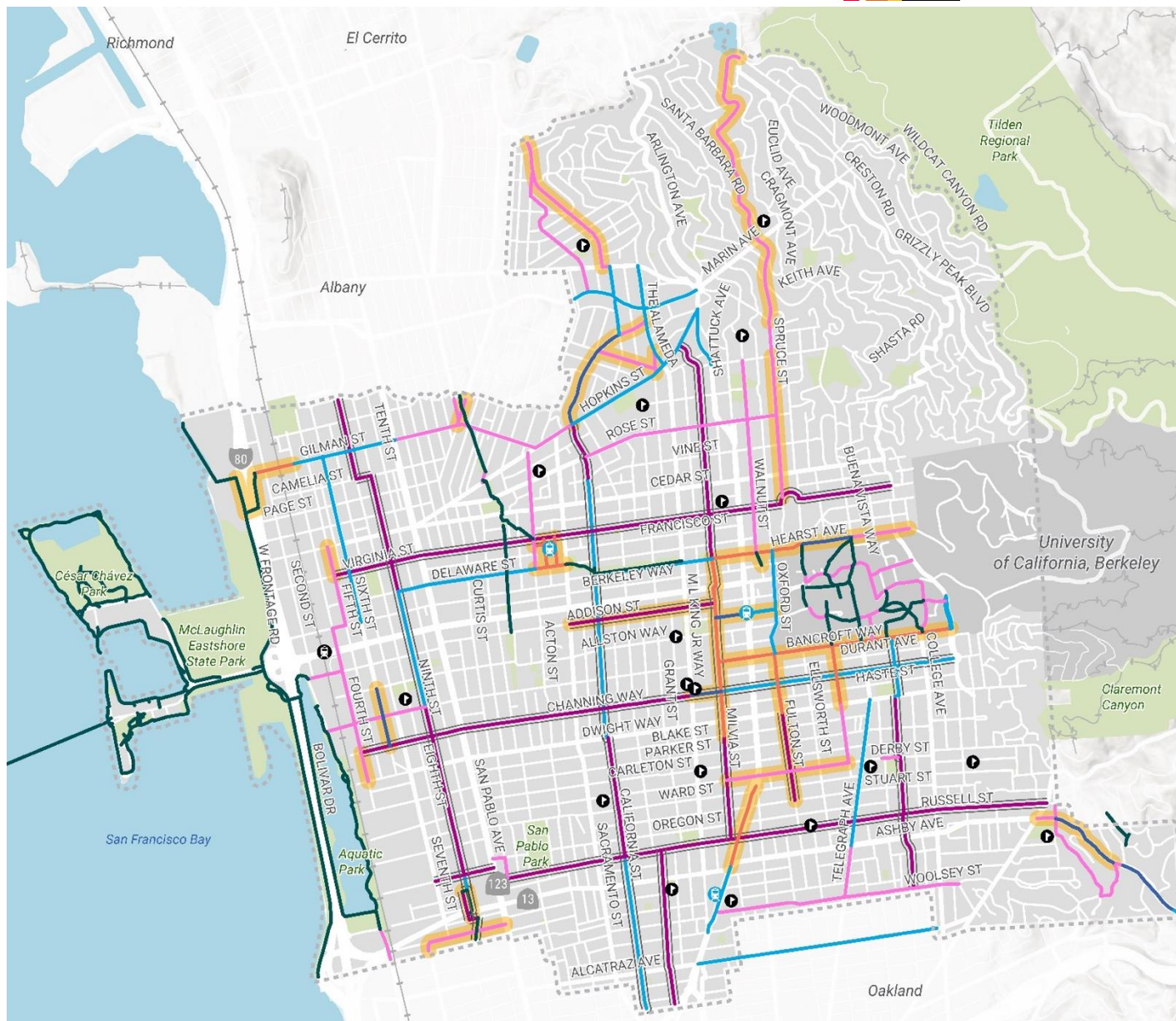
Existing Facilities

- Class I Bike Path
- Class II Bike Lane
- Class II Upgraded Bike Lane
- Class III Bike Route
- Class III Bicycle Boulevard
- Class IV Cycletrack
- New or Upgraded since 2017

Bicycle Boulevard Network

Destinations

- Amtrak Station
- BART Station
- School
- Railroad
- Park





Progress Since the 2017 Plan

Low-Stress Intersection Crossings

6 new protected intersections

6 new traffic signals

8 new crossing upgrades

Existing Intersection Control

- Protected Intersection
- 4-Way Stop Sign
- Median Crossing
- RRFB + Median
- RRFB
- Raised Intersection
- Pedestrian Hybrid Beacon
- Traffic Signal
- Built After 2017

Bicycle Boulevard Network

- Class I Bike Path
- Class II Upgraded Bike Lane
- Class IV Cycletrack
- Class II Bike Lane
- Class III Bicycle Boulevard



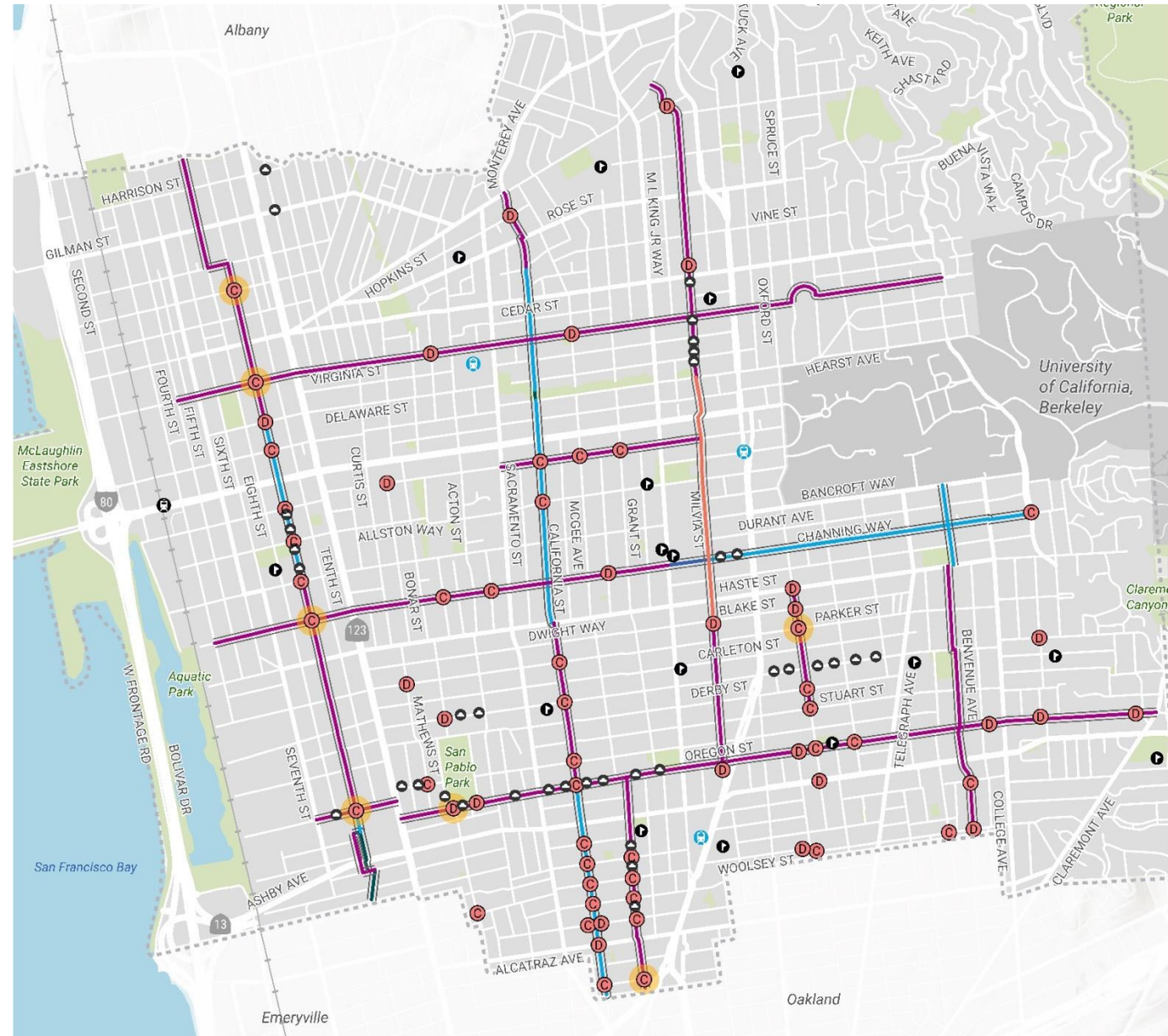
Progress Since the 2017 Plan

Bicycle Boulevard Network Traffic Calming

6 new traffic circles

1 new traffic diverter

From Speed Humps to new Speed Table design



Existing Traffic Calming

- Existing Traffic Circle
- Existing Traffic Diverter
- Existing Speed Hump
- Built After 2017

Destinations

- Amtrak Station
- BART Station
- School
- Railroad
- Park

Bicycle Boulevard Network

- Class I Bike Path
- Class II Upgraded Bike Lane
- Class IV Cycletrack
- Class II Bike Lane
- Class III Bicycle Boulevard

Progress Since the 2017 Plan



Photo by UC Berkeley

Hearst Ave. Protected Bike Lane



Photo by Melanie Curry/Streetsblog

Bancroft Way Protected Bike Lane

Progress Since the 2017 Plan



Photo by Robert Prinz

Ninth St. Bicycle Boulevard Path with Ashby Ave. Crossing



Adeline St. parking protected bike lanes

Progress Since the 2017 Plan



Photo by Roger Rudick/Streetsblog

Milvia St. Protected Bike Lane



Photo by Walk Bike Berkeley

Virginia/Sacramento Signal Improvement



Berkeley by the Numbers



Dwight/California Median Crossing

Bike Network Mileage	2017	2024
Class I Shared Use Path	19.2 mi	19.8 mi
Class II Bike Lane	12.1 mi	10.6 mi*
Class II Upgraded Bike Lane	0.3 mi	1.8 mi
Class III Bike Route	8.2 mi	12.6 mi
Class III Bike Boulevard	11.9 mi	12.7 mi
Class IV Separated Bikeway	0.1 mi	3.6 mi
Total Network Mileage	51.8 mi	61.1 mi

* Class II bike lane total miles decreased due to existing facilities getting upgraded

Intersections (Low Stress Network)	2017	2024
Protected Intersection	0	6
Rectangular Rapid Flashing Beacon	2	4
Pedestrian Hybrid Beacon	0	2
Median Crossing	0	3
Raised Intersection	0	1
Total Low Stress Intersections	2	16

WHAT WE HEARD



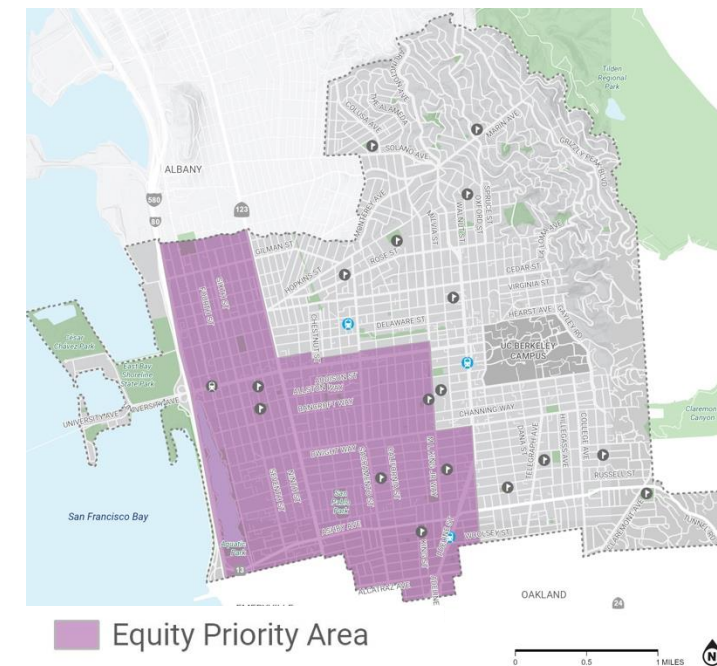
2022 Outreach

Focus on Equity Priority Areas

Postcards sent to **15,000+** households

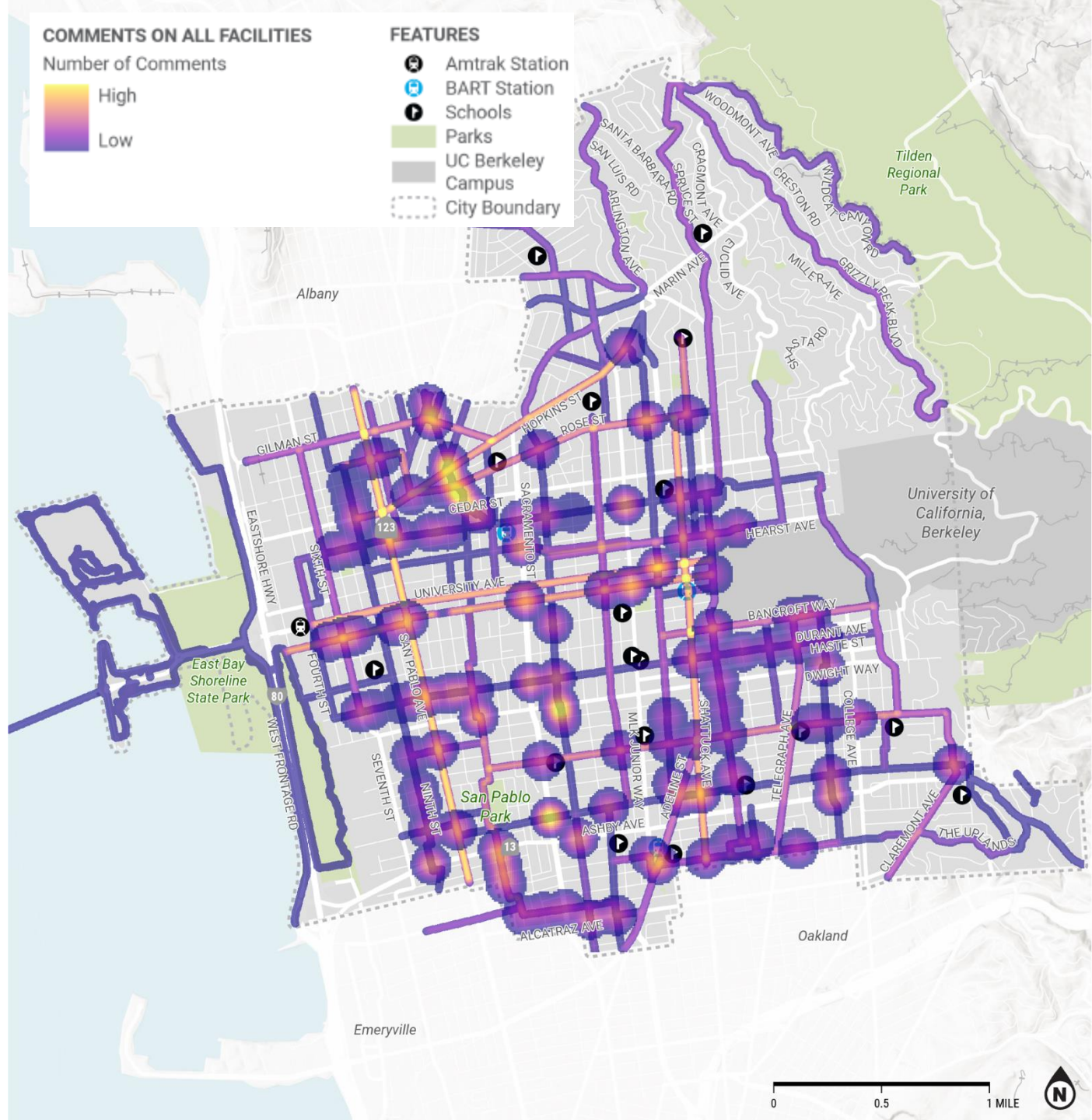
Over **1,300** comments collected and over **900** residents engaged

- Online web map (1)
 - **Almost 1,000** comments
- Community workshop (1)
 - **78** residents
- Listening sessions (10)
 - **95** residents
- Park pop-up events (2)
 - **San Pablo Park**
 - **Juneteenth Festival**
- Bicycle tour (1)
 - **Southwest Berkeley**
- Presentations to Transportation Commission and Technical Advisory Committee (6)



Community Priorities

- Over 1,300 comments on streets, intersections, barriers, and destinations
 - **41%** focus on **Safety**
 - **38%** focus on an **Intersection**
 - **28%** focus on a **Street**
 - **10%** focus on **Pavement Quality**
- Top Streets include: San Pablo Avenue, Shattuck Avenue, Milvia Street, Hopkins Street, Claremont Avenue, and Addison Street
- Top Intersections include: Russell Street at Shattuck Avenue, Virginia Street at San Pablo Avenue, Ashby Avenue at California Street, Virginia Street at MLK Jr Way, and Russell Street at Sacramento Street

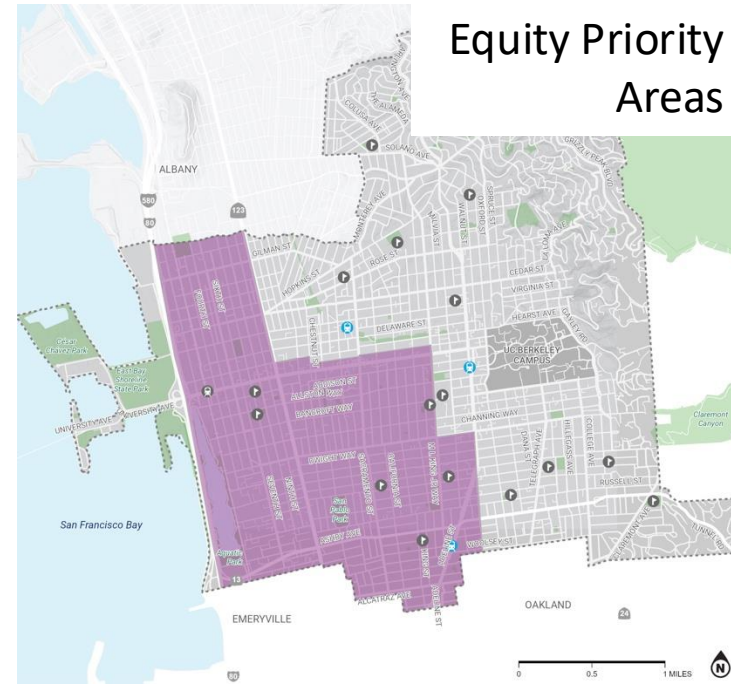


RECOMMENDATIONS



How We Make Recommendations

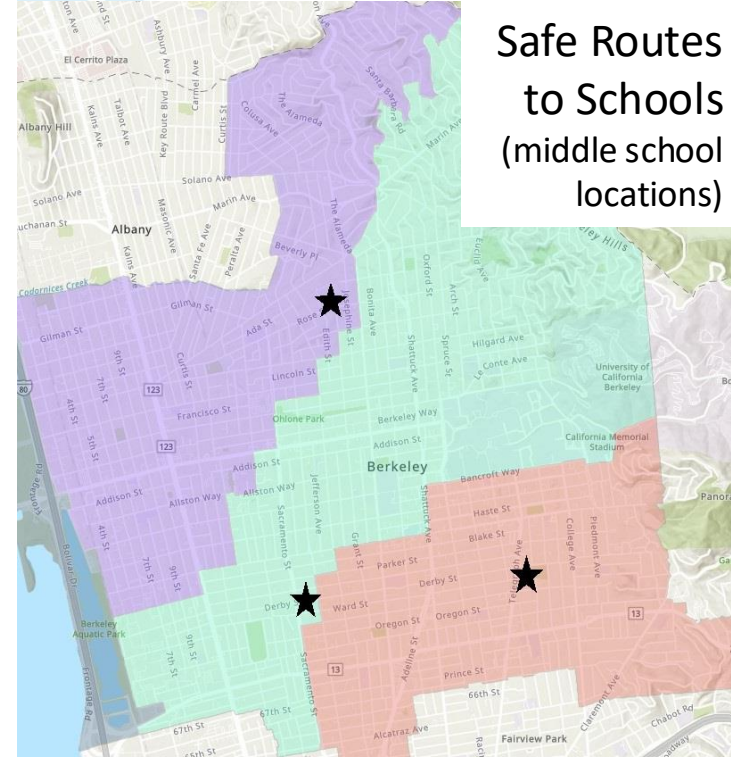
- Start with the 2017 Plan, filtering:
 - **All projects built since 2017**
 - **Funded projects in the pipeline for construction**
- Screen with Prioritization Criteria:
 - **MTC Equity Priority Communities and/or Equity Priority Areas**
 - **High-Injury Streets**
 - **Proximity to schools**
 - **2022 public input**
- Apply updated City Guidelines:
 - **Traffic Circles**
 - **Diverters**
 - **Speed Tables**
 - **Intersection Crossings**



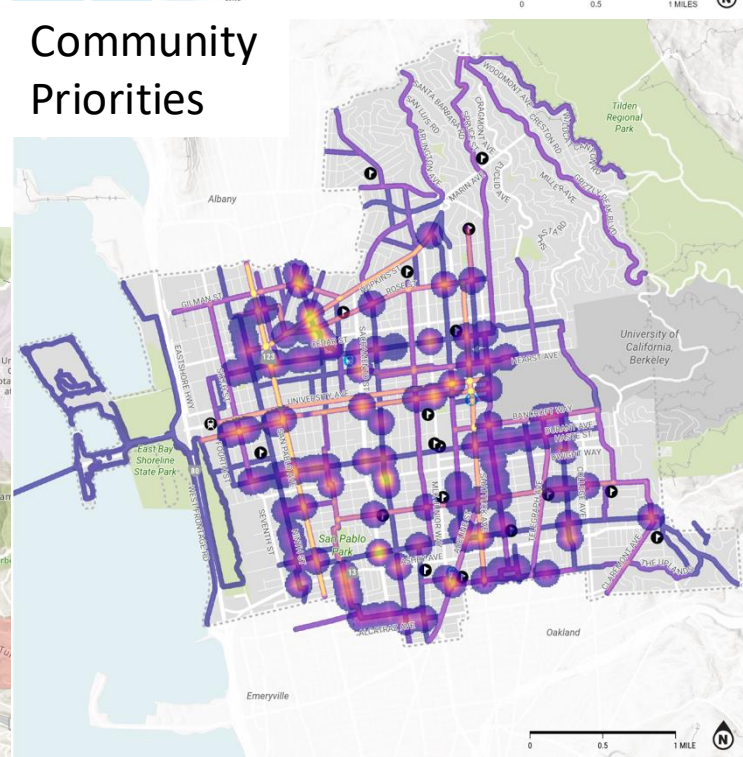
Equity Priority Areas



High-Injury Streets



Safe Routes to Schools (middle school locations)



Community Priorities

Bikeway Facility Toolkit

**Most Separation
Más Separación**



**Least Separation
Menos Separación**



CLASS I: SHARED-USE PATH
CLASE I: SENDERO CICLISTA Y PEATONAL

A completely separated right of way for the exclusive use of bicycles and pedestrians with minimized interactions with motor vehicles.

Un sendero exclusivo para personas que caminan o andan en bicicleta. Estas rutas intentan evitar conflictos con automóviles.



CLASS II: BIKE LANE
CLASE II: CICLO-CARRIL

A striped lane for one-way bike travel on a street. Green treatments are typically reserved for conflict areas.

Un carril designado para bicicletas en una sola dirección. La pintura verde es reservada para áreas que representen conflictos entre autos y personas en bicicleta.



CLASS III: SIGNED BIKE ROUTE
CLASE III: RUTA DE BICICLETA SEÑALIZADA

Provides for shared use with motor vehicle traffic. Treatments include signs and pavement markings.

Calle que proporciona el uso compartido entre vehículos motorizados y bicicletas. Incluye letreros y marcas en el pavimento para alertar sobre la presencia de personas en bicicleta.



CLASS IV: SEPARATED BIKEWAY
CLASE IV: CICLOVÍA SEPARADA

An on-street bike lane that is separated from traffic by a vertical barrier, such as a curb, median, or bollards.

Un carril para bicicletas en la calle que está separado del tráfico por un barrera vertical, como un bordillo, una mediana o bolardos.



CLASS II: UPGRADED BIKE LANE
CLASE II: CICLO-CARRIL MEJORADA

A conventional bike lane paired with a buffer space separates the bike lane from adjacent travel lane and/or parking lane.

Un bicicarril convencional combinado con un espacio intermedio (o bufer) entre el bici carril y el carril para estacionarse o el carril de circulación adyacente.



CLASS III: BIKE BOULEVARD
CLASE III: BULEVAR DE CICLÍSTICO

Streets with low traffic volumes and speeds, designated and designed to give bicycle travel priority.

Calles con bajos volúmenes de tráfico y velocidades, designadas y diseñadas para dar prioridad a las personas en bicicleta.

Bikeway Network Recommendations

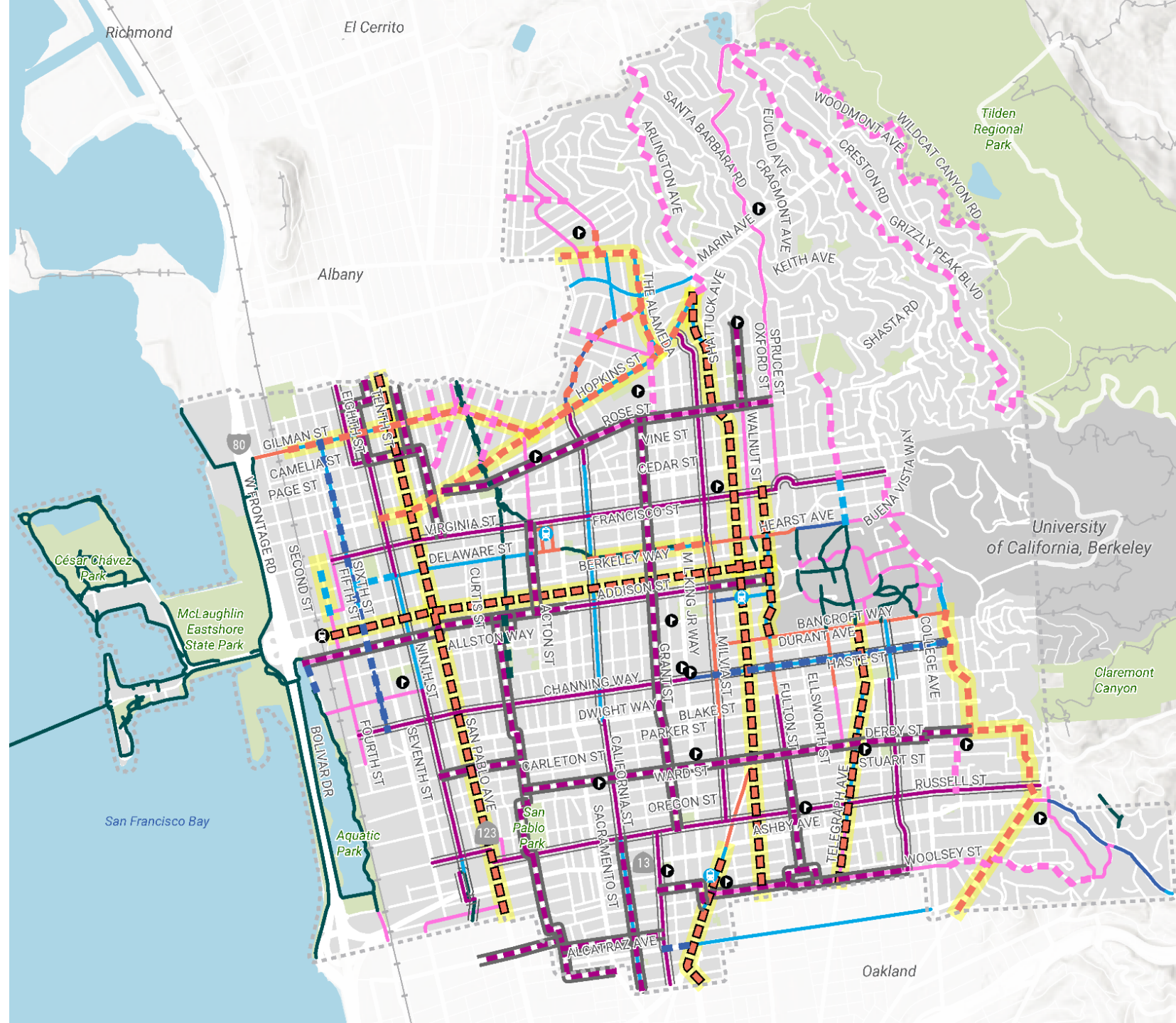
Updates include:

- **New Bike Blvd routes**
- **Connecting Separated Bikeways & Low-Stress network**
- **Upcoming & funded projects**

2024 Existing/Recommended Facilities

-  Class I Bike Path
-  Class II Bike Lane
-  Class II Upgraded Bike Lane
-  Class III Bike Route
-  Class III Bicycle Boulevard
-  Class IV Cycletrack
-  Complete Street Corridor Study - Primary Transit Route
-  Complete Street Corridor Study

All Class IV Cycletrack recommendations require a Complete Street Corridor Study prior to approval & implementation.



Low-Stress Intersection Toolkit



PROTECTED INTERSECTION

INTERSECCIÓN PROTEGIDA



MEDIAN ISLAND REFUGE

ISLA PEATONAL



RECTANGULAR RAPID FLASHING BEACON

CRUCE CON ADVERTENCIA PADEANTE



PEDESTRIAN-HYBRID BEACON

CRUCE PEATONAL ACTIVADO DE ALTA INTENSIDAD



RAISED INTERSECTION

INTERSECCIÓN ELEVADA



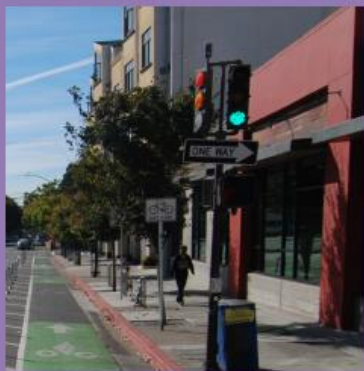
TRAFFIC DIVERTER

DESVIADOR DE TRÁFICO



TRAFFIC CIRCLE

ROTONDA



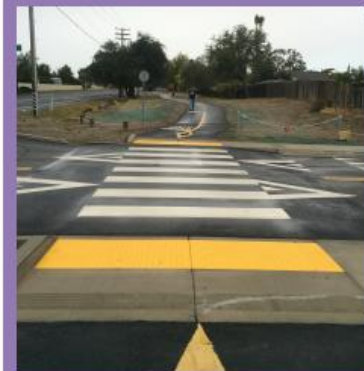
TRAFFIC SIGNAL

SEÑAL DE TRÁFICO



2-WAY CYCLETRACK CONNECTOR

CONECTOR DE CARRIL BICI DE DOS VÍAS



RAISED CROSSING

CRUCE PEATONAL ELEVADO

Intersection Recommendations

Updates include:

- **Raised Intersections**
- **More Median crossings**

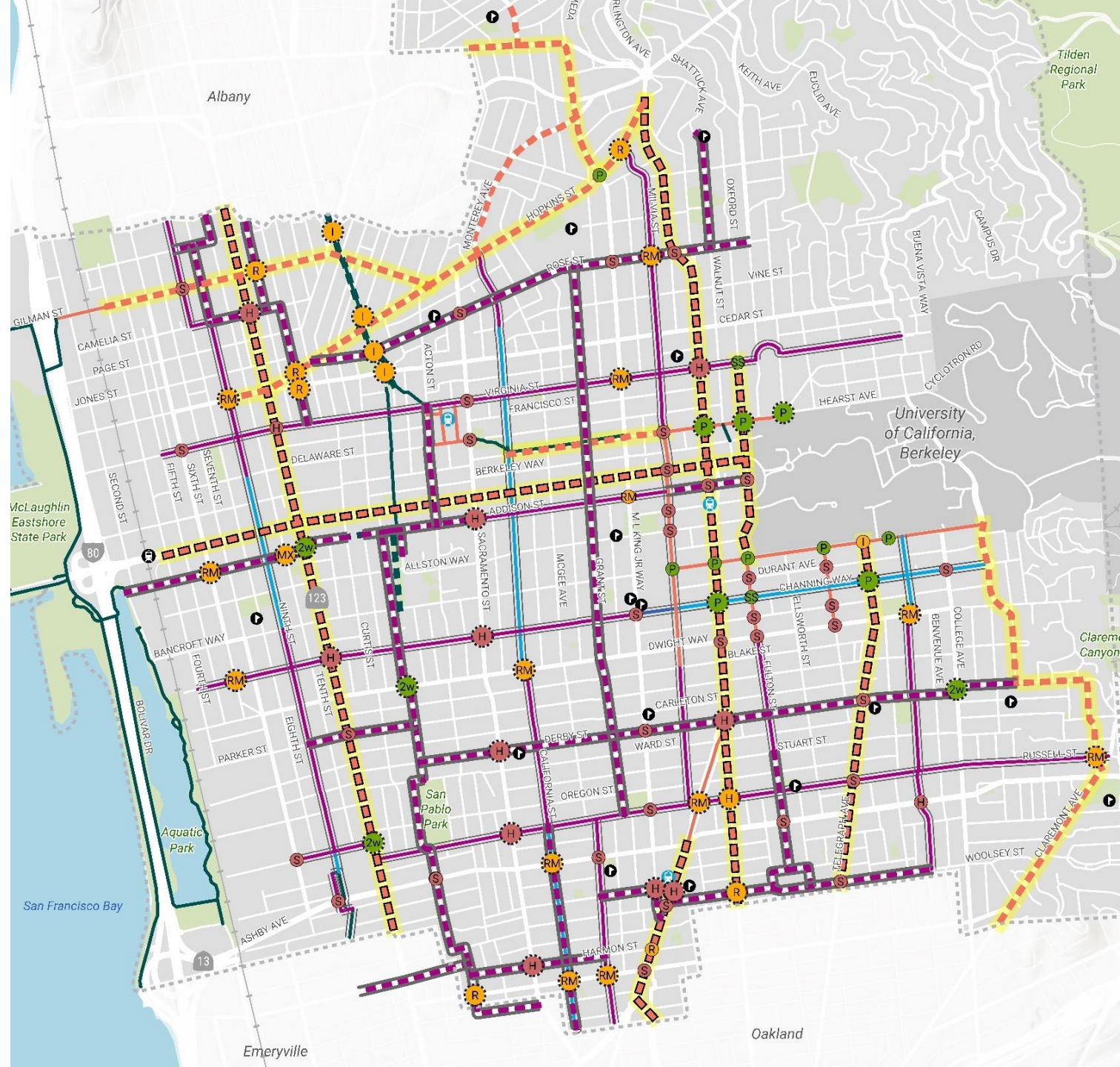
Fewer rapid rectangular flashing beacons (RRFB) due to resident and City staff concerns about effectiveness for bicycle crossings

Existing Intersection Control

- | | | | |
|---|------------------------|---|--------------------------|
|  | Protected Intersection |  | RRFB |
|  | 4-Way Stop Sign |  | Raised Intersection |
|  | Median Crossing |  | Pedestrian Hybrid Beacon |
|  | RRFB + Median |  | Traffic Signal |

Intersection Crossing Recommendations

- | | | | |
|---|----------------------------|---|---------------------|
|  | Protected Intersection |  | RRFB |
|  | 2-Way Cycletrack Connector |  | RRFB + Median |
|  | Pedestrian Hybrid Beacon |  | Median Crossing |
| | |  | Raised Intersection |





Bike Blvd Traffic Calming Recommendations

New guidelines for:




- **Traffic circles**
- **traffic diverters**
- **Speed tables**

Based on new City standards, with the goal of balancing traffic calming & emergency access

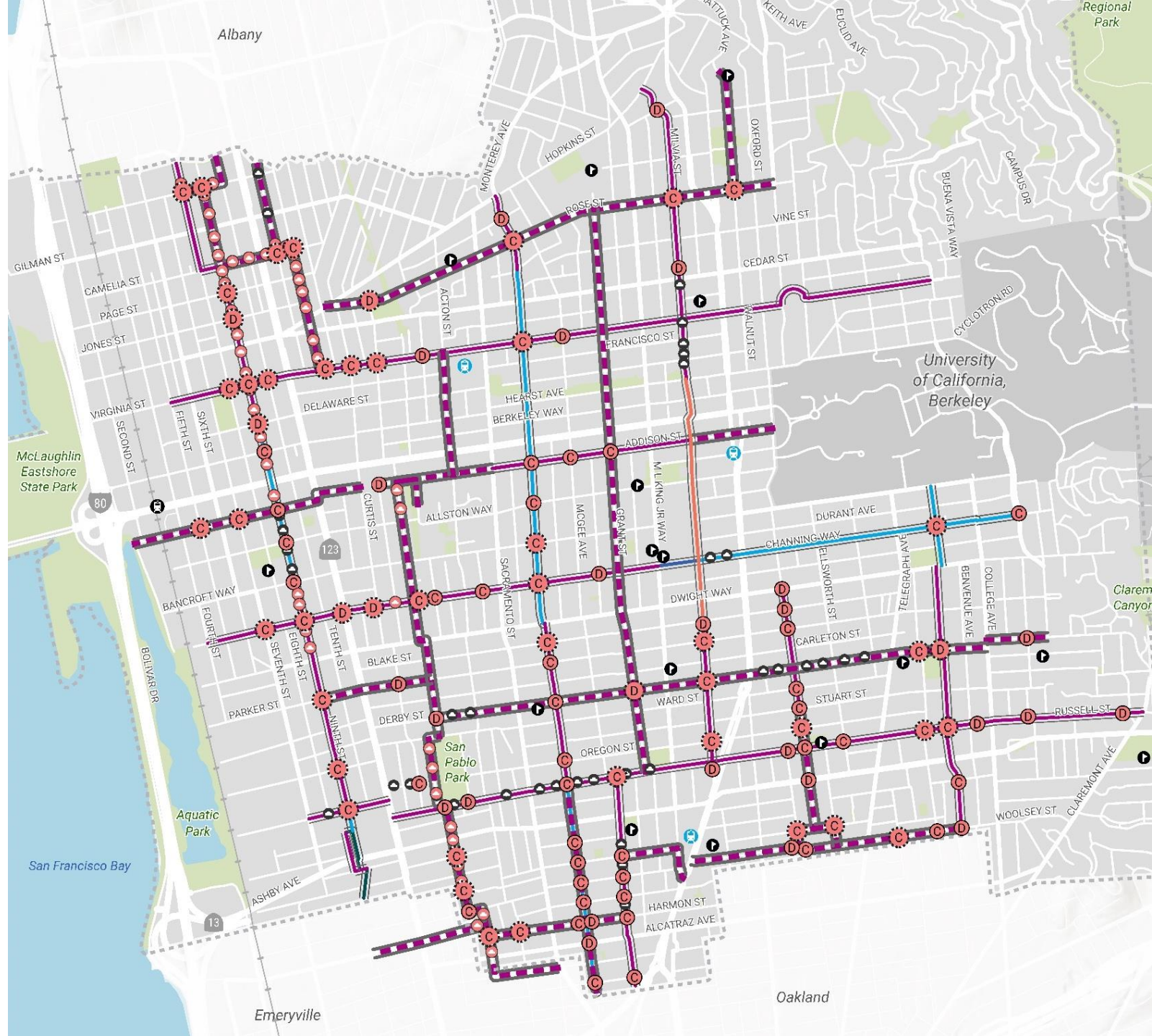
Traffic Calming Recommendations

-  Traffic Circle
-  Traffic Diverter
-  Speed Table*

Existing Traffic Calming

-  Traffic Circle
-  Traffic Diverter
-  Speed Hump*

** Existing speed humps will be replaced with speed tables and new speed tables will be added on each block of existing and proposed bicycle boulevards, per the Bicycle Boulevard Design Guidelines*





Updated City Design Guidelines

Bike Blvd Crossing Treatment Progression	Crossing local streets	Crossing Collector streets		Crossing Minor Arterial streets		Crossing Major Arterial streets	
UNSIGNALIZED	0-1,500 ADT	1,501-5,000 ADT		5,001-12,500 ADT		12,500+ ADT	
Crossing Treatment	Up to 3 lanes	Up to 3 lanes	4 lanes	Up to 3 lanes	4 or 5 lanes	Up to 3 lanes	4 or 5 lanes
1 Marked Crossing	LTS 1	LTS 1 or 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
2 Median Refuge Island ^{1,2,3}	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
3 Median with RRFB ^{1,3}	X	LTS 1	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3
4 Pedestrian Hybrid Beacon (PHB) ⁴	X	X	LTS 1	LTS 1	LTS 1	LTS 1	LTS 1
5 Traffic Signal	X	X	X	LTS 1	LTS 1	LTS 1	LTS 1

Updated Guidelines for Bicycle Boulevards:

- Higher standards for **crossing treatments** at major streets
- Existing speed humps to be replaced with **speed tables**
- Speed tables **on every block** of Bicycle Boulevards
- **Fewer traffic circle** recommendations – replaced with mid-block speed tables
- Clear guidelines for **diagonal diverters** at residential intersections vs **median crossing diverters** at major intersections



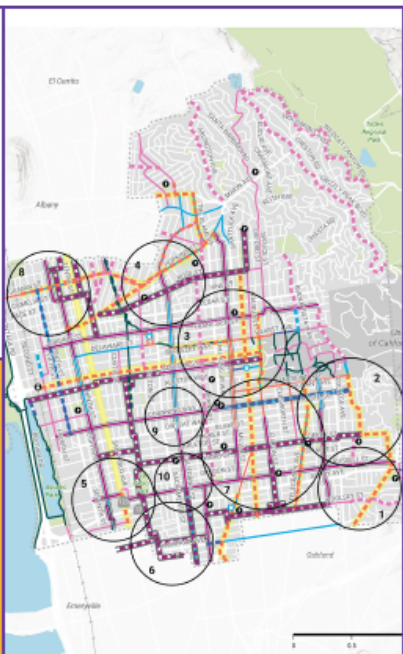
Key Project Concepts

Conceptos importantes del proyecto



Mapa esquemática

Schematic Map



Selection Process/ Proceso de selección

Key projects were selected based on proximity to high-injury corridors, schools, the City's paving plan, and projects that are partially funded.

Se seleccionaron proyectos clave en función de la proximidad a corredores de alto impacto, escuelas, el plan de pavimentación de la Ciudad y proyectos que están parcialmente financiados.



Which 5 areas should the City focus on?

¿En qué 5 áreas debería centrarse la ciudad?

Place a sticker on the concept designs below. Coloque una pegatina en los diseños conceptuales a continuación.

1
Claremont Ave
Separated Bikeway/
Ciclocarril protegido

2
Claremont Blvd/ Belrose Ave/ Derby St/ Warring St/ Piedmont Ave
Separated Bikeway/
Ciclocarril protegido

3
Oxford St
Separated Bikeway/
Ciclocarril protegido

4
Rose St
Bicycle Boulevard/
Boulevard Ciclista

5
Heinz St
Bicycle Boulevard/
Boulevard Ciclista

6
Mabel St/ 66th St/ Idaho St/ Harmon St/ King St/ Prince St/ Alcatraz Ave
Bicycle Boulevard/
Boulevard Ciclista

7
Derby St
Bicycle Boulevard/
Boulevard Ciclista

8
Gilman St
Separated Bikeway/
Ciclocarril protegido

9
Sacramento & Channing
Pedestrian Hybrid Beacon/
Baliza híbrida peatonal

10
Sacramento & Russell
Pedestrian Hybrid Beacon/
Baliza híbrida peatonal

NEXT STEPS



Get Involved!

www.BerkeleyBikePlan.org

3 Pop-Up Events

- Downtown Farmer's Market – 1/25
- South Berkeley Farmer's Market – 1/28
- Ashby Flea Market – 2/2

6 Listening Sessions

- ASUC Southside community meeting – 2/5
- Berkeley Business Districts Network meeting – 2/6
- Center for Independent Living – 2/18
- North Berkeley Senior Center – 2/19
- King Middle School family event – 2/25
- BRIDGE Housing tenants meeting – 2/26

Virtual Community Workshop

- Held in May with release of Draft Plan



**Berkeley
Bikes!**



**iBerkeley
Anda en Bici!**



**THE CITY WANTS TO
HEAR FROM YOU!**

**¡LA CIUDAD QUIERE
TU OPINIÓN!**

**ASUC Student Union - 3075 Bancroft Way
2/5/25, 5:00-6:00pm**

Join us to review updated recommendations for Berkeley's bike network

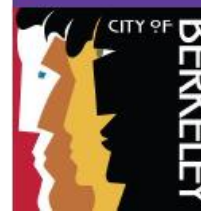
Únase a nosotros para revisar las recomendaciones actualizadas para la red de bicicletas de Berkeley

Your comments will help the City update its Bike Plan and make it easier and more enjoyable to bike in Berkeley.

Tus comentarios ayudarán a la Ciudad a actualizar su Plan de Bicicletas y hacer que sea más fácil y agradable andar en bicicleta en Berkeley.

Spanish language interpretation provided upon request: info@berkeleybikeplan.org

Se ofrece interpretación en español a pedido: info@berkeleybikeplan.org



For more information on the project, visit www.BerkeleyBikePlan.org

Para más información sobre el proyecto, visita www.BerkeleyBikePlan.org



NEXT STEPS

JANUARY 2025

Website Update – 1/15

Public Outreach Launch – 1/16

Transportation & Infrastructure Commission – 1/16

JANUARY-MAY 2025

Public Outreach Events

MAY 2025

Draft Plan Released

Virtual Workshop

JUNE 2025

Transportation & Infrastructure Commission #2

JULY 2025

Final Plan at City Council



thank you!

*More questions?
bicycleplan@berkeleyca.gov*

November 21, 2024

Dear Members of the Berkeley Transportation and Infrastructure Commission:

I apologize that I am not able to attend tonight's meeting, but I am home caring for a sick kid. I hope you accept written testimony in my absence.

I am writing to you specifically about the unsafe road geometry and absence of traffic calming infrastructure on Rose Street between Shattuck and San Pablo. Most recently this issue manifested with the tragic fatality at Rose and Josephine Street on November 14, 2024.

I live in North Berkeley on Cedar Street with my wife and two kids, aged 5 and 1, and our dog. While I offer testimony in a personal capacity, my professional work is researching traffic safety at UC Berkeley. I have a PhD and Masters in Public Policy. I have previously served in government and on local government advisory committees. Every day, we walk on Rose Street to drop off our oldest at school.

The recent fatality at Rose and Josephine is tragic, predictable, and preventable. There is not one, not two, but three schools on Rose Street between Shattuck and San Pablo. In this residential neighborhood, folks walk to the North Berkeley BART station or across Rose to Monterey Market, Gioia, or other destinations on Hopkins Street. Vehicles speed down the flat, wide Rose street unabated. There is no traffic calming infrastructure at all, limited stop signs, and not even crosswalks at all the intersections. It's unacceptable for any street, let alone one that is crossed by hundreds of students every day.

Simply assuming drivers will travel at 25 miles per hour is not enough. We know this in practice and from the academic literature. I urge you to consider implementing traffic calming infrastructure, crosswalks and stop signs at every pedestrian crossing, pedestrian-activated lighting improvements, and consider additional enforcement. While the recent fatality occurred at Rose and Josephine, it could have just as easily happened at Rose and McGee or Rose and Cypress or several other crossings that lack crosswalks or any protective infrastructure.

When someone dies or is seriously injured in a crash, everyone loses. Please take action to improve safety on Rose Street before another tragedy occurs.

Sincerely,

Matthew Raifman



Traffic Violence Rapid Response

21 November 2024

Berkeley T&I - Welcome Improvements and Ongoing Work for AC Transit Design Guidelines

Dear Berkeley Transportation and Infrastructure Commissioners,

Traffic Violence Rapid Response has been fortunate today to review the updated [August 2024 draft](#) of AC Transit's new "Transit-Supportive Design Guidelines," which we understand is being distributed to the Commission at today's meeting. This is the first time AC Transit is sharing this August draft with the public.

The new draft incorporates numerous improvements that are responsive to Traffic Violence Rapid Response's [May 8th letter to AC Transit](#):

- New language about setting stop bars back for bus turns:
 - *"Transit vehicle turning movements may be accommodated by measures like setting a stop bar further back from an intersection."*
 - This acknowledges the "[Recessed Stop Line](#)" design element from the National Association of City Transportation Officials (NACTO)'s Transit Street Design Guide, which "Allows buses to make wide turns in tighter intersections, and enables tighter intersection geometry to reduce the typical turning speed of general traffic."
- New language about speed cushions, under Section 3.8 Vertical Deflection Elements:
 - *"Speed cushions, i.e., speed humps or tables with wheel cutouts to allow large vehicles to pass through unaffected, can also be installed on bus routes. At the time of writing, AC Transit and the City of Oakland are partnering on a pilot program to install speed cushions aimed at curbing and ideally eliminating motorists driving in dedicated transit lanes."*
 - This is consistent with [NACTO's Urban Street Design Guide](#): "Bus routes may have speed cushions installed on certain routes. Work with local transit providers and bus companies to ensure that drivers are aware of traffic calming devices and can effectively use wheel cut-outs provided."
- Revised requirements for turn radii:
 - The May draft stated that *"Bus turning movements should be run at 10 miles per hour (5 miles per hour from stop-controlled turns can be appropriate)..."*
 - The new, August draft provides flexibility to run these calculations *"at 5-10 miles per hour..."*

- Revised language about road diets:
 - The May draft read: *“Before reducing the number of lanes on a roadway, it is very important for agencies to thoroughly review their plans with AC Transit, conduct a traffic analysis that evaluates the impact on transit service...”*
 - The new, August draft softens this to: *“Before reducing the number of lanes on a roadway, it is important for agencies to coordinate with AC Transit, which may include conducting a traffic analysis that evaluates the impact on transit service...”*

However, much of the draft Guidelines’ language remains concerning for advocates and city officials who want to improve traffic safety on the many streets used by AC Transit buses. AC Transit should:

- In Section 3.7, Turning Transit Vehicle Assumptions:
 - Clarify the practical outcome of this impactful policy by translating the traffic engineering 5-10mph turn simulations into likely resultant turn radii in feet, so that officials and the public can understand how this new policy would impact the construction of safer intersections with slower turns, shorter crossing distances, and protected intersections.
 - Set turning speeds to ensure that the typical radius does not exceed 21.5ft, from [NACTO’s diagrams for 40ft and 60ft buses](#).
 - Allow the use of 30ft bus turn templates on corners taken by these shorter buses, such as the hill Routes 65 and 67 on Allston Way.
 - Remove language that buses *“should...not be required to...oversteer across a marked centerline on an intersection entry or exit.”*
- In Section 3.7, with respect to mountable features:
 - Align its Guidelines with NACTO recommendations. NACTO explicitly suggests the use of mountable curbs for buses in its Transit Street Design Guide: “[Mountable curbs] can be used on corners or roundabouts where a small curb radius is desired for design vehicles, while allowing large control vehicles like buses to mount the curb, creating a larger effective curb radius.” And “Mountable curbs or ‘concrete pillows’ may help to provide a smaller curb radius for slower target speeds, while allowing turns by large transit vehicles. Mountable curbs must be delineated with color or paving treatments that both prohibit cars from entering and alert pedestrians to look for buses.” The current language, that *“Buses should be treated as design vehicles and not be required to cross mountable features while in service”* and that *“Roundabouts should be designed to allow buses to stay within the circulatory roadway without needing to traverse mountable features since the swaying from traversing a truck apron can be uncomfortable for transit riders, and potentially risky if near a bus stop with passengers getting up to access the door or in the process of sitting down.”* would require cities to keep in place long pedestrian crossings and excessively

fast corners on roads with thousands of cars an hour, to avoid rocking buses when they use the corner. AC Transit must approach traffic calming as a shared interest, and support cities in making safety changes like slip lane closures that require its flexibility.

- In Section 3.8, Vertical Deflection:
 - Rewrite *“If vertical deflection elements are warranted on a bus route...”* to “When vertical deflection elements are installed on a bus route...,” to make clear that AC Transit is not imposing additional traffic engineering criteria on cities’ decisions to add traffic calming.
 - Rework *“These treatments can be designed to allow a bus’s entire wheelbase to fit within the length of the raised feature, minimizing the impact on the bus’s suspension and passenger discomfort.”* It is not practical for speed tables and raised crosswalks to be built 29 feet wide, the wheelbase of a standard 40ft bus. The new raised crosswalk at Bancroft and Oxford, which works well on AC Transit’s 6 bus route, would not have met this requirement if it were in effect when Southside Complete Streets was designed. It would be practical for AC Transit to request speed humps and speed tables instead of speed bumps, without prescribing that they fit a bus’s entire wheelbase.

- In Section 7, on Bike Routes
 - Reorder the bus & bike flowchart to first consider the feasibility of high-quality Type C, D, E, and F bike and bus stops as standard, before exploring low-quality Type B shared stops with bike and bus conflicts, and only lastly considering putting bike riders and buses on different corridors. Bike riders need to access the same streets that buses run on, and this section’s preference to not accommodate bikeways on transit streets is an inappropriate default.

- In a new section on implementation:
 - Make clear that AC Transit supports flexibility in these Guidelines, as well as quick-build and pilot projects can test out safety improvements before extensive traffic engineering analyses are performed.

AC Transit’s presentation on this item states that there has been outreach to Interagency Liaison Committees, Transportation Commissions, Bicycle/Pedestrian Advisory Committees, Commissions on Persons with Disabilities, and Commissions on Aging. However, to our knowledge, this Berkeley Transportation and Infrastructure Commission meeting is the first time since May that AC Transit is providing more than a verbal update. These Guidelines are much more substantive than the update to bus stop designs that AC Transit has sought feedback on so far. As we requested in our May letter, AC Transit must give this presentation and draft to these commissions before it should count them in its completed outreach.

While we understand that AC Transit is communicating its interests in transit operations in this draft policy, and appreciate the changes made in response to our feedback, we hope that AC

Transit will make further revisions to the Guidelines that make clear that AC Transit intends to partner with cities in making road diets and traffic calming safety projects happen quickly and smoothly. Supporting a walkable urban environment would gain AC Transit far more ridership than will holding out for fast roads that the bus can share with hostile car traffic.

Commissioners, please provide feedback to AC Transit tonight requesting additional outreach and responsive changes to the Guidelines, as much as you are able to within the bounds of this information item.

Sincerely,



**Traffic Violence
Rapid Response**



From: Budnick, Noah <NBudnick@berkeleyca.gov>
Sent: Wednesday, January 8, 2025 3:36 PM
To: Amiri, Wahid <WAmiri@berkeleyca.gov>
Cc: Hargraves, Elaina <EHargraves@berkeleyca.gov>; Nevels, Ronald <RNevels@berkeleyca.gov>; Solla, Charmine <CSolla@berkeleyca.gov>
Subject: Fw: Notice of Funding Availability: FY 2025 CDBG Community Facility Improvement Program & 1/15/2025 Workshop

Dear Commissioners,

Please see attached and below notice of funding availability for Community Development Block Grants (CDBGs).

Best,
Noah

From: Katz, Mary-Claire <MKatz@berkeleyca.gov>
Sent: Tuesday, January 7, 2025 4:45 PM
To: Katz, Mary-Claire <MKatz@berkeleyca.gov>
Cc: Larrowe, Kathryn <KLarrowe@berkeleyca.gov>
Subject: FW: Notice of Funding Availability: FY 2025 CDBG Community Facility Improvement Program & 1/15/2025 Workshop

Hello Commission Secretaries, please share the below notice of funding availability for the City's CDBG Community Facility Improvement Program with your commissions. Thank you!

From: Katz, Mary-Claire <MKatz@berkeleyca.gov>
Sent: Tuesday, January 7, 2025 4:18 PM
To: Katz, Mary-Claire <MKatz@berkeleyca.gov>
Cc: Larrowe, Kathryn <KLarrowe@berkeleyca.gov>
Subject: Notice of Funding Availability: FY 2025 CDBG Community Facility Improvement Program & 1/15/2025 Workshop

Dear Community Partners,

We are excited to announce that the City of Berkeley has available funding under the federal Community Development Block Grant (CDBG) Program for improvements to existing facilities located in Berkeley. There is approximately \$322,000 in CDBG funds available for this Notice of Funding Availability (NOFA). Please see the attached NOFA flyer for information on the program eligibility guidelines and application process.

Interested applicants should attend the Zoom workshop on *January 15th* at 11:00 a.m. to find out more about the application and review process.

Zoom Workshop for Community Facility Improvement Program NOFA

Date: January 15, 2025

Time: 11:00 a.m.

Workshop Zoom Link

[Join the Meeting](#)

Please note that all applications must be submitted via an online, web-based process using [City Data Services](#). Instructions for applying are included in the attached flyer.

Submitted applications will be confirmed for eligibility and considered at the next possible Housing Advisory Commission (HAC) CDBG Subcommittee meeting, usually held at the end of the month. The HAC will consider applications at their monthly meeting, usually the first Thursday of each month, and will make a recommendation either to the City Manager or Council.

You can find more information and updates on the City's CDBG webpage located [here](#).

If you have any questions or require assistance in submitting the application, or need a disability-related accommodation, please contact Mary-Claire Katz, Health, Housing & Community Services Department, at (510) 981-5414 or by email at mkatz@berkeleyca.gov.



City of Berkeley

Health, Housing, and Community Services

NOTICE OF FUNDING AVAILABILITY (NOFA) FOR PUBLIC FACILITIES IMPROVEMENTS

This NOFA is for Community Development Block Grant (CDBG) funding and projects will be reviewed and funded on a monthly basis until all funds are exhausted.

TIMEFRAME	NOFA ACTIVITY
January 8	The NOFA application will be open for submission through City Data Services at www.citydataservices.com
January 15	Workshop for Community Facility Improvement Program Proposals via Zoom at 11:00 AM Zoom Link: LINK
1 st Monday of Each Month	Applications due for consideration of the next month's Housing Advisory Commission (HAC) Meeting
1 st Thursday of Each Month ¹	Housing Advisory Commission (HAC) review and make funding recommendations to City Manager/Council
Ongoing according to Council schedule	For projects at and above \$200,000, Council considers City Manager and HAC funding recommendations ²

¹ The HAC Public Facilities Improvements NOFA Applications Review Subcommittee will be the first body to review all complete and eligible applications. They should be able to do so between the deadline for submitting applications and the following month's HAC meeting. However, there may be instances when this is not possible.

² Please refer to the HAC meeting schedule on the City's Commission website at <https://berkeleyca.gov/your-government/boards-commissions>. Applications that have been recommended for funding will typically go to Council for approval two months from the HAC meeting.

NOFA BACKGROUND & AVAILABLE AMOUNTS

The City of Berkeley has available funding under the federal Community Development Block Grant (CDBG) Program for improvements to existing facilities located in Berkeley that are open to the public and primarily serve low-income individuals, including homeless shelters and transitional housing for homeless households. We anticipate \$322,000 ³ in CDBG funds available for this NOFA.

The City allocation of funds for proposals received under this NOFA will take into consideration funding requirements and local plans and priorities. Federal legislation requires that each Entitlement Jurisdiction submit a Consolidated Plan to Housing and Urban Development (HUD), which the City of Berkeley does every five years. The Consolidated Plan is augmented by annual updates (Annual Action Plans) that include program priorities, proposed activities to be funded with CDBG, and how federal funds will be coordinated with local funds and programs to achieve the goals contained in the Consolidated Plan.

PUBLIC PARTICIPATION

Public meetings are a crucial component of the allocation process and provide citizens with a direct mechanism to participate and to express their views. The Housing Advisory Commission (HAC) is a citizen body authorized by the City Council to hold public meetings, review proposals, and make funding recommendations to the City Manager and Council. Thus, it will need to approve any application for funding. Additionally, the HAC has formed a CDBG subcommittee to be the first body to review applications and make recommendations to the full Commission. The HAC may hold additional meetings to review proposals in more detail. Any additional meetings will be noticed and posted in accordance with City Commission procedures. Please refer to the City's website for more information about commission schedules: <https://berkeleyca.gov/your-government/boards-commissions>

Proposals valued under \$200,000 recommended by HAC can be approved the City Manager. Proposals valued at or above \$200,000, must also receive City Council approval.

ELIGIBLE ACTIVITIES

CDBG Program - The CDBG Program is a federal program that has been in effect since 1975. The primary objective of the CDBG Program is the development of viable urban communities, by providing decent housing and a suitable living environment, and expanding economic opportunities, principally for persons of low- and moderate-income. At least 70% of the total CDBG funds must be used for activities that benefit low- and moderate-income persons; at least 51% of the beneficiaries of individual activities must be low- and moderate-income persons. Eligible CDBG activities are defined by federal

³ Estimate, subject to change

program regulations. Eligible uses of CDBG funds that will be considered under this NOFA include:

✓ **Rehabilitation of public facilities:**

The City expects up to have approximately \$322,000 in CDBG funds to be available to support rehabilitation of existing facilities that are open to the public and serve a low-income population, including homeless shelters and transitional housing for homeless households. Eligible costs under this category include renovation costs, project management costs, and permits and fees. CDBG funds can only be used for public facilities located in Berkeley that primarily serve Berkeley residents.

Priority will be given to projects that include significant ADA improvements, health and safety, and energy efficiency measures. Additionally, in order to be eligible, projects must have a minimum five-year site control. In order for a project activity to be eligible for CDBG funding, it must meet one of the following three national objectives: principally benefits low/moderate income persons (80% of area median income or below); or aids in the prevention or elimination of slums and blight; or meets community needs having a particular urgency.

FEDERAL, STATE and LOCAL REQUIREMENTS

Successful applicants for funding will be required to adhere to federal, state and local laws and regulations upon entering into a contract with the City of Berkeley including, but not limited to, Davis Bacon and Related Acts (DBRA) and Labor Standards, and the Build America Buy America Act (BABA).

EVALUATION CRITERIA

Projects will be assessed for minimum eligibility including responsiveness to eligibility requirements, project readiness, feasibility, how well the project meets a priority community need (including but not limited to accessibility, health and safety, energy efficiency), past performance or experience, and community impact. The City and the HAC will evaluate each individual proposal and reserve the right to not recommend a project based on any of the above criteria and/or if there are insufficient funds for a proposal.

APPLYING FOR FUNDS

Any community organization or City/government agency that has a project that falls within eligible guidelines may apply for funding. However, to receive funding, a community agency must be a not-for-profit corporation or government entity. All

**CDBG FUNDS CANNOT
BE USED FOR...**

- ✓ Renovation of administrative offices, however, buildings with mixed use administrative offices/public-serving areas are eligible
- ✓ Facility improvements and designs that are not followed by construction
- ✓ Pre-project activities
- ✓ Purchase of equipment
- ✓ Furnishings and personal property

agencies submitting community facility improvement proposals are strongly encouraged to attend the NOFA workshop listed below.

Workshop for Community Facility Improvement Program Proposals

January 15, 2025

11:00 AM

Workshop Zoom Link:

[LINK](#)

Questions and answers resulting from these workshops will be posted on the City's [Community Development Block Grant Funding website](#). Questions of substance relating to the NOFA and technical issues related to the web-based application process will be answered and posted on the City's website throughout the application period in a Frequently Asked Questions (FAQ) document.

Applications for FY 2025 under this NOFA must be submitted via an online, web-based process through City Data Services

For new City Data Services users, go to <https://www.citydataservices.net/> and log in with the following User ID and Password:

User ID: BER2025

Password: BER2025

Once you log in, you will see a form that collects some basic agency information. Complete and submit the form to obtain a unique User ID and Password that you will use to submit your application.

For current City Data Services users, go to <https://www.citydataservices.net/> and log in with your existing User ID and Password. You will have an "Apply for 2025" link on your main page. Use this link to begin the submission of your application.

For technical issues with submitting data via City Data Services, please contact them via the "Help with this page" button on their website.

All applications must be submitted via the online application system. Applications for available funds will be accepted on a rolling basis and reviewed monthly by the Housing Advisory Committee (HAC) which meets on the first Thursday of each month. Agencies

must submit complete applications by the first Monday of the month to be considered for the HAC meeting on the first Thursday of the following month.

**THE CITY OF BERKELEY WILL NOT ACCEPT
INCOMPLETE APPLICATIONS.**

FOR FURTHER INFORMATION & ASSISTANCE

If you have any questions, require assistance in submitting the application, or need a disability-related accommodation, please contact Mary-Claire Katz, Health, Housing & Community Services Department, at (510) 981-5414 or by email at mkatz@berkeleyca.gov