



**TRANSPORTATION and INFRASTRUCTURE COMMISSION  
REGULAR MEETING  
AGENDA**

Thursday, August 21<sup>st</sup>, 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 the June 12, 2025 meeting
5. Approval and Order of Agenda
6. Update on administration and staff
7. Announcements

**B. DISCUSSION/ACTION ITEMS – 6:45 pm**

\* Written material included in packet

\*\* Written material to be delivered at meeting

The public may speak at the beginning of any item.

1. **Amend standing agenda item C1 as "Temporary Ad Hoc Committee verbal reports, assignments, creation or dissolution" – Action requested – 6:45 pm**  
*Commissioners*
2. **Informational presentation on Proposed Measure T1 Phase 2 Changes\* --**  
6:55 pm  
*Parks, Recreation and Waterfront staff*  
Parks, Recreation and Waterfront staff will present on projects to be added, have their phase changed, renamed, removed or have additional funding allocated under Phase 2 of Measure T1.

**3. Bike Plan Update: Present and solicit comments on the public draft of the Bike Plan Update\* -- 7:15 pm**

*Public Works staff and consultants*

The City of Berkeley is updating its Bike Plan for everyone who wants to bike or roll in Berkeley – including skateboarding, scooting, or other personal wheeled mobility devices. Staff and consultants will present the working draft of the Bike Plan Update for Commissioner questions, comments and feedback. The current Berkeley Bicycle Plan was adopted in 2017. Once the Berkeley Bike Plan Update is complete, it will include project recommendations that will help Berkeley: 1) Address locations that currently make it challenging to bicycle or roll; 2) Build upon its “low-stress” network of bicycling and rolling routes; and 3) Make bicycling and rolling safer and more comfortable for people of all races, ethnicities, incomes, ages, and abilities. Public comment on the draft closes on September 26. This update to the Berkeley Bike Plan will be presented at Berkeley City Council in December 2025.

**C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS – 8:15 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\* – 8:30 pm**

**E. FUTURE AGENDA ITEMS – 8:40 pm**


**F. ADJOURNMENT 8:45 pm**

Agenda Posted: August 15, 2024

*The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, September 18, 2025 at 6:15 pm.*

**A complete agenda packet is available for public review at the Transportation Division and Engineering division’s 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, 4<sup>th</sup> 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.*

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**TRANSPORTATION and INFRASTRUCTURE COMMISSION  
REGULAR MEETING  
DRAFT MINUTES**

**Thursday, June 12<sup>th</sup>, 2025, 6:15 pm**

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

**A. PRELIMINARY BUSINESS**

**1. Call to order**

**6:22 pm:** Vice Chair Leung called the meeting to order.

**2. Roll call**

**6:22 pm:**

Commissioners Present: Naveen Gattu, Arsh Singh Hothi, Adrian Leung, Julia Moss  
Holly Scheider (arrived at 6:27 pm), Kim Walton

Excused: Liza Lutzker and Ren Zaro

Staff Present: Wahid Amiri, Noah Budnick, Ron Nevels, Ricardo Salcedo, Elliott Schwimmer, Charmine Solla (consultant), Thaddeus Wozniak (consultant)

*6:18 pm: 4 members of the public present*

**3. Public comment on items not on the agenda**

**6:22 pm:** Two public comments.

**4. Approval of minutes from the May 15th, 2025 meetings**

**6:30 pm Action:** It was Moved / Seconded (Hothi / Walton) to approve the minutes from the May 15, 2025 commission meeting.

**6:31 pm: Vote:**

Ayes: Gattu, Hothi, Leung, Scheider, Walton

Noes: None

Abstain: Moss

Absent: None

Excused: Lutzker, Zaro

Recused: None

**6:31 pm: Motion passed 5-0-1-0-2-0**

## 5. Approval and Order of Agenda

**6:32 pm Action:** It was Moved / Seconded (Leung/ Hothi) to approve the order of agenda.

**6:32 pm: Vote:**

Ayes: Gattu, Hothi, Leung, Scheider, Walton, Moss

Noes: None

Abstain: None

Absent: None

Excused: Lutzker, Zaro

Recused: None

**6:32 pm: Motion passed 6-0-0-0-2-0**

## 6. Update on administration and staff

**6:32 pm:** Deputy Director Wahid Amiri provided staffing updates and answered Commissioner questions about: the hiring of a Parking Services Manager (position was vacant for two years); the primary collision factor that resulted in the pedestrian fatality at Ada and California was an 87-year-old driver who believed their car would brake automatically; Public Works performed a traffic study at Ada and California and is working to implement proposed safety improvements as a quick build with paint to test and determine if it should be made permanent with funding.

*6:42 pm: Five members of the public present*

Commissioner Leung asked a follow-up question on strategies to address dangers related to senior drivers.

Deputy Director Amiri provided administration updates on the following topics: Marin Avenue project, from Marin to the Circle; Quick build at 6th and Addison; Zachary's Corner right turn slip lane; updating the Vision Zero Action Plan.

Engineering Manager Ron Nevels provided updates and answered Commissioners' questions about Engineering Division staff vacancy rates including: one Engineering Inspector resignation and nine current vacancies (23-percent staff vacancy rate).

Interim Supervising Civil Engineer Ricardo Salcedo provided updates from the Stormwater work unit: the City won a \$500,000 grant from the California Water Resources Board to work on Codornices Creek, construction begins next summer; Stormwater Master Plan update: data collection is complete (pipes, as-builts, maintenance history), public input collected – 60 responses from the online survey (similar survey in Oakland had 200), community meeting scheduled for late-July to present master plan objectives and goals, master plan findings will be presented at August 21<sup>st</sup> commission meeting, actively working to accurately model how stormwater flows through the city using LiDAR (as drones were not successful) and running hydrology scenarios, access agreements needed to access property owners backyards, the next steps are developing a capital plan and method for prioritizing it, gathering public input and presenting final report to City Council in June 2026.

Commissioner Walton asked a question on the City's philosophy for turkey crossing signage.

## **7. Announcements**

**7:28 pm:** Commissioner Walton confirmed there will be no Transportation and Infrastructure Commission meeting in July.

## **B. DISCUSSION/ACTION ITEMS**

### **1. Informational presentation on the Telegraph Avenue Multimodal Corridor concept design alternatives**

**7:28 pm:** Senior Planner, Elliott Schwimmer and consultant presented on the study area, background, goals and objectives, existing conditions, corridor analysis, the project's schedule, design concepts, the project's vision statement aligning with the City of Berkeley's Vision Zero Policy and Vision Zero Action Plan, discussed next steps, and solicited feedback from Commissioners on the Telegraph Multimodal Corridor Study, which covers Telegraph Avenue from the Berkeley-Oakland border at Woolsey Street to Dwight Way.

*7:29 pm: Four members of the public present*

**7:54 pm:** Commissioners asked clarifying questions on the following topics: existing Residential Parking Permit program areas near the project; percentage of signalized intersection that will have pedestrian countdowns; AC Transit's position on the project; differences in left turn options; the different widths of Telegraph on certain segments; signal timing; the process for evaluating transit speed and reliability; assessing loading zone needs and locations; the methodology behind modeling; using a travel time study versus travel demand study.

*8:09 pm: Three members of the public present*

**8:09 pm:** One public comment.

**8:12 pm:** Commissioners asked follow-up questions and commented on the following topics: utilizing and developing vertical deflection to improve design and transit service; exploring future utilization of speed cushions; impact of changing bus routes; infrastructure addressing illegal parking by ride hailing and on-demand delivery drivers; physical protection for bike lanes; cost differential between concepts; transit users and drivers involvement in field survey; sidewalk surveys; the process for determining options to be implemented.

## **C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS**

**8:26 pm:** No reports.

**D. COMMUNICATIONS**

**8:26 pm:** No communications.

**E. FUTURE AGENDA ITEMS**

**8:27 pm:** Commissioner's and staff suggested the following topics for future meeting agenda items: National Safe Systems Training presentation; to Marin Avenue improvement; more time for staff reports.

**F. ADJOURNMENT**

**8:29 pm:** Action: It was Moved / Seconded (Leung/ Walton) to adjourn the meeting.

**8:29 pm: Vote:**

Ayes: Gattu, Hothi, Leung, Scheider, Walton, Moss

Noes: None

Abstain: None

Absent: None

Excused: Lutzker, Zaro

Recused: None

**8:29 pm: Motion passed 6-0-0-0-2-0**

*The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, August 21st, 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 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.

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## Agenda Updates to Measure T1

### MEMO

August 21, 2025

To: Transportation & Infrastructure Commission

From: Scott Ferris, Director, Parks, Recreation & Waterfront Department  
Terrance Davis, Director, Public Works Department

Subject: Proposed Updates to the Measure T1 Phase 2 Project List

The following updates will be proposed to the Measure T1 Phase 2 Project List:

1. Add the following projects (blue font):
  - i. Waterfront: F&G Re-decking
  - ii. Adeline Area Dog Park & Landscaping
  - iii. Santa Fe Trackbed to Park Conversion
  
2. Change the phase of the following projects (purple font):
  - i. Bollard Conversion to Landscaping (Design only)
  - ii. Restrooms in the Right of Way (2-3) <sup>1</sup>:
    - a. University & San Pablo Restroom (Design only)
    - b. Adeline & Alcatraz Restroom (Design only)
  - iii. Harrison Park Restroom (Design only)
  - iv. Cesar Chavez Restroom (Design only)
  
3. Change in name/project description (green font):
  - i. Change "Civic Center Park Turtle Garden" to "Civic Center Upper Plaza Improvements"
  - ii. Change "1947 Center Street Seismic Upgrade Design and HVAC/Electrical, Control Upgrades" to "1947 Center Street Window Replacement"
  - iii. Change "Restrooms in the Right of Way (2-3)" to "Restrooms in the Right of Way (3)"
  - iv. Change "Oxford & Telegraph Channing Garage Restrooms" to "Telegraph Channing Garage Restrooms"
  
4. Remove the following projects (red font):
  - i. Streets:
    - a. T1 Streets Contribution to Annual Street Paving Improvements
  - ii. Facilities:
    - a. PW Corp Yard:
      - Facility Assessment

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<sup>1</sup> Note: Change in phase only applies to 2 restrooms listed. The 3<sup>rd</sup> restroom at Telegraph & Channing was completed in 2025.

- Deferred Mtc: Gate, Paving, Parking, Fuel Island
- b. Emergency Power Supply Solar Batteries

5. Additional funding allocated to the following projects:

- i. Tom Bates Restroom/Community Space
- ii. Martin Luther King, Jr. Youth Services Center Renovation
- iii. South Berkeley Senior Center Renovation
- iv. 1947 Center Street Improvements: Window Replacement
- v. Fire Station #6: Windows, Energy Efficiency Improvements
- vi. PW Corp Yard:
  - a. Green Room (8) Lockers, Bathroom, Training Room, Floor, Cabinets
  - b. Storage Room (H) – Roof Repair

**Exhibit A to the Resolution**

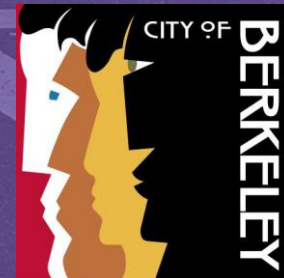
**Measure T1 Phase 2 List of Projects** (Revised, July 2025)

<b>Project Area</b>	<b>Site Description</b>
<b>Care and Shelter and Non-Departmental Citywide Projects</b>	MLK Jr. Youth Services Center
	South Berkeley Senior Center
	African American Holistic Resource Center
	Restrooms in the Right-of-Way (ROW) (2-3) Channing and Telegraph (Construction) Adeline and Alcatraz (Design Only) San Pablo and University (Design Only)
<b>Camps</b>	Cazadero Dining Hall & ADA Improvements
<b>Parks Buildings</b>	Willard Clubhouse/Restroom Replacement
	Tom Bates Restroom/ Community Space
	<b>Restrooms in Parks:</b> Harrison Park Restroom Renovation (Design Only)
	Ohlone Park - New Restroom
<b>Parks - Play Structures</b>	Ohlone Park (Milvia) - Ages 2-5, 5-12, Garden Mural, Exercise
	John Hinkel Park Lower -Ages 2-12, picnic, parking
	Grove Park-Ages 2-5, 5-12
<b>Parks</b>	Aquatic Park Tide Tubes Clean Out, Soil Removal
	Ohlone Park Lighting
	Civic Center Park – Upper Plaza Improvements
	Adeline Area Dog Park & Landscaping
	Santa Fe Trackbed to Park Conversion
<b>Pools</b>	King Pool Tile and Plaster Replacement
<b>Waterfront</b>	Piling Replacements
	D and E Dock Replacement
	K Dock Restroom Renovation
	Cesar Chavez Park Restroom on Spinnaker Way - (Design only)
	F&G Dock Re-Decking
<b>ROW Improvements/Streets</b>	Bollard Conversion to Landscaping (Design Only)
	T1 Streets Contribution to Annual Paving Improvements
<b>Sidewalks</b>	Sidewalks Maintenance & Safety Repairs
<b>Pathways</b>	Pathway Repairs/Improvements Stormwater Infrastructure Repairs/ Replacement
<b>Storm</b>	Stormwater Infrastructure Repairs/Replacement
<b>Facilities</b>	1947 Center Street Improvements: Window Replacement
	Fire Stations:
	FS2 - HVAC, Electrical, Bedrooms, Security, Solar, Roof
	FS6 - Windows, Energy Efficiency
	PW Corp Yard:
	Facility Assessment
	Deferred Mtc: Gate, Paving, Parking, Fuel Island
	Wash Station Compliance
	Green Room (8) Lockers, Bathroom, Training Room, Floor, Cabinets
	Storage Room (H) - Roof Repair
	Generator Upgrades
	Oxford & Telegraph Channing Garage Restrooms
	Emergency Power Supply Solar Batteries

# Berkeley Bike Plan Update – Draft Plan

Transportation & Infrastructure Commission

August 2025



alta

# AGENDA

- Introductions
- Project Overview
- 2022/25 Outreach Summary
- Draft Plan
  - Project Recommendations
  - Project Prioritization
  - Key Projects
  - Bike Blvd Design Guide
- Next Steps and Q&A

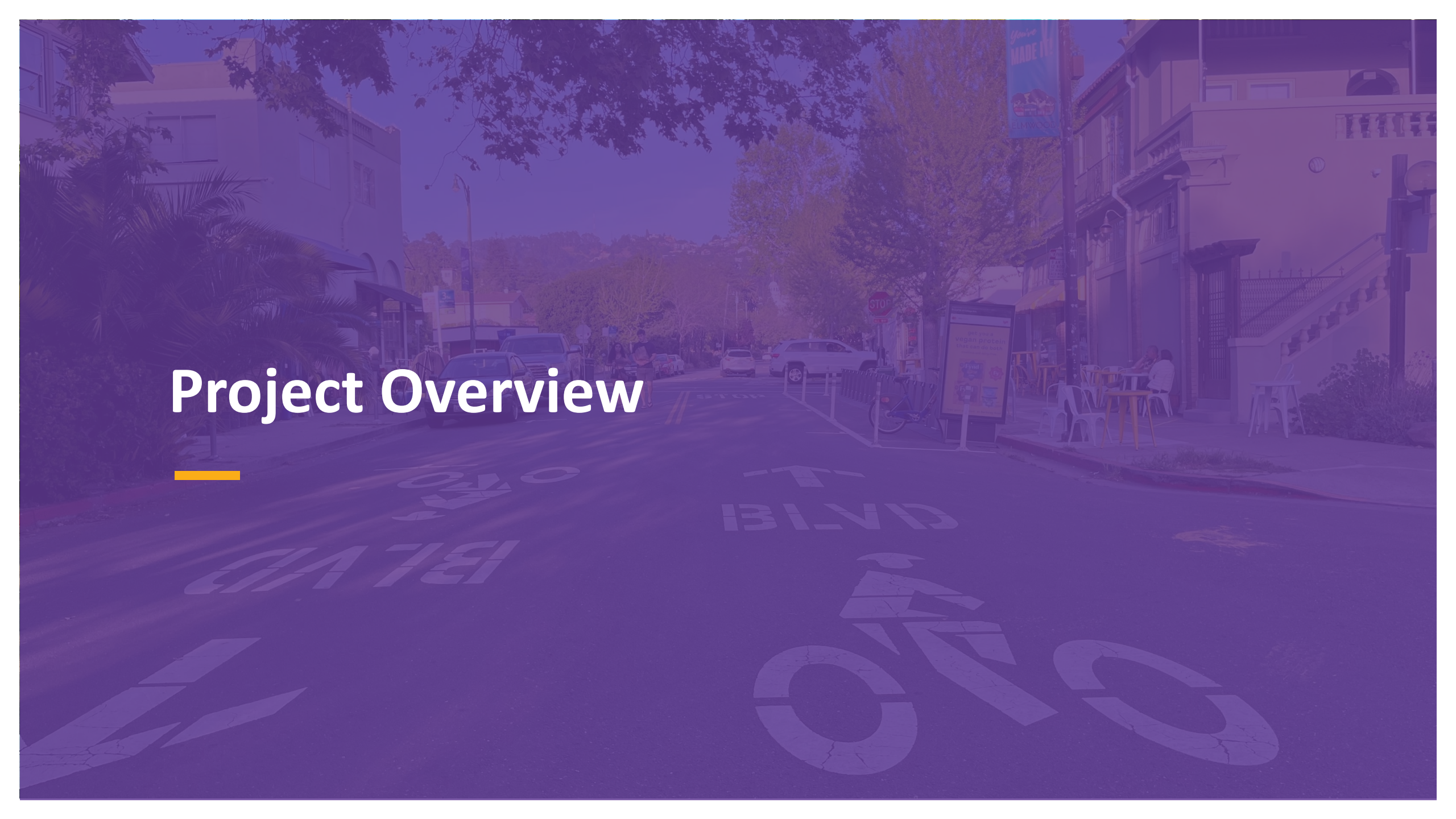


**Draft Plan Open for Comment until 9/26**

[Berkeleybikeplan.org](https://Berkeleybikeplan.org)

# Project Overview

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# 2022-25 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





# Who's Biking & Rolling in Berkeley?

When traveling to work\*:



**9.0%** Bicycle



**3.6%** Other (including scooters)



**25.3%** of households  
do not own a vehicle

2023 American Community Survey S2504,  
1-year estimate

\*2023 American Community Survey S0801, 1-year estimate



**Families & Students**



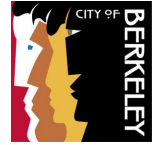
**Adaptive Bikes**



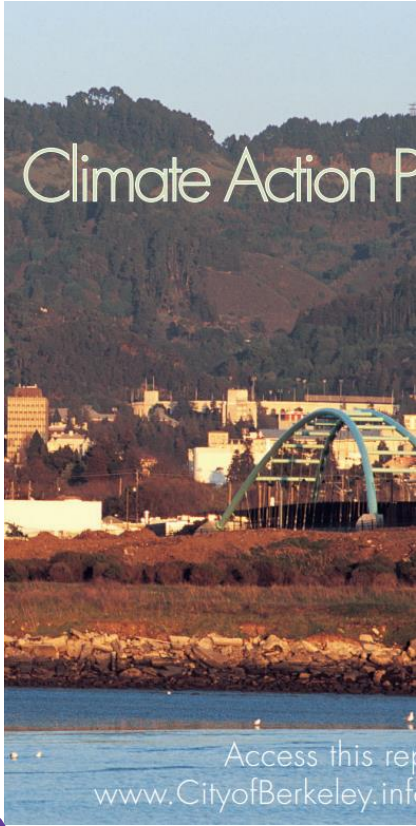
**Workers & Commuters**



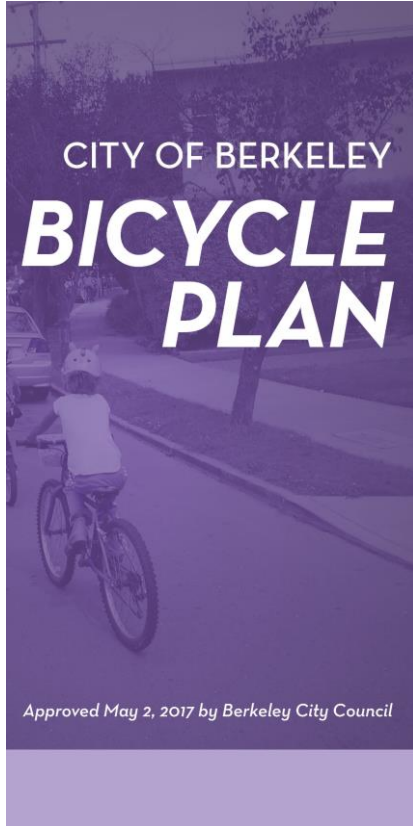
**Scooters & Mobility Devices**



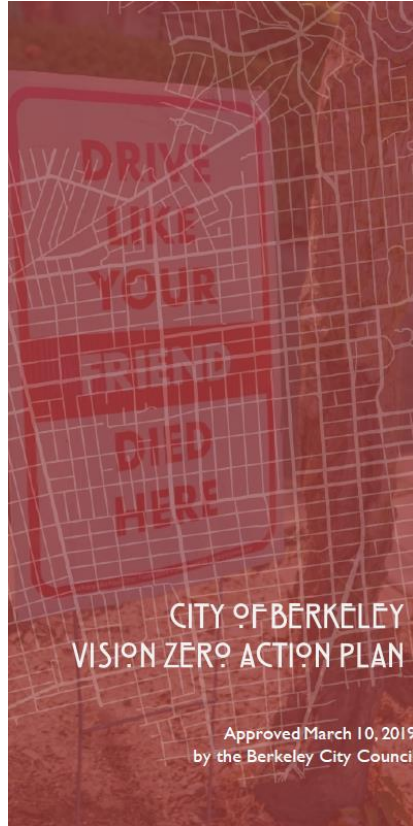
# CITY PLANS, POLICIES & PRIORITIES



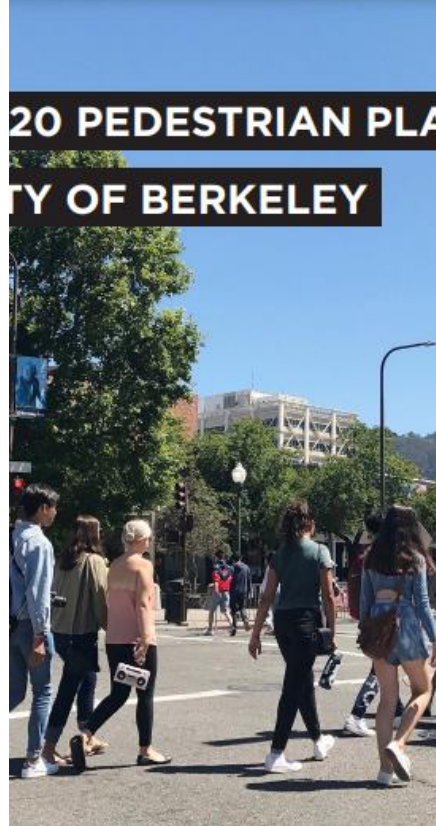
**Climate Action Plan (2009)**



**Bicycle Plan (2017)**



**Vision Zero Action Plan (2019)**



**Pedestrian Plan (2020)**



**Transit-First Policy Implementation Plan (2023)**

2025

# Project Schedule

## Phase 1: Listen and Collaborate (Summer 2022)

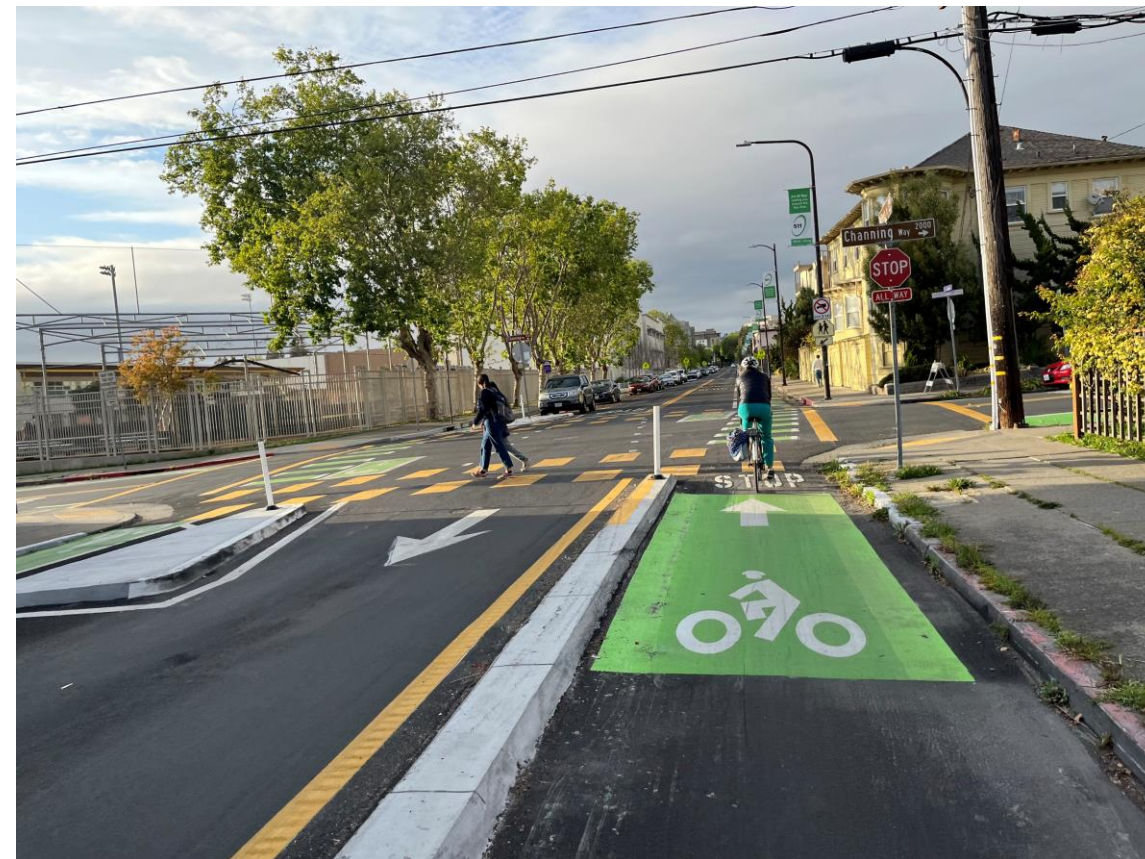
- We listened to your feedback on 2017 Plan recommended projects
- You told us where and how existing bikeways can be improved

## Phase 2: Plan Update (Winter/Spring 2025)

- We shared updated project recommendations
- We asked where to focus on key projects

## Phase 3: Draft & Final Plan (Fall 2025/Winter 2026)

- Public **Draft Plan** released on **August 11, 2025** for review and comment
- **Final Plan** adoption at City Council in **December 2025/January 2026**



# 2022/2025 Outreach Summary

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# 2022 Outreach Summary

## Interactive Webmap

- 603 unique users, 935 comments

## 2 Pop-Up Workshops

- San Pablo Park – 5/7/22
- Juneteenth Festival – 6/19/22

## 1 Virtual Community Workshop

- 4/28/22

## 1 Bike Tour

- 5/14/22
- 18 participants toured southwest Berkeley

## 10 Virtual Listening Sessions

- Sent postcards to Equity Priority Areas to promote listening sessions
- \$35 gift cards offered to up to 100 low-income residents to participate

## 6 Letters and Emails

## 2 Technical Advisory Committee Meetings



# 2022 Comment Summary

1,333 Public Comments

900 Total Participants

41%

Roadway Safety Concerns

38%

Support Intersection Improvements



Roadway Safety Concerns



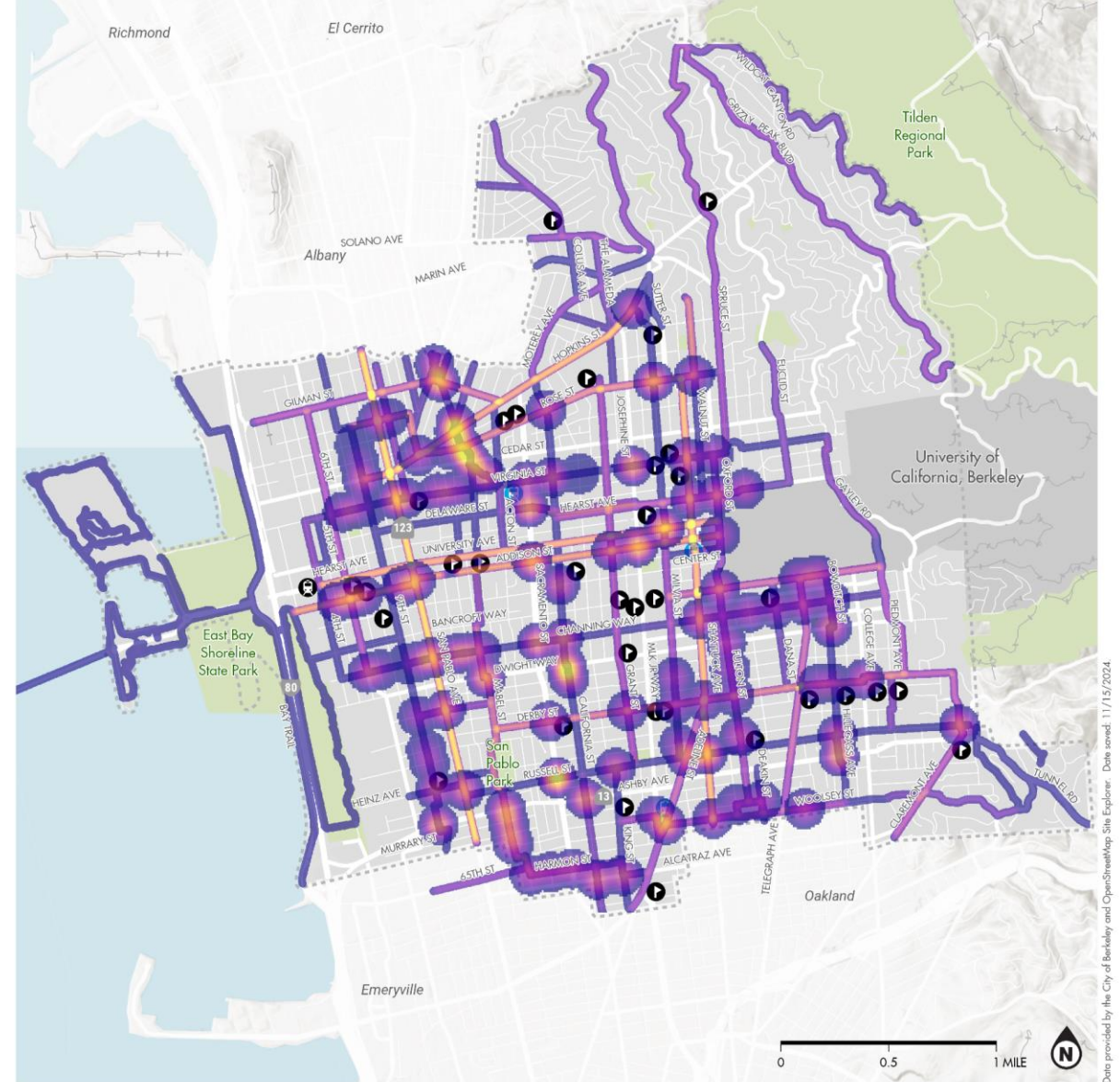
Support Intersection Improvements



Support Bikeway Improvements



Insufficient Recommendations in the 2017 Plan



## COMBINED 2022 OUTREACH COMMENT DENSITY

CITY OF BERKELEY BIKE PLAN UPDATE

### COMMENTS ON ALL FACILITIES



### FEATURES

- Amtrak Station
- BART Station
- Schools
- Parks
- City Boundary

Data provided by the City of Berkeley and OpenStreetMap. Site Explorer. Date saved: 11/15/2024.

# 2025 Outreach Summary

## 3 Pop-Up Events

- Downtown Farmer's Market – 1/25
- South Berkeley Farmer's Market – 1/28
- Ashby Flea Market – 2/8

## 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

## 3 Accessibility Interviews

## 2 Commission Meetings

- Transportation & Infrastructure Commission – 1/16
- Commission on Disability – 2/19

## 67 Letters and Emails

## 2 Technical Advisory Committee Meetings





# 2025 Comment Summary

615 Public Comments

523 Total Participants

Table 2: 2025 outreach comments by theme and comment method

Comment Type	Total Comments (N=590)	Support Bikeway Improvement	Support Intersection Improvement	Roadway Safety Concerns	Pavement or Maintenance	Insufficient Facility	Oppose Project	Education or Programming
Pop-Up (N=97)	16%	36%	31%	38%	8%	42%	13%	5%
Listening Session (N=270)	46%	18%	17%	40%	7%	40%	4%	7%
Email (N=124)	21%	35%	44%	58%	10%	30%	15%	6%
Letter (N=57)	10%	26%	30%	37%	2%	21%	25%	9%
Disability Interview (N=42)	7%	0%	0%	45%	36%	12%	0%	26%

# What We Heard

- Desire for a connected network
- Concern for parking loss & loading challenges
- Concern for emergency response times & evacuation routes
- Accessible facility design
- Wider bike lanes to accommodate more types of devices
- Safe routes to schools
- Education & traffic enforcement
- More outreach for future projects



# DRAFT PLAN

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# What's in the Draft Plan?

1. Introduction
2. Existing Conditions & Plan Progress
3. Needs Assessment/Public Engagement
4. Proposed Bikeway Network
5. Implementation

Appendix A – Bicycle Boulevard Design Guide

Appendix B – 2022 Outreach Summary

Appendix C – 2025 Outreach Summary

Appendix D – Updated Network Memo

Appendix E – Prioritization Methodology

CITY OF BERKELEY

# BICYCLE PLAN

JULY 2025



Produced  
for:



Produced  
by:

**alta**



# Commitment to All Ages & Abilities and Universal Design

**“All Ages & Abilities”** means the network and the way we design streets must accommodate:

- Youth under 18
- Seniors
- People with Disabilities
- Women
- People of Color
- Low-income riders
- People moving goods or cargo
- People riding bikeshare
- Confident riders

**“Universal Design & Accessibility”** means facility design that accommodates all users, with or with a disability. Accessibility recommendations include:

- Proactive & accessible engagement with Berkeley disability organizations
- Consider the needs of low-vision users and users of mobility devices in bikeway design
- Special design focus on safe intersection crossings
- Transit boarding island design when combined with separated bikeways
- Accommodate loading needs for vehicles unloading wheelchairs & mobility devices
- Ensure short distances to accessible curb ramps on longer blocks
- Improve construction mitigation for path of travel, temporary crosswalks, and audible warning devices

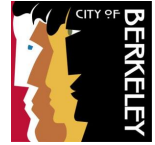


## Coordination with Emergency Response & Evacuation Planning

The Department of Public Works and Berkeley Fire Department are working collaboratively to ensure alignment between the Bike Plan Update and Fire Department Studies to:

- Encourage the integration of response time data into transportation planning
- Design infrastructure that prevents street trauma while maintaining emergency vehicle access and response time performance
- Evaluate and consider impacts to emergency evacuation in decision making

**Community safety is a priority of the Department of Public Works, the Berkeley Fire Department, and the Bike Plan Update.**



# 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.*

# Progress Since 2017: Network

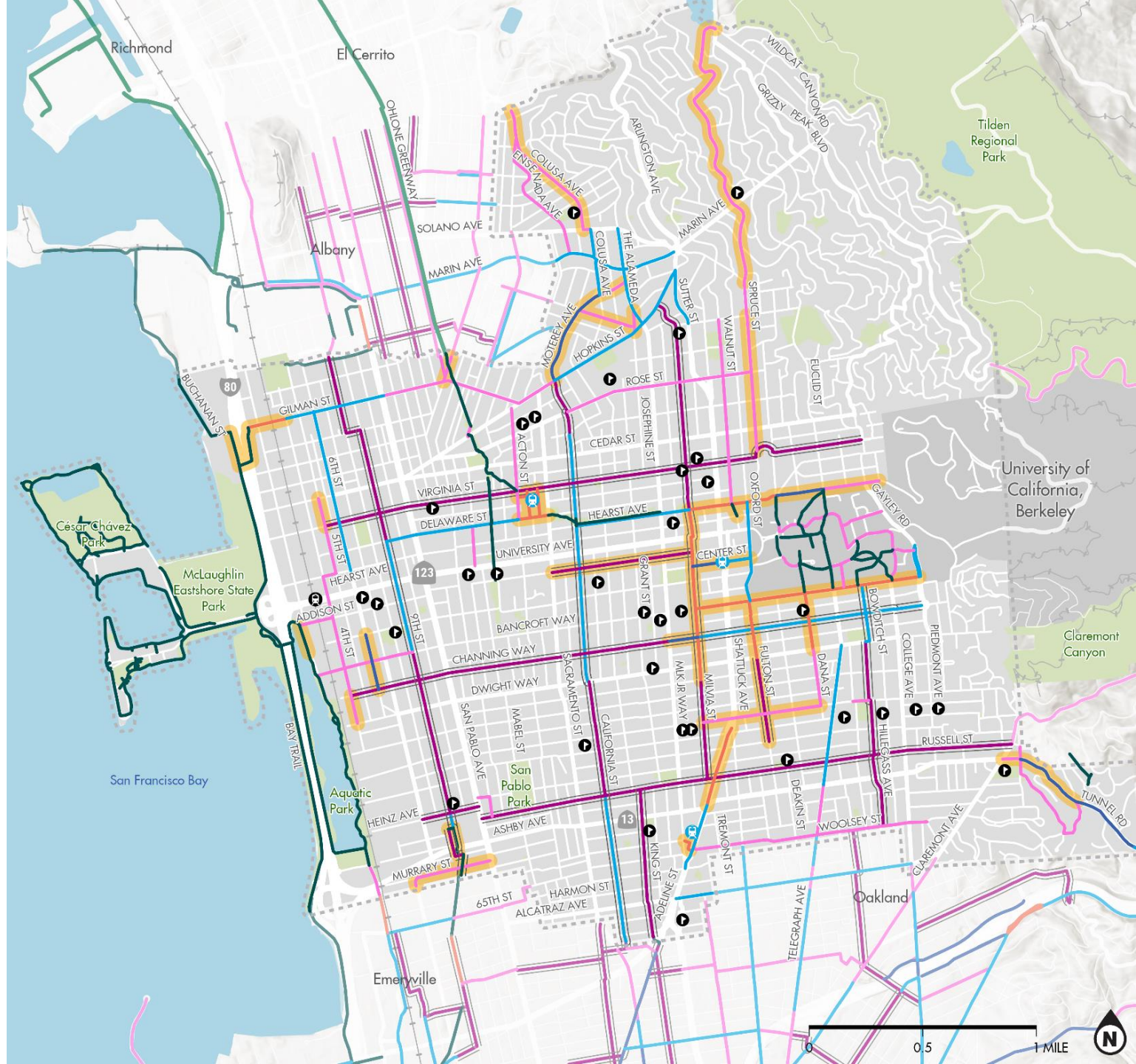
10.1 miles of new or upgraded facilities since 2017

## EXISTING FACILITIES

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

## BICYCLE BOULEVARD NETWORK

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



# 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*



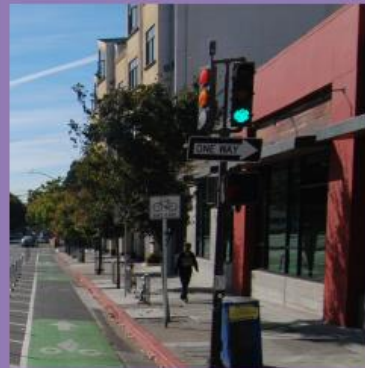
TRAFFIC DIVERTER

*DESVIADOR DE TRÁFICO*



TRAFFIC CIRCLE

*ROTONDA*



TRAFFIC SIGNAL

*SEÑAL DE TRÁFICO*



2-WAY CYCLETRACK CONNECTOR

*CONECTOR DE CARRIL BICI DE DOS VÍAS*



RAISED CROSSING

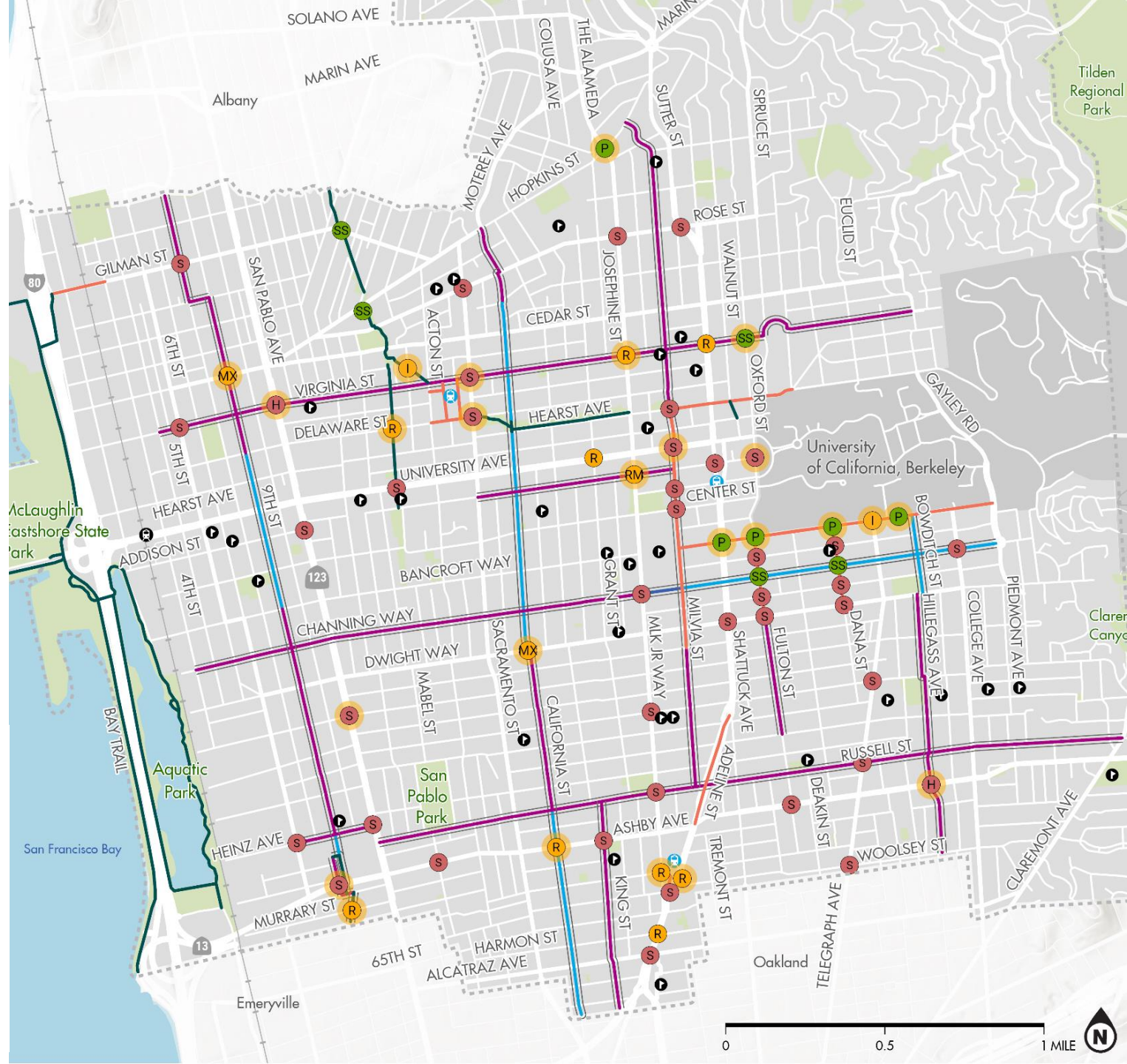
*CRUCE PEATONAL ELEVADO*

# Progress Since 2017: Intersections

20 new or upgraded  
low-stress intersection  
crossings on the bike  
network

## Low-Stress Intersection Control

- Protected Intersection
- All-Way Stop Sign
- Median Crossing
- RRFB + Median
- RRFB
- BART Station
- Amtrak Station
- Raised Intersection
- Pedestrian Hybrid Beacon
- Traffic Signal
- Built After 2017
- School
- Parks
- Railroad



# Progress Since 2017: Traffic Calming

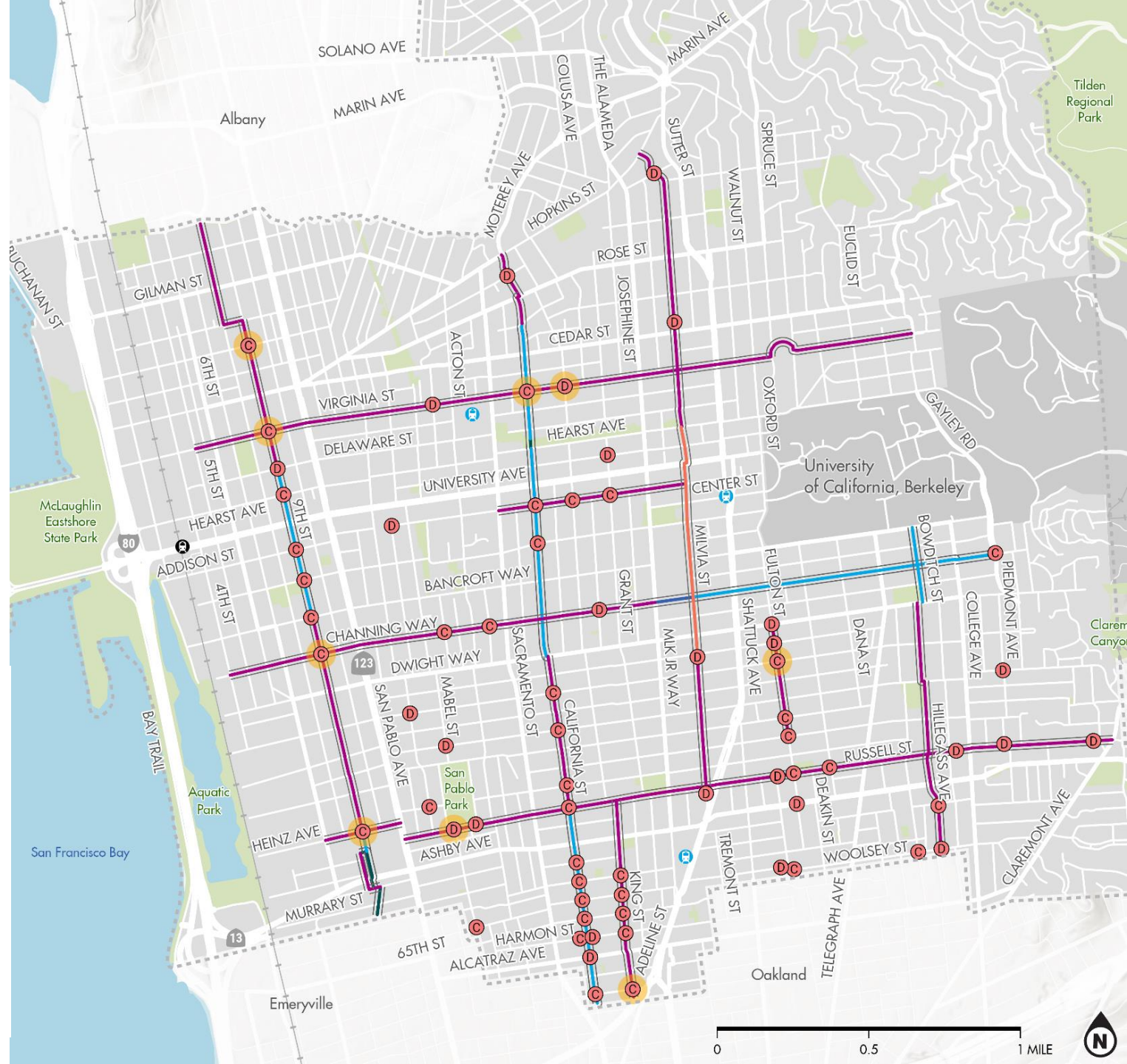
6 new speed tables  
1 new traffic diverter  
New speed table design

## TRAFFIC CALMING

- Traffic Circle
- Traffic Diverter
- Built After 2017
- Amtrak Station
- BART Station
- Railroad
- Park

## EXISTING BIKE BOULEVARD NETWORK

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





# Progress Since 2017: By the Numbers

*Table 1: . Bikeway Network Implementation, 2017-2025*

FACILITY TYPE	2017 (MI)	2025 (MI)
Shared use path (Class I)	18.2	18.9
Bicycle lane (Class II)	12.1	10.9*
Upgraded bicycle lane (Class II)	0.3	1.8
Bicycle route (Class III)	8.1	12.6
Bicycle boulevard (Class III)	11.9	12.5
Separated bikeway (Class IV)	0.1	4.2
<b>Total</b>	<b>50.8</b>	<b>60.9</b>
<b>Bicycle boulevard network**</b>	<b>15.8</b>	<b>17.6</b>

\*Standard bicycle lane mileage decreased in 2025 due to standard bicycle lanes being improved to upgraded bicycle lanes or separated bikeways.

\*\*The Bicycle Boulevard Network includes only some segments of Class I, II, III, and IV facilities.

# PROJECT RECOMMENDATIONS

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# How We Made Recommendations

Start with the 2017 Plan, filtering:

- All projects built since 2017
- Funded projects in the pipeline for construction

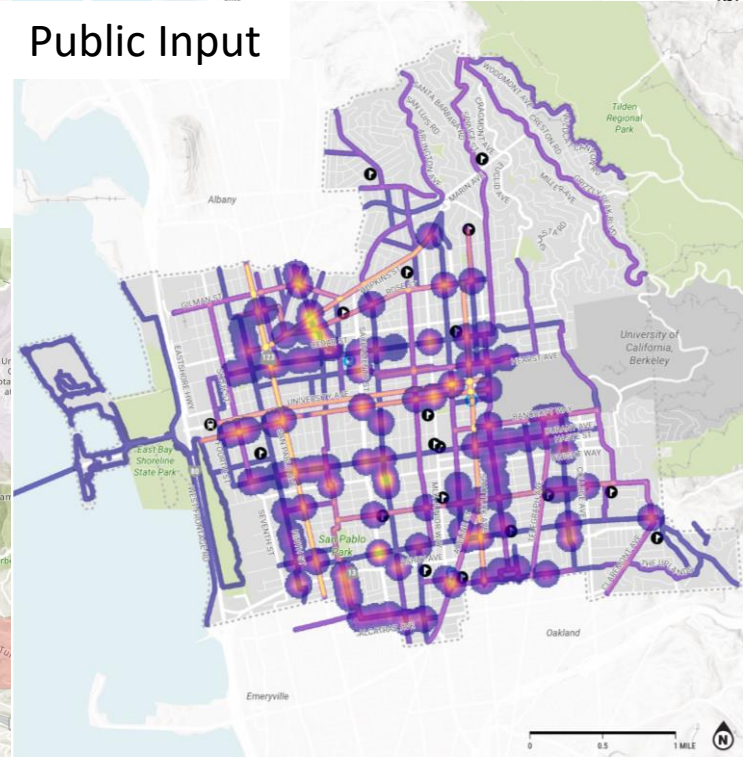
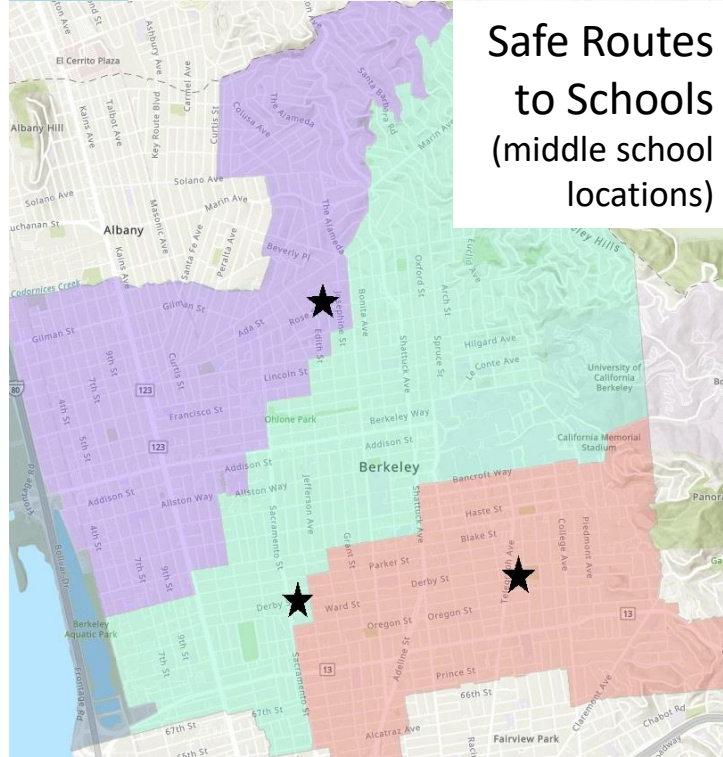
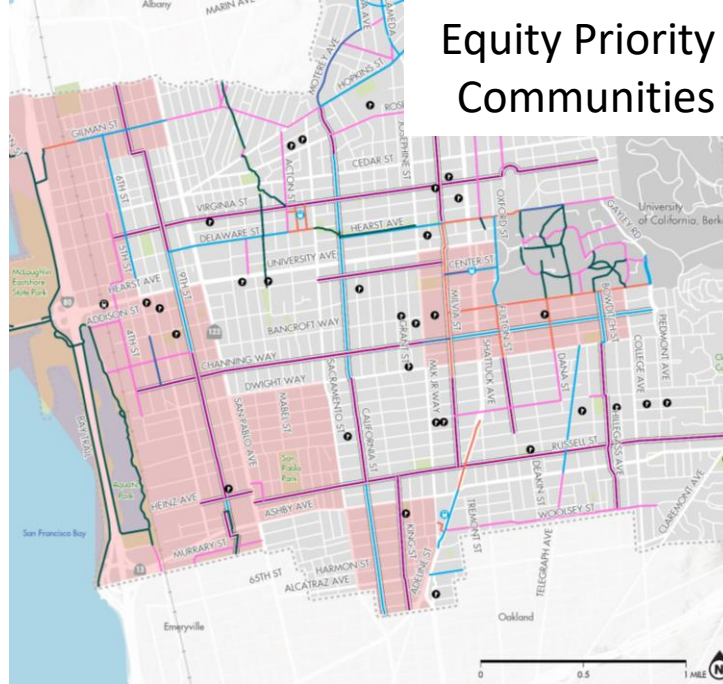
Screen with Prioritization Criteria:

- MTC Equity Priority Communities
- High-Injury Streets
- Proximity to schools
- 2022 public input

Applied updated City Guidelines

Applied 2025 public input

Applied input from agency partners like Berkeley Fire Department and AC Transit



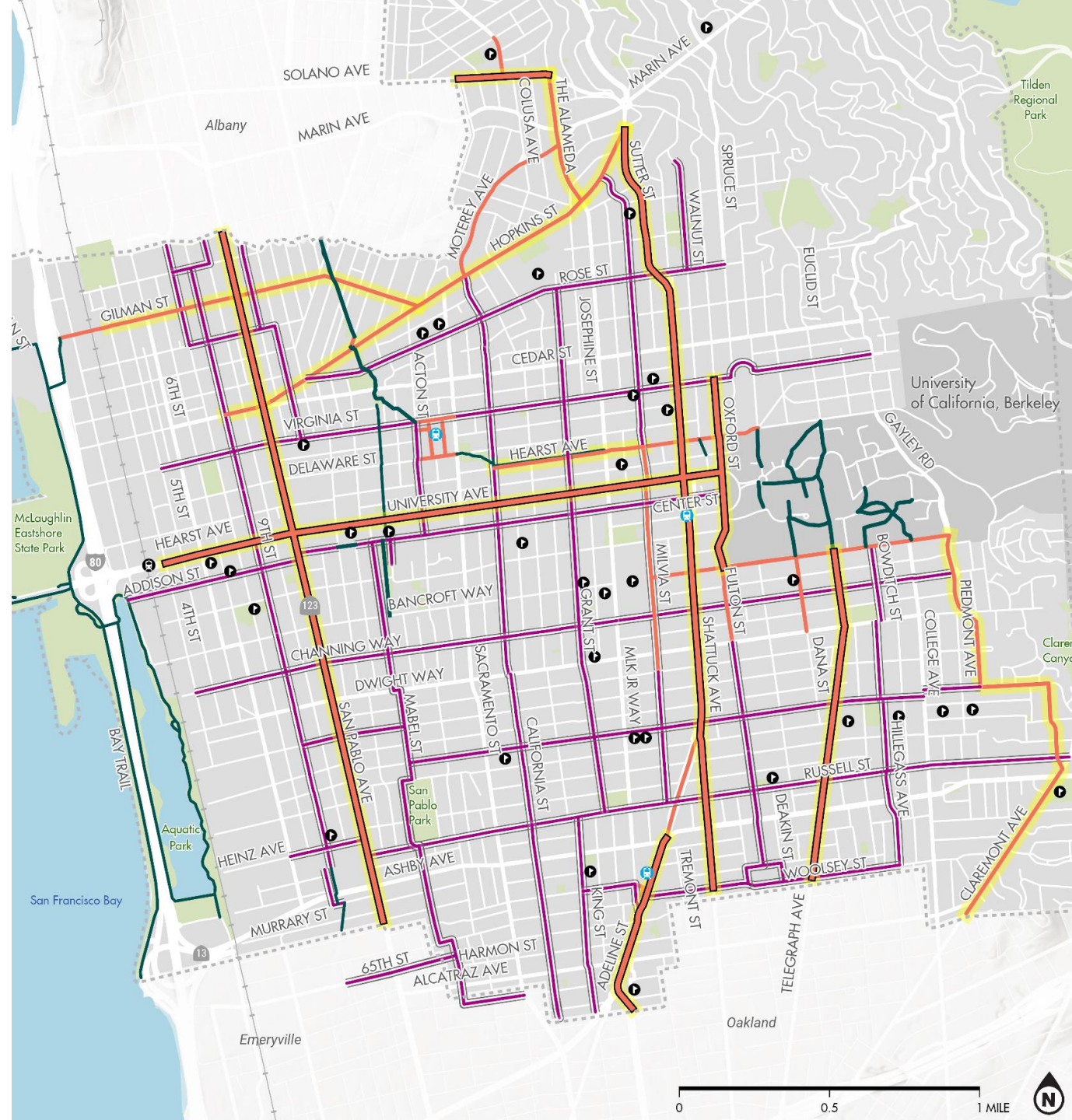
# Low-Stress Bikeway Vision Network

The Vision Network represents

a connected network of **separated bikeways** and **bicycle boulevards** that are suitable for **all ages and abilities**

a connected network with **safe, low-stress crossings** at intersections with major roadways


a regional connected network with **low-stress access to Emeryville, Oakland, and Albany**



# Bikeway Network Recommendations

Bikeway Facility	Mileage Proposed
Shared use path (Class I)	1.3 mi
Bike lane (Class II)	0.5 mi
Upgraded bike lane (Class II)	2.2 mi
Bicycle Boulevard (Class III)	14.0 mi
Bike Route (Class III)	9.0 mi
Separated Bikeway (Class IV)	15.5 mi
<b>Total</b>	<b>42.7 mi</b>

## 2025 EXISTING/RECOMMENDED FACILITIES

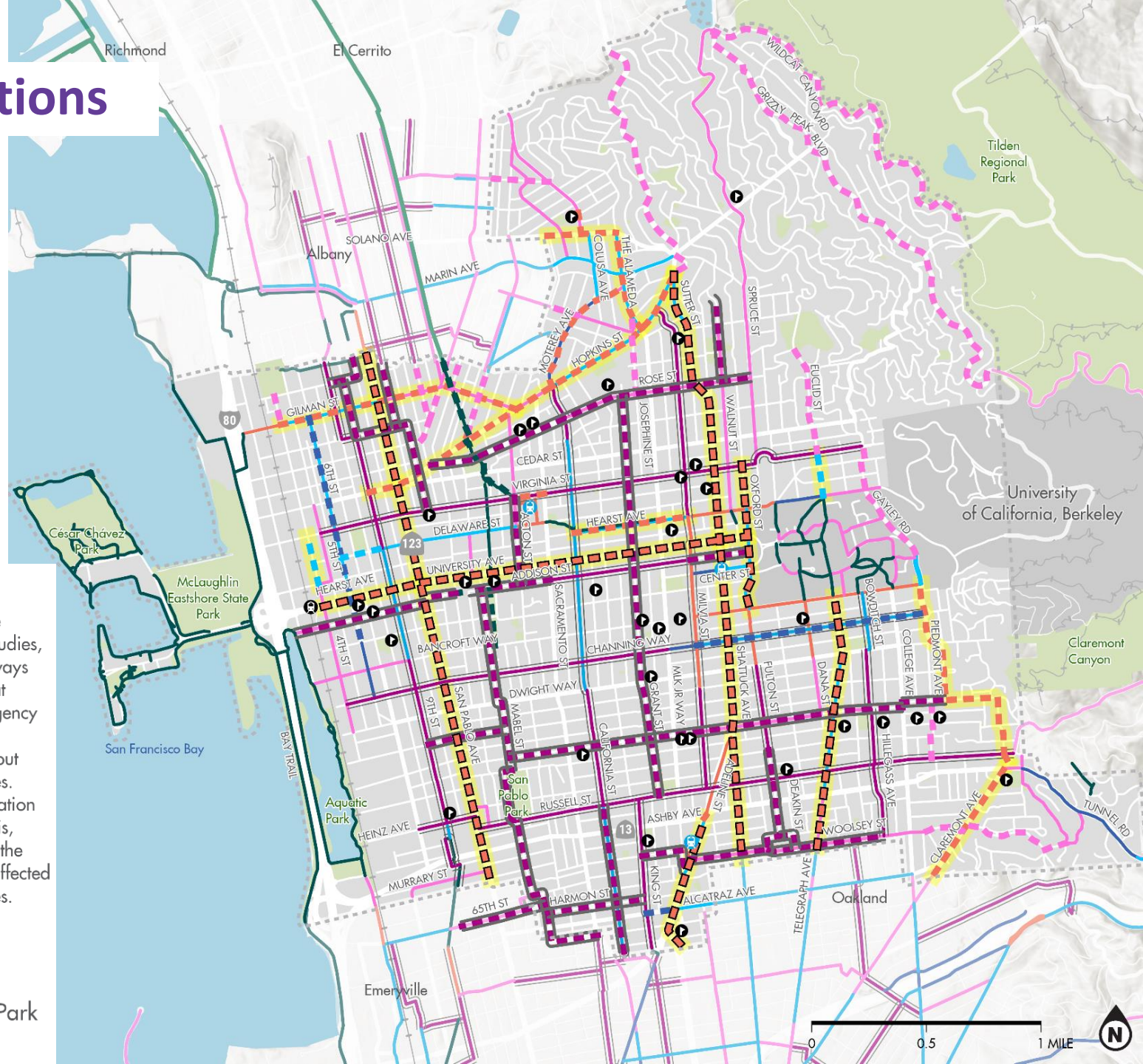
-  Bike Path (Class I)
-  Bike Lane (Class II)
-  Upgraded Bike Lane (Class II)
-  Bike Route (Class III)
-  Bike Boulevard (Class III)
-  Cycletrack (Class IV)
-  Complete Street Corridor Study - Primary Transit Route\*
-  Complete Street Corridor Study\*

\* Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Separated bikeways (Class IV) and other bikeway types that might impact transit operations, emergency response traffic, parking, or roadway capacity will not be implemented without these Complete Streets Corridor Studies. They will include a traffic study, evacuation sensitivity study, environmental analysis, public process, and coordination with the Police and Fire Departments, and all affected state, county, and local transit agencies.

## BIKE BOULEVARD NETWORK



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



RECOMMENDATIONS

# Intersection Recommendations

Low-Stress Intersection Control	Number Proposed
2-way cycletrack connector	6
Pedestrian Hybrid Beacon	12
Protected Intersection	5
Raised Intersection/Raised Crosswalk	2
Rapid Rectangular Flashing Beacon (RRFB)	6
Median Crossing	2
RRFB + Median Crossing	12

## INTERSECTION CONTROL RECOMMENDATIONS

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

## EXISTING INTERSECTION CONTROL

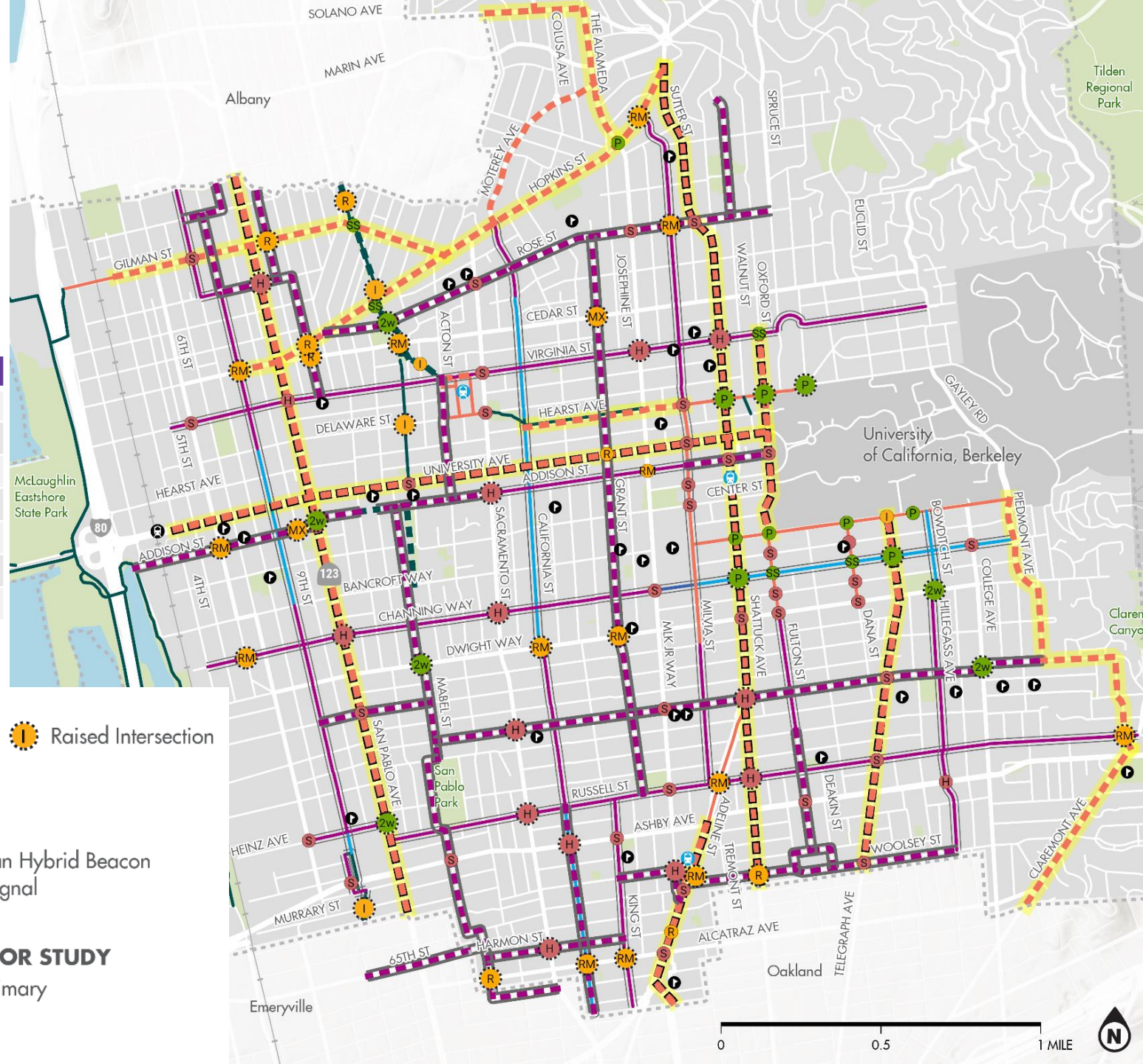
- Protected Intersection
- RRFB + Median
- Pedestrian Hybrid Beacon
- Traffic Signal
- All-Way Stop Sign
- RRFB
- Raised Intersection
- Median Crossing

## NETWORK IMPROVEMENTS

- Bike Path (Class I)
- Bike Boulevard (Class III)
- Cycletrack (Class IV)

## COMPLETE STREETS TRANSIT CORRIDOR STUDY

- Complete Streets Corridor Study - Primary Transit Route
- Complete Street Corridor Study



# Intersection Recommendations

Intersection crossing treatment table updated from 2017 Plan to align with current best practices and public feedback on implemented crossing treatments

## Definitions:

- **X:** No additional benefit
- **Black:** Not advisable or applicable
- **LTS:** Level of Traffic Stress, with LTS 1 or LTS 2 ideal for low-stress crossings.

*Table 8: Unsignalized Crossing Treatment Progression Table*

CROSSING TREATMENT	TRAFFIC VOLUMES (ADT) <sup>1</sup>						
	VERY LOW	LOW		MEDIUM		HIGH	
	Up to 3 lanes	Up to 3 lanes	4 or 5 lanes	Up to 3 lanes	4 or 5 lanes	Up to 3 lanes	4 or 5 lanes
Cross Street	Up to 3 lanes	Up to 3 lanes	4 or 5 lanes	Up to 3 lanes	4 or 5 lanes	Up to 3 lanes	4 or 5 lanes
Marked Crossing	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
All-way STOP <sup>2</sup>	LTS 1	LTS 1	LTS 2	LTS 2	Black		
Median Refuge Island <sup>3</sup>	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
Median with RRFB <sup>3</sup>	X	LTS 1	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3
Pedestrian Hybrid Beacon (PHB) <sup>4</sup>	X	X	LTS 1	LTS 1	LTS 1	LTS 1	LTS 1
Traffic Signal	X	X	X	LTS 1	LTS 1	LTS 1	LTS 1

1: Very Low: 0-1,500; Low: 1,501-5,000; Medium: 5,001-12,500; High: >12,500

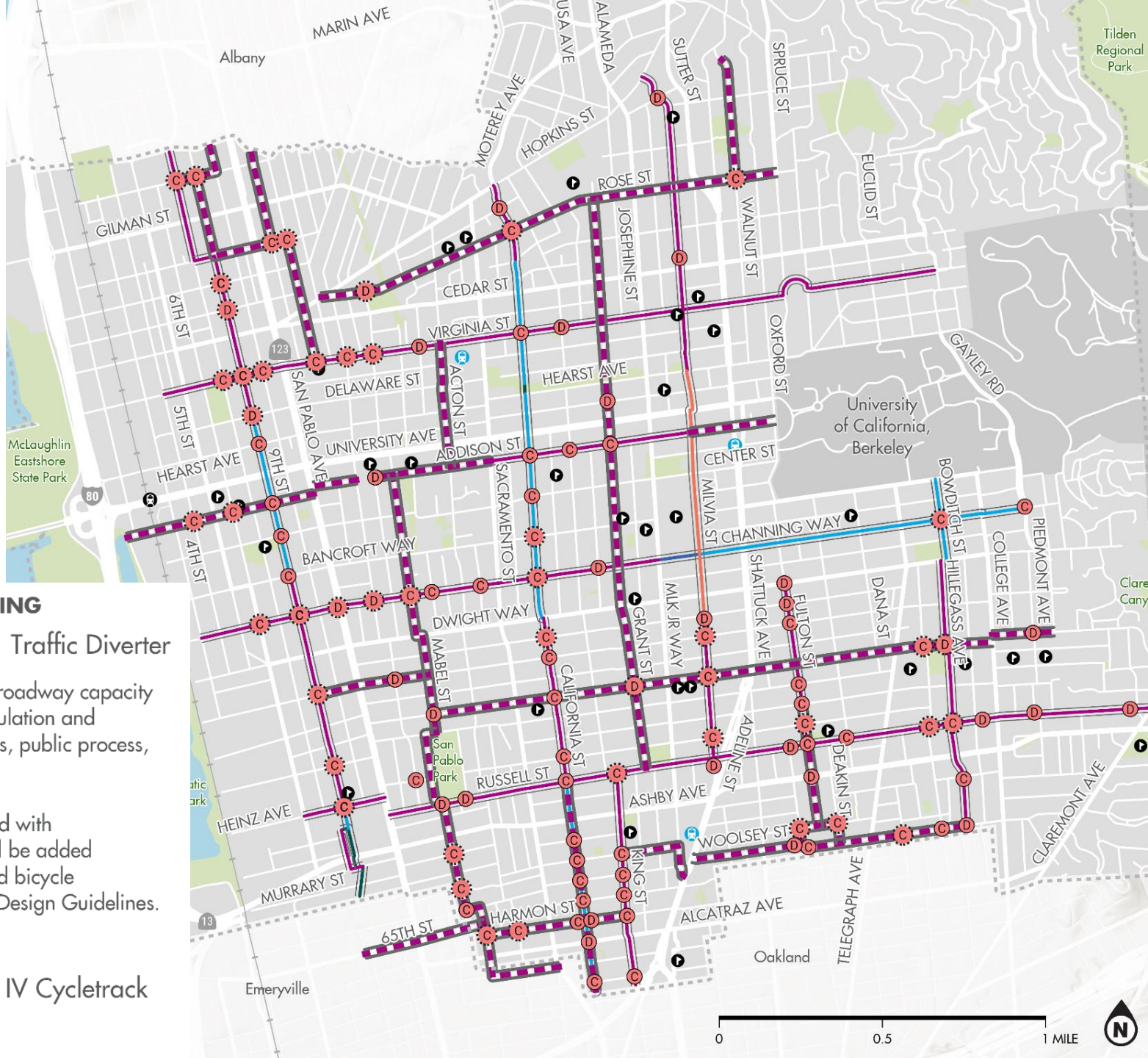
2: Requires meeting a CA MUTCD STOP warrant before implementation

3: Minimum 6-foot-wide median to meet LTS benefit

4: Subject to successful warrant analysis

# Bike Blvd Traffic Calming Recommendations

Proposed Traffic Calming Devices	
Traffic Circle	35
Traffic Diverter	7



**TRAFFIC CALMING RECOMMENDATIONS**    **EXISTING TRAFFIC CALMING**  
 Traffic Circle    Traffic Diverter    Traffic Circle    Traffic Diverter

Bikeway improvements that might impact emergency response traffic, parking, or roadway capacity and connectivity will not be implemented without appropriate studies of traffic circulation and evacuation and emergency response times, and will include environmental analysis, public process, and coordination with the Police and Fire Departments.

**NETWORK IMPROVEMENTS**  
 Class III Bicycle Boulevard\*

\* 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.

**BICYCLE BOULEVARD NETWORK**  
 Class I Bike Path    Class II Upgraded Bike Lane    Class IV Cycletrack  
 Class II Bike Lane    Class III Bicycle Boulevard

# PROJECT PRIORITIZATION

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# Project Prioritization - Scoring Criteria

## Scoring Method:

- All projects are scored according to criteria
- Projects are grouped into corridor-level packages
- A blended score is applied to corridors based on sum of projects per corridor

More detail in Appendix E

*Table 9: Prioritization Criteria for Recommended Projects*

CRITERIA	SCORING METRIC	SCORING METHOD	MAXIMUM POINTS
Safety - Collisions	2019 High Injury Streets Map	Proximity	20
Safety - LTS	2024 Existing Network Map	Severity	15
Community Support - project identification	2022 Community Input	Density	10
Community Support - project prioritization	2025 Community Input	Density	20
Equity	2024 Equity Priority Communities Map (MTC)	Proximity	20
Safe Routes to Schools	BUSD campus proximity	Proximity	10
Feasibility	Engineering Judgment	Complexity	5
<b>Total Possible Score</b>			<b>100</b>

# Project Tiers

36 total corridors – ranked in three tiers

Corridors scoring highly:

- Bicycle Boulevard projects
- Projects in the South/West of Berkeley

## PROJECT PRIORITY TIER

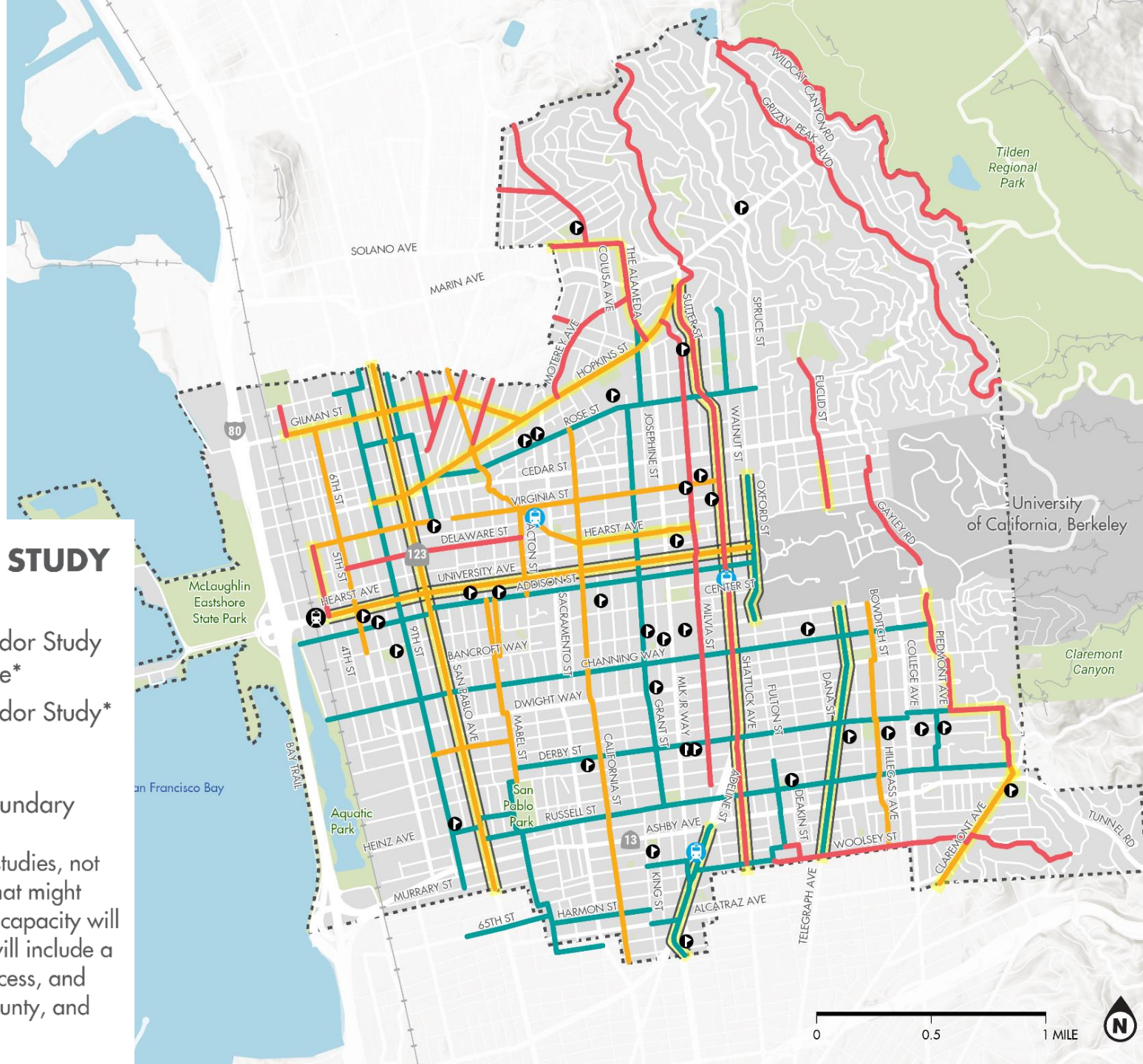
- Tier 1
- Tier 2
- Tier 3

## COMPLETE STREETS STUDY CORRIDOR

- Complete Street Corridor Study - Primary Transit Route\*
- Complete Street Corridor Study\*

- School
- BART Station
- Amtrak Station
- Railroad
- Parks
- City Boundary

\*Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Separated bikeways (Class IV) and other bikeway types that might impact transit operations, emergency response traffic, parking, or roadway capacity will not be implemented without these Complete Streets Corridor Studies. They will include a traffic study, evacuation sensitivity study, environmental analysis, public process, and coordination with the Police and Fire Departments, and all affected state, county, and local transit agencies.





# Corridors – Tier 1

## Tier 1 Corridors (Teal)

Derby Street Bicycle Boulevard Corridor

Russell Street Bicycle Boulevard Corridor

Channing Way Bicycle Boulevard Corridor

San Pablo Avenue – Parallel Routes\*

Heinz Avenue Corridor\*\*

Southwest Berkeley Bicycle Boulevard Corridor\*

Addison Street Bicycle Boulevard Corridor\*

Woolsey-Fulton Bicycle Boulevard Corridor\*

Grant Street Bicycle Boulevard Corridor\*

Rose Street Bicycle Boulevard Corridor

Adeline Street Corridor – Complete Streets Study\*\*

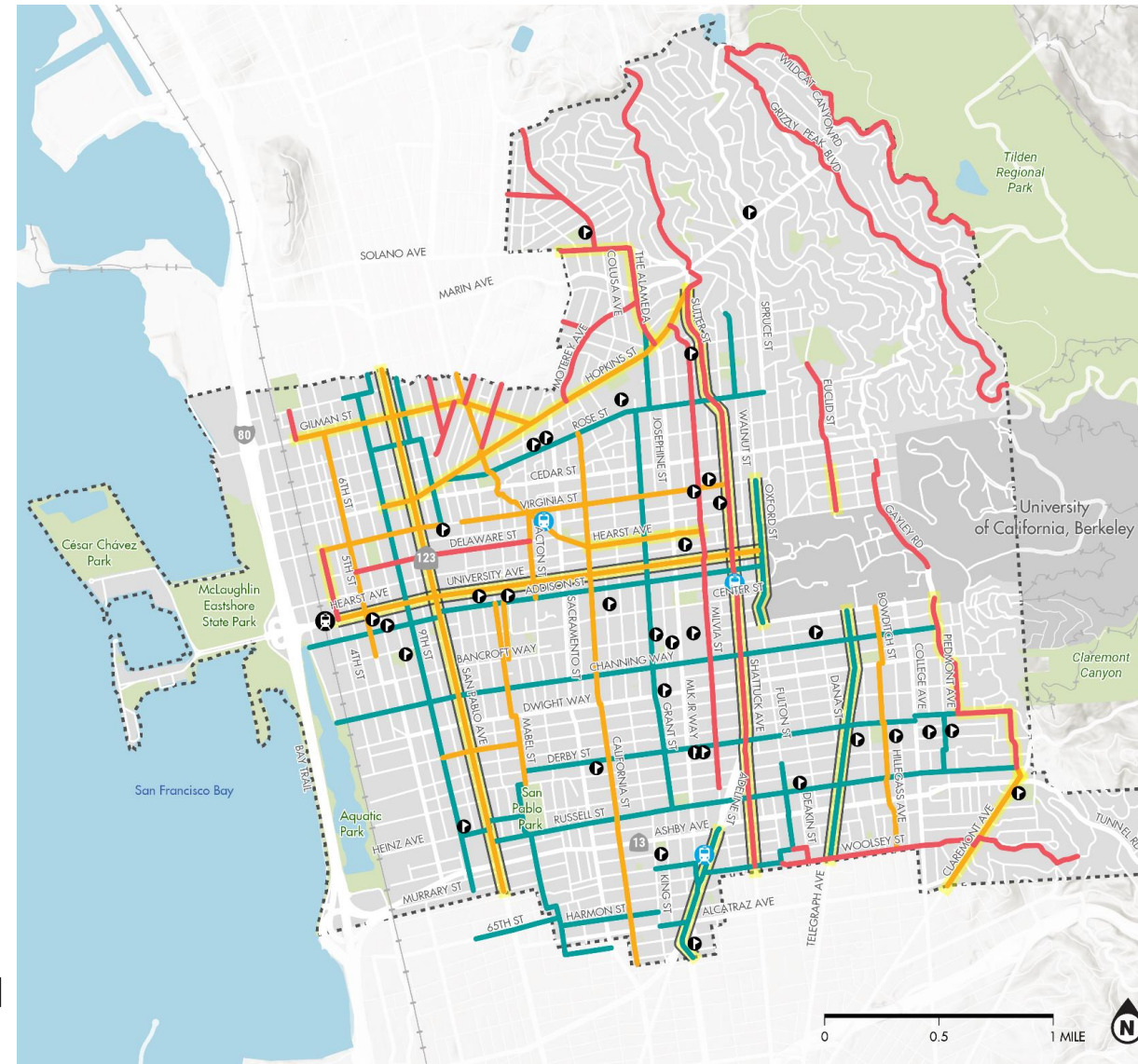
Telegraph Avenue Corridor – Complete Streets Study\*\*

Oxford Street Corridor – Complete Streets Study\*\*

**Key Project** (see next section)

\*Project already funded, underway, or grant application submitted

\*\*Separated Bikeway recommendations subject to completion of Complete Streets Corridor Study



## Corridors – Tier 2

### Tier 2 Corridors (Gold)

Hopkins Street Corridor – Complete Streets Study\*

Sixth Street Upgraded Bike Lanes Corridor\*\*

Mabel-Bonar Street Bicycle Boulevard Corridor\*\*

San Pablo Avenue Corridor – Complete Streets Study\*\*

University Avenue Corridor – Complete Streets Study\*

**Gilman Street Corridor – Complete Streets Study\***

Bowditch/Hillegass Bicycle Boulevard Corridor

California Street Bicycle Boulevard Corridor

Virginia Street Bicycle Boulevard Corridor

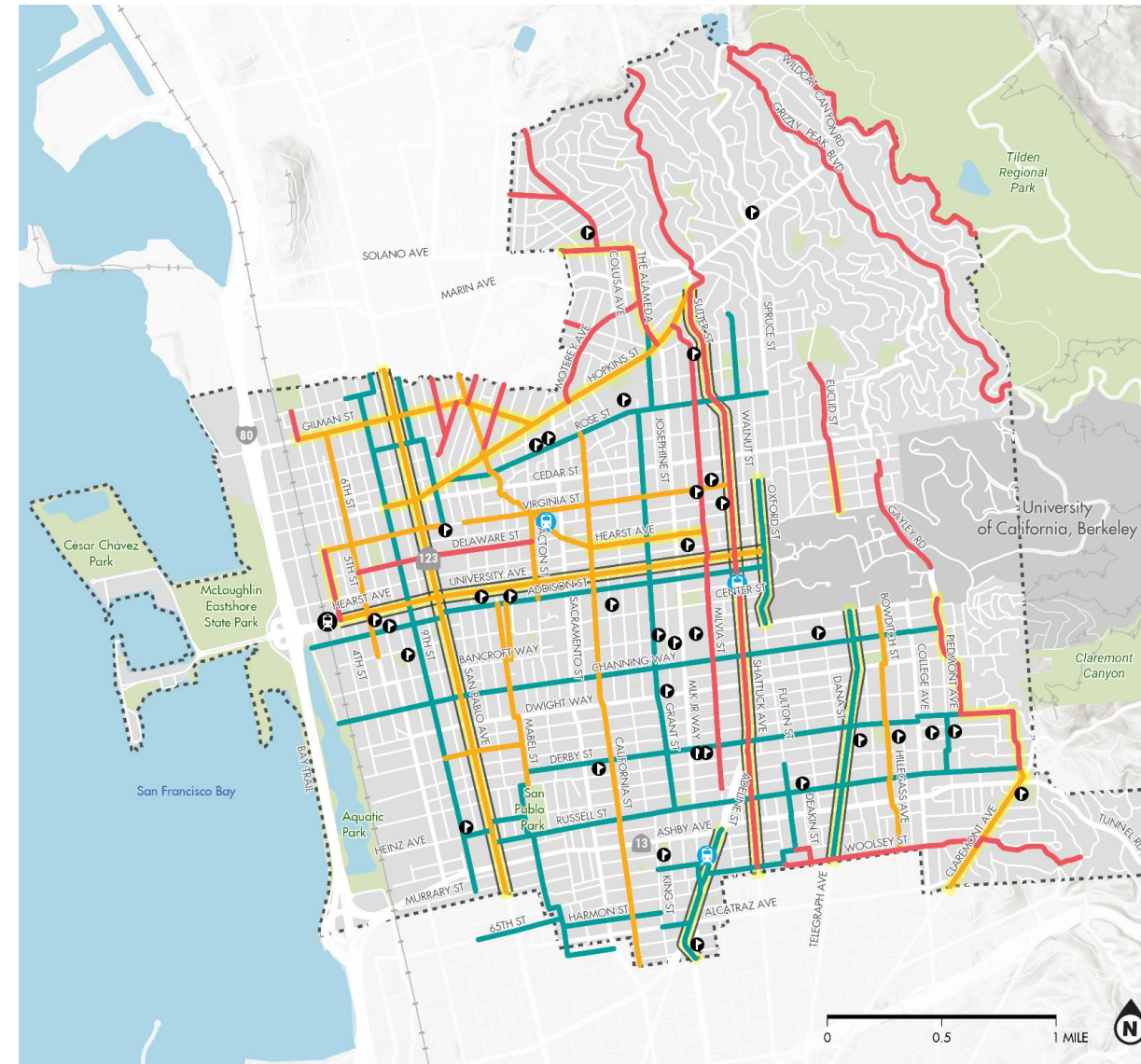
Ohlone Greenway Corridor\*\*

Claremont Avenue – Complete Streets Study\*

**Key Project** (see next section)

\*Separated Bikeway recommendations subject to completion of Complete Streets Corridor Study

\*\*Project already funded, underway, or grant application submitted





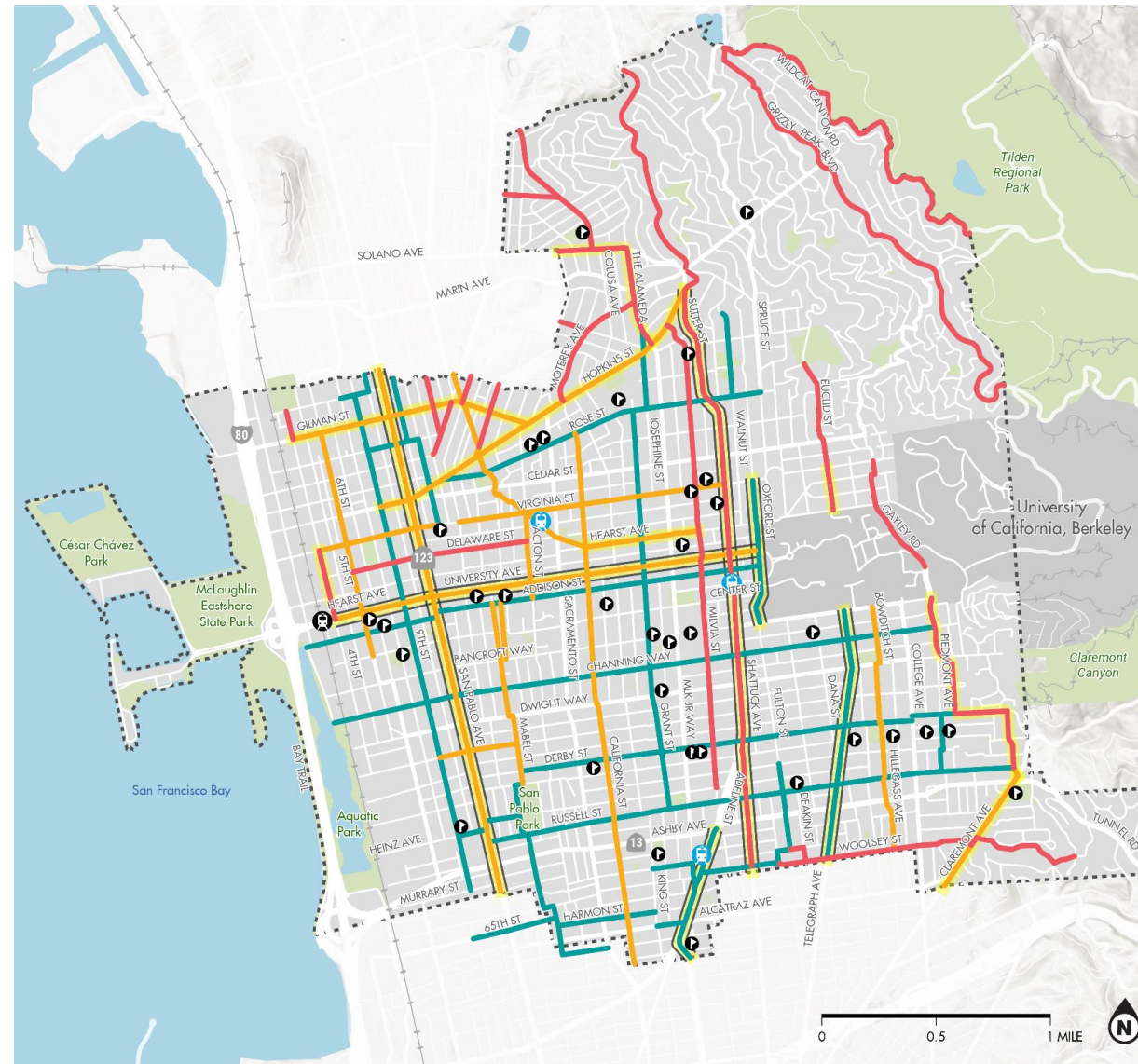
# Corridors – Tier 3

## Tier 3 Corridors (Red)

- Milvia Street Bicycle Boulevard Corridor
- Shattuck Avenue – Complete Streets Study\*
- Piedmont Ave to Claremont Ave – Complete Streets Study\*
- Woolsey Street & The Uplands Bicycle Boulevard Corridor
- Santa Fe Street & Albany Bike Routes
- Delaware Street Corridor
- Grizzly Peak Blvd and Berkeley Hills Bike Routes
- Euclid Street Corridor – Complete Streets Study\*\*
- Monterey Avenue Corridor – Complete Streets Study\*
- Northbrae Corridor – Complete Streets Study\*
- Fourth Street Corridor – Complete Streets Study\*\*
- Gayley Road Corridor

\*Separated Bikeway recommendations subject to completion of Complete Streets Corridor Study

\*\* Fourth Street & Euclid Street subject to Complete Streets Corridor Study due to potential for parking loss in business districts



# KEY PROJECTS

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## Key Projects

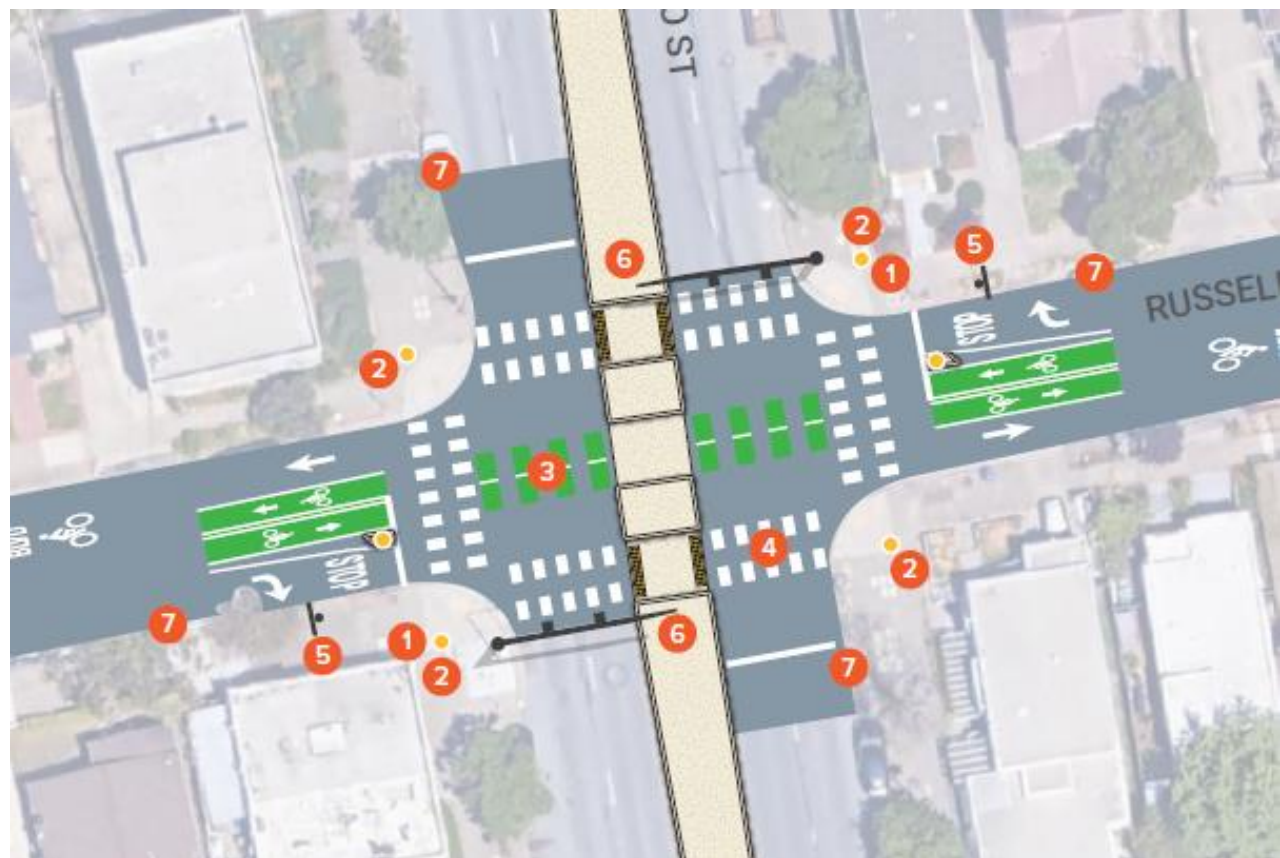
Key Projects selected in Spring 2025, combining public input, engineering judgement, and grant funding competitiveness.

Key Projects are developed as concept designs for future grant applications

1. **Gilman Street (Tier 2)**
2. **Derby Street (Tier 1)**
3. **Heinz Avenue (Tier 1)**
4. **Sacramento Street at Russell Street (Tier 1)**
5. **Sacramento Street at Channing Way (Tier 1)**

Key Projects did not use all criteria used for prioritization – reason why Gilman St is shown as Tier 2

### Pedestrian Hybrid Beacon crossing concept design on Russell Street at Sacramento Street



# BICYCLE BOULEVARD DESIGN GUIDE

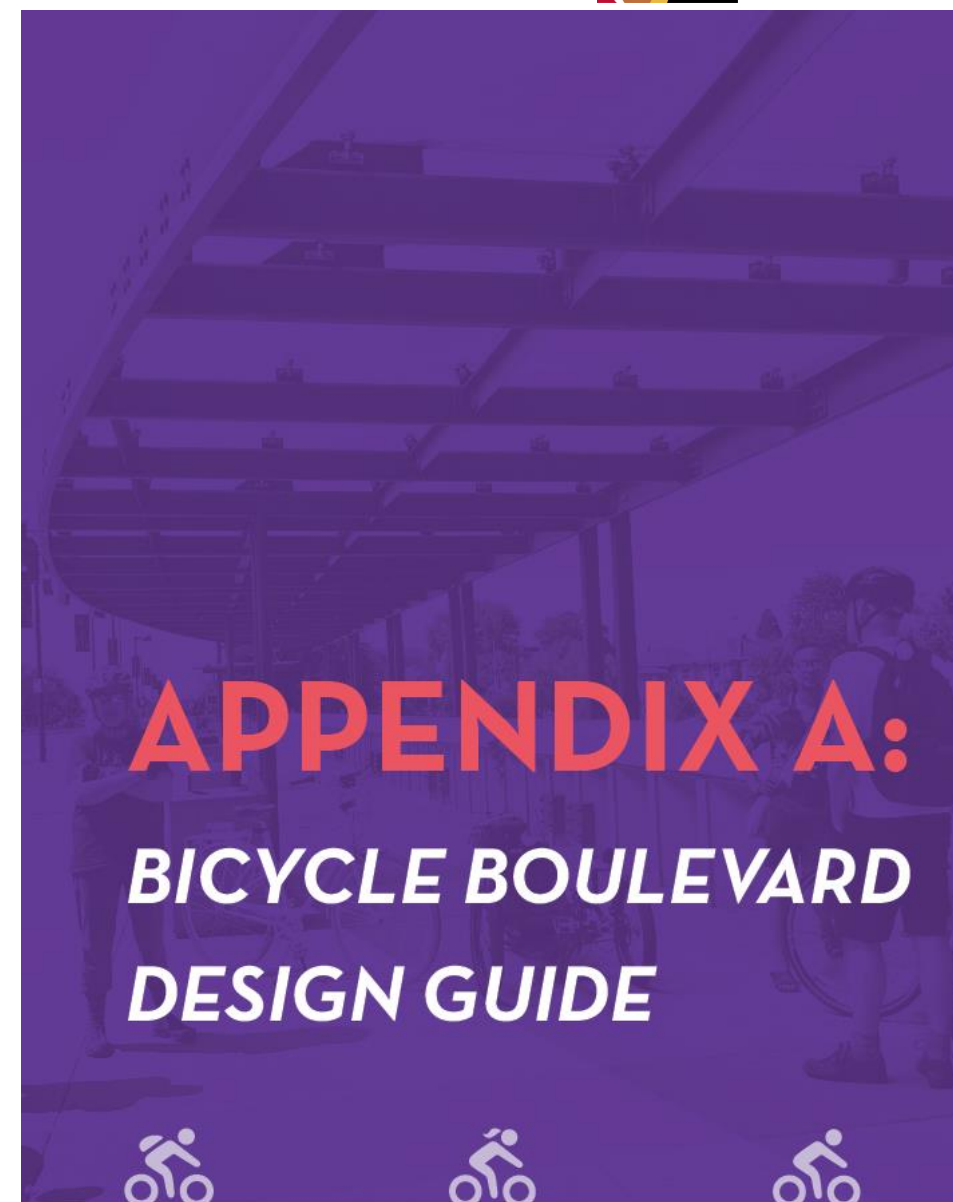
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## What's New?

- Updates for typical applications & design features of a Bicycle Boulevard
- Updated guidance for speed tables
- Updated guidance for traffic circles
- Updated guidance for local-to-local street traffic diverters
- Updated guidance for major-to-local street traffic diverters (median crossings)
- Updated Unsignalized Bikeway Crossing Treatments table



# NEXT STEPS



# NEXT STEPS

## AUGUST 2025

8/11 – **Draft Plan published**

8/18 – Transportation & Infrastructure Commission:  
Bike Plan Subcommittee

8/19 – Virtual Community Workshop

8/21 – Transportation & Infrastructure Commission  
*(Thursday evening)*

## SEPTEMBER 2025

9/26 – Draft Plan comment deadline

## OCTOBER 2025

10/9 – Final Plan published to project website

## NOVEMBER 2025

11/20 Transportation & Infrastructure Commission

## DECEMBER 2025/JANUARY 2026

# Final Plan at City Council



*thank you!*

*More questions?  
bicycleplan@berkeleyca.gov*

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## *Berkeleyans for Accessible Rights-of-Way*

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March 15, 2025 [*Updated April 23, 2025, to include additional signers*]

Mayor Adena Ishii  
Members of the Berkeley City Council  
2180 Milvia Street  
Berkeley, CA 94704

*Via email*

Subject: Recommendations on Berkeley's Bike Plan Update

Dear Mayor and Members of the City Council:

Berkeleyans for Accessible Rights-of-Way (BAROW) is an affiliation of groups and individuals focused on advancing the rights and interests of the senior and disability community regarding Berkeley's rights-of-way (i.e., streets and sidewalks). We offer these comments on the Berkeley Bike Plan Update in the hope and expectation that Berkeley will plan its public rights-of-way, including addressing the needs of cyclists, with the goal of achieving an accessible environment for all.

In Berkeley today, about 7 percent of people under 65 have disabilities.<sup>1</sup> Older adults routinely face mobility, vision, and hearing disabilities due to age, and Berkeley's senior population is rising. By 2030, 20 percent of adults are expected to be over 65.<sup>2</sup> It is also worth noting that most people will be temporarily or permanently mobility-limited at some point(s) in their lives. For people with disabilities, a more accessible environment is a necessity, not a luxury. Additionally, safe streets and sidewalks are important for the community in general, as safe infrastructure allows all people to move around their community while also preventing injuries and disabilities that can be caused by poor pavement and access barriers.

Given our city's need to prevent injuries and accommodate those with disabilities now and into the future, it makes sense to plan for more accessible public infrastructure. Successful planning requires an inclusive process from conception to implementation. Berkeley is the

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<sup>1</sup> U.S. Census, 2024. See <https://www.census.gov/quickfacts/fact/table/berkeleycitycalifornia/PST045224>. Also see Draft City of Berkeley Community Action Plan, 2023 Appendix A. [https://berkeleyca.gov/sites/default/files/legislative-body-meeting-attachments/DRAFT\\_2024\\_2025\\_Community%20Needs%20Assessment.pdf](https://berkeleyca.gov/sites/default/files/legislative-body-meeting-attachments/DRAFT_2024_2025_Community%20Needs%20Assessment.pdf)

<sup>2</sup> Age-Friendly Berkeley Action Plan (2018). <https://berkeleyca.gov/sites/default/files/2022-01/Age-Friendly-Berkeley-Action-Plan.pdf>

birthplace of the independent living movement, where people with disabilities are not viewed as the problem. Rather, we recognize that Berkeley's physical environment creates barriers to independent living. It is truly sad to see how far Berkeley has moved away from this vision. Much of the disabled community is overlooked, excluded, and forgotten by the City. In fact, if not corrected, Berkeley seems destined to re-segregate people with different abilities back into their homes and constricted environments, unable to move around their community independently.

### **The Bike Plan Update Should Emerge from a Holistic Planning Effort Guided by Compliance with Americans with Disabilities Act (ADA) Requirements**

Berkeley should plan its rights-of-way (ROWs) holistically, balancing the needs of all ROW users in all parts of the city. The Bike Plan should be one product of such holistic planning. Instead, the updated bike plan appears to have been developed with a single-minded focus on cyclists' needs. Far from removing literal and figurative barriers to accessibility, the bike tracks would actually build new concrete barriers.

The City's February 18, 2025, virtual presentation hosted by the Center for Independent Living (CIL) showed that the updated plan was created with only cyclists and no others in mind. As one participant noted, in its presentation to CIL and some 50 attendees, the City never, not even once, mentioned how the needs of people with disabilities were addressed in developing the plan or how they would be addressed in implementing the plan.<sup>3</sup>

Outreach for the updated bike plan began in 2022, with 14 different events held,<sup>4</sup> but members of the disability community apparently were not briefed until February 2025,<sup>5</sup> just six months before the final plan is to be adopted. While the planners "talked to over 900 residents and collected over 1,300 comments about how we should prioritize projects into the future,"<sup>6</sup> the signers of this letter are unaware of any prior outreach to the senior and disability communities.

The City has a record of not sufficiently accommodating the needs of people with disabilities in designing its recently completed projects, including the Southside Complete Streets project, the Milvia Street Bikeway, and the planned Adeline Corridor modifications. The lack of outreach and proper planning for accessibility is reflected in several undesirable features of these projects, including but not limited to:

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<sup>3</sup> Since the CIL presentation where this fact was pointed out by a participant, the City's consultant has reached out to at least a few people in the disability community to obtain feedback regarding problems posed by cycle tracks. This outreach is appreciated but does not substitute for a holistic planning process.

<sup>4</sup> Berkeley Bike Plan Focused Update (<https://berkeleybikeplan.org/#/what-we-heard/>) accessed March 2, 2025.

<sup>5</sup> Presentations were made to the City's Commissions on Aging and Disability and to CIL in February and March 2025.

<sup>6</sup> <https://berkeleybikeplan.org/#/what-we-heard> (accessed March 2, 2025).

- highly variable street designs that are confusing even for people without disabilities and, for persons with vision disabilities, are not sufficiently marked with required detectable warnings and Audible Pedestrian Signals (APS) that can distinguish among the various traffic flows;
- the absence of mid-block curb ramps, which requires people with mobility disabilities to utilize bike lanes to reach a corner curb ramp;
- the lack of reflective marking on mid-street barriers;
- cycle tracks that are too narrow to safely accommodate e-trike and mobility scooter users;
- two-way cycle tracks with e-bikes and e-scooters traveling at high speeds, which pose safety hazards to all pedestrians, particularly mobility and visually impaired people who cannot react quickly enough to avoid possible collisions. Even one-way cycle tracks create hazards for people navigating from a parked vehicle alongside a cycle track across the active cycle track to get to the sidewalk. Accessible vehicles with side ramps will have no option but to open their ramp directly into the active cycle track to exit their vehicle.

These are just a few examples of access barriers that are not only a safety issue (e.g., could result in severe injury or death to pedestrians and cyclists), but they also represent non-compliance with the law.

Holistic planning is the right approach regardless of any legal requirements because everyone stands to benefit. That said, the ADA offers clear legal requirements for access for people with disabilities, and these legal mandates are not optional. While there are no ADA Guidelines pertaining to bicycle lanes, courts have been quick to rely on the regulatory requirements of the ADA when public rights-of-way (ROW) are altered, requiring “to the maximum extent feasible...that the altered portion of the facility is readily accessible to and usable by individuals with disabilities.”<sup>7</sup> Newly installed cycle tracks and the ROWs that they impact are considered alterations under the ADA.

While we understand the City is attempting to increase the share of bicycle commuters relative to other modalities,<sup>8</sup> a single-minded focus on bicyclists is inappropriate and does not reflect a holistic approach benefiting all Berkeleyans.

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<sup>7</sup> No ADA guidelines pertaining specifically to bike lanes have been promulgated. However, the ADA provides, at 28 C.F.R. § 35.151 (b), that: “Each facility or part of a facility altered by, on behalf of, or for the use of a public entity in a manner that affects or could affect the usability of the facility or part of the facility shall, to the maximum extent feasible, be altered in such manner that the altered portion of the facility is readily accessible to and usable by individuals with disabilities, if the alteration was commenced after January 26, 1992.”

<sup>8</sup> About 31% of people commute by car, 16% by public transit, 14% by walking, and 5% by biking. See: U.S. Census, American Community Survey (ACS), 2023 5-Year Estimates, Commuting Characteristics by Sex.

In striking an appropriate balance when planning for the city's ROWs, the city should therefore consider the following:

- People with disabilities who have mobility limitations are often unable to walk more than a block or two from their destination, and some must be dropped off in front of their destination. Cycle tracks reduce the availability of vehicle parking, meaning those with mobility disabilities cannot walk to their destination. Cycle tracks can also create barriers that impede vehicle and wheelchair drop-off to homes, schools, shops, churches, community centers, entertainment venues, etc.<sup>9</sup>
- Most cyclists are sufficiently able-bodied that their cycling needs could be accommodated with a plan focusing primarily on bicycle boulevards, which do not impede access for any user group. Rather than accommodating cyclists with a door-to-door plan,<sup>10</sup> the City should consider whether a plan focused on improving the bicycle boulevard network can get cyclists within a reasonable walking distance of their destinations. Cyclists can park their bicycles (potentially in planned bike facilities on a bicycle boulevard) and walk to their destination on sidewalks, walk their bikes to their destination on sidewalks, or ride their bikes to their destination on a non-bicycle-boulevard street. (To the extent that Berkeleyans were surveyed for the update, the website report on the survey results suggests that improvements to the bicycle boulevard network, including improving safety at major intersections and improving pavement quality, would address the stated concerns.<sup>11</sup>)
- The negative impacts of bicycle infrastructure on Berkeley's disability population can be mitigated in project design (e.g., by providing curb ramps, additional pedestrian markings across cycle tracks, and sufficient disabled parking).<sup>12</sup>

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<https://data.census.gov/table?q=commute&g=160XX00US0606000>. Share by bicycle has declined from a 2014 peak of 8.5% to 6.2% in 2023 (also according to ACS data), despite a 22% increase in the student population over that time. See:

<https://www.universityofcalifornia.edu/about-us/information-center/historical-enrollment>

<sup>9</sup> For example, the drop-off zone at the ADA-compliant front entrance of the First Congregational Church of Berkeley, which frequently hosts concerts, speakers, and other public events in addition to church services, was eliminated when a cycle track was built on Dana Street as part of the Southside Complete Streets project.

<sup>10</sup> At the City's virtual presentation to CIL, the City's representative stated that barricaded cycle tracks were deemed necessary to enable cyclists to reach the door of their destination.

<sup>11</sup> The website states that "41% of comments expressed safety concerns about today's streets in Berkeley; 38% of comments focused on improving safety at major intersections; 30% of comments focused on improving the quality of bicycle network projects; and 10% of comments prioritized pavement quality and maintenance. <https://berkeleybikeplan.org/#/what-we-heard> (accessed March 7, 2025).

<sup>12</sup> For a discussion of these design strategies, see StreetsBlog SF, "Protected Bike Lanes, Seniors and the Disabled," (March 19, 2020). Available at:

<https://sf.streetsblog.org/2020/03/19/protected-bike-lanes-seniors-and-the-disabled>.

However, the city should retain an expert in the ADA and its architectural requirements to properly determine how the needs of people with all types of disabilities will be accommodated before deciding that a cycle track is feasible. Ultimately, accommodating all needs while retaining a cycle track may not be possible or desirable. For example:

- Cycle tracks generally require eliminating parking, which reduces available parking for people who can walk only limited distances. In addition, accessible parking must meet a ratio of total parking, which will further reduce parking for people who do not qualify for accessible parking but have mobility limitations.
- Cycle tracks may impede emergency access and evacuation. The evacuation study commissioned by the City will be released this spring, and its results should be a primary consideration in the draft plan.
- Widening the cycle track to accommodate tricycles may not be feasible in the available street space.
- Cycle tracks pose high risks to people with vision disabilities. Detectable warnings must be placed in appropriate places to alert people with vision disabilities before entering traffic. Also, Audible Pedestrian Signals must be set up to coordinate with bus, bike, and vehicular traffic.
- Cycle tracks with island bus stops are unsafe for visually impaired people.<sup>13</sup> The American Council of the Blind and others have called for new installations of floating bus stops to stop until more research is completed.<sup>14</sup>
- A cycle track, particularly a two-way cycle track, in front of a busy commercial area or community venue will increase hazards to pedestrians, particularly the vulnerable elderly population and people with mobility limitations. A drop-off zone at busy venues may not be feasible with a cycle track.

For all these reasons, the City needs to critically review whether bolstering the city's bicycle boulevard network, possibly with bike-parking facilities on those routes or elsewhere, would enable the most appropriate balancing of the needs of all street users. Moreover, the cost of completely mitigating the access and safety problems posed by cycle tracks, assuming complete mitigation is possible, raises the question of whether limited

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However, this resource does not address the need for visual, auditory, and tactile signals at intersections where bikes are crossing that inform pedestrians that bikes are approaching.

<sup>13</sup> The hazards posed by island bus stops are shown in this video from the City of Victoria in British Columbia, Canada: <https://www.youtube.com/watch?v=XJMol5KYaoE>.

<sup>14</sup> American Council of the Blind, comments to U.S. Department of Transportation regarding public right of way accessibility guidelines (PROWAG), September 23, 2024. [https://www.acb.org/sites/default/files/ACB\\_DOT%20PROWAG%20NPRM\\_comments.docx](https://www.acb.org/sites/default/files/ACB_DOT%20PROWAG%20NPRM_comments.docx)

public funds would be better spent on another approach, particularly given the dire condition of Berkeley's streets and sidewalks.<sup>15</sup>

Addressing ADA compliance as an afterthought could expose the City to costly legal challenges and potentially even costlier post-construction mitigation requirements. In 2020, a court held that the City of Los Angeles violated the ADA when it redesigned its streets to add protected bike lanes without considering accessibility.<sup>16</sup> The city had to pay attorneys' fees for both the individual suing Los Angeles and itself and remedy the inaccessibility with partial redesign of the cycle track. In 2022, several disability and other community groups sued the District of Columbia for its cycle tracks and the lack of accessibility that results for persons with disabilities. The case has been litigated fiercely now for two years and will likely go to trial. There are other settlements (not usually public) involving cycle tracks and accessibility where taxpayer money was used to build a cycle track that was ultimately agreed to cause inaccessibility, and then taxpayer money again had to be used to remove or remedy the cycle track. The city of Berkeley need not risk wasting taxpayer money on legal fees associated with litigating cycle tracks or removing/remediating the access barriers caused by cycle tracks.

### **The Bicycle Plan Update Needs to Meet the City's Complete Street Policy Study Requirements and State and Federal Safety Standards**

Apart from the two words "safety data" on the webpage on "Plan Recommendations,"<sup>17</sup> no information in the Bicycle Plan Update indicates that data has been collected on street, sidewalk, and bikeway usage and injuries (related and unrelated to vehicle traffic), as called for in the City's Complete Streets policy.<sup>18</sup> The City's policy requires collecting such data before implementing Complete Street projects. The City should study whether

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<sup>15</sup> Over 40% of Berkeley's streets are in poor to failed condition, according to the City (see <https://berkeleyca.gov/sites/default/files/documents/City%20of%20Berkeley%202022%20PMP%20Update%20PTAP%202023%20Final%20Report.pdf>), and the City's ADA violations database documents 111,000 ADA violations on our streets and sidewalks (statement of Thomas Gregory at February 19, 2025, Commission on Disability meeting). A July 2024 City assessment of Measure FF concludes that Measure FF's revenues will only bring average street conditions to a "fair" level by 2036. And Measure FF funds appear insufficient to correct ADA sidewalk violations by 2036 without property owner willingness (or City enforcement) and at least a 50% property owner contribution to repairs.

<sup>16</sup> [Sarfaty v. City of Los Angeles](#) (2019). For a discussion of this case, see ADA Update, "Bike Lanes Can Create Disability Barriers" (August 19, 2020). Available at: [https://ada-update.com/2020/08/19/bike-lanes-can-create-disability-barriers/#\\_ftn2](https://ada-update.com/2020/08/19/bike-lanes-can-create-disability-barriers/#_ftn2)

<sup>17</sup> Berkeley Bike Plan Focused Update (<https://berkeleybikeplan.org/#/recommendations>) accessed March 2, 2025.

<sup>18</sup> Berkeley's 2012 Complete Streets Policy. See <https://berkeleyca.gov/sites/default/files/2022-04/Berkeley%20Complete%20Streets%20Policy.pdf> at PDF-p. 9.

improvements to bicycle routes made in recent years have improved safety for all users and increased bicycle ridership.

Cycle tracks have been largely designed for ambulatory individuals who use two-wheeled bikes. Only about 6 percent of Berkeley's population uses bikes for commuting,<sup>19</sup> about the same as people with disabilities, not to mention people with temporary mobility limitations and the senior population. In short, there is absolutely no reason why a small population of cyclists should determine the city's infrastructure, put seniors and the disabled at risk of injury, and restrict public rights of way.

The updated plan appears to be based primarily on unscientific public outreach efforts, which, as noted above, have only recently included organizations representing disabled and senior communities. Recent "pop-up" events have involved passersby who apply sticky notes and dots to various poster boards. The value of such efforts is questionable. Moreover, the updated plan's map of responses to outreach efforts suggests that residents in the eastern portions of the city were excluded from the outreach effort, given a lack of comments in these areas.<sup>20,21</sup>

As the City's Vision Zero Action Plan recommends,<sup>22</sup> injury data should include whether the parties involved are disabled. The Vision Zero Action Plan calls for "shifting away from state crash data and toward use of BPD police report data." However, not all injuries are reported to BPD or involve a traffic collision. Rather, many people are injured solo due to poor sidewalk conditions and new street designs where public reports are not taken. Therefore, special outreach to vulnerable communities and targeted data collection efforts are needed.

A holistic ROW planning effort should, in addition to striving to meet all ADA requirements, assess whether state and federal safety design standards are being met on Berkeley's streets and sidewalks and bicycle routes, such as Caltrans' Highway Design Manual design standards, Caltrans' Manual on Uniform Traffic Devices (MUTCD), and AASHTO's "Guide for the Development of Bicycle Facilities." Again, we see no evidence in the Bike Plan update that such review and planning have been or will be conducted.

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<sup>19</sup> See note 8 above.

<sup>20</sup> <https://berkeleybikeplan.org/#/what-we-heard/> (accessed March 9, 2025).

<sup>21</sup> The Claremont-Elmwood Neighborhood Association felt the need to conduct its own survey regarding the need for a cycle track on Claremont Avenue. The survey was sent to 1,400 people and obtained 130 responses that were overwhelmingly opposed to such a cycle track, in part due to impacts on emergency evacuation.

<sup>22</sup> The Vision Zero Action Plan calls on the City to, among other things, "perform a robust assessment of other key gaps in safety datasets as part of the first update to this plan; and elevate community voices to understand the perception of safety and personal security in our most vulnerable communities."

## Next Steps

As discussed above, it is essential to adopt a comprehensive approach to public rights of way and collect the necessary data before formulating plans to address the requirements of cyclists. By all indications, such planning has not occurred. Therefore, BAROW recommends that the City take a step back before issuing its Draft Bike Plan Update, currently scheduled for May, to enable such planning. The newly available funding from 2024 Measure FF could provide the necessary funds for such comprehensive planning.<sup>23</sup>

We would welcome the opportunity to share further details regarding our perspective on the needs of seniors and people with disabilities on Berkeley's public rights-of-way as relates to planning for cyclists' needs and desires.

Sincerely,

Dr. Vincent Pineda, Executive Director  
Michai Freeman, Systems Change Advocate  
Center for Independent Living

Mike Cole  
Executive Director  
East Bay Center for The Blind

Erik Knaresboro and Michaela Tsztoo  
Founders  
Streets of Equality

Eugene Turitz  
Friends of Adeline

Helen Walsh  
Accessibility-Inclusion Advisor  
UCC Disaster Ministries  
-and-  
Member, Berkeley Disability Commission\*

Carol Crooks  
Betsy Morris  
Co-conveners  
Gray Panthers of Berkeley and the East Bay

Daveed Mandell  
Board Member  
California Council of the Blind\*

Rev. Kelly Colwell  
Rev. Molly Baskette  
Co-Senior Ministers  
First Congregational Church Berkeley

Patricia Nash, President  
Bayview Chapter  
California Council of the Blind

Bab Freiberg  
Executive Director  
Ashby Village

\*For identification purposes only

cc: Berkeley City Attorney Farimah Brown  
Christopher Kidd, Alta Planning + Design

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<sup>23</sup> Measure FF Sec. 7.11.010 states, "Proceeds of the tax may be used to pay or reimburse the City for actual, verifiable costs of City staff when they are performing work on, or necessary and incidental to, projects funded by the tax, or public input, oversight, and accountability elements required by this chapter.

Commission on Aging  
Commission on Disability

INDIVIDUALS IN SUPPORT OF THE RECOMMENDATIONS  
OF BERKELEYANS FOR ACCESSIBLE PUBLIC RIGHTS-OF-WAY ON BIKE PLAN UPDATE  
*As of April 23, 2025*

Susan	Aberg	Howard	Hertz	Joel	Myerson
Eileen	Adams	Bill	Hickman	Doris	Nassiry
Camille	Antinori	Carol	Hirth	Nguyen	Nguyen
Joan	Barnett	Kris	Hodges	Jennifer	Nixon
Carmen	Baskette	Andrea	Hosmer	William	Popper
Alison	Beck	Paul	Huston	Gary	Pratt
Anna	Boersma	Susanne	Huttner	Patricia	Pratt
Lisa	Chow	Candace	Hyde-Wang	Peggy	Radel
Ron	Choy	Steve	Jackson	Nancy	Rader
Jim	Coates	Ellie	Jay	Matthew	Reed
David	Coolidge	Margaret	Kavanaugh-Lynch	Catherine	Ryan
Tony	Corman	Flora	Keilch	Gloria	Schild
Linda	Crebbin	Kathleen	Keller	David	Shiver
Amber	Crowley	Mary-Lee	Kimber Smith	Susan	Shome
Kaleo	Crowley	Kori	Kody	Margot	Smith
Gary	Dahl	Jean	Krois	Ben	Spielman
Effie	Dilworth	Eunice	Kwon	Laura	Spielman
Jeremy	Fish	Rev. August	LaPerche	Deborah	Streeter
Kirk	Foster	Jonell	Lucas	Janet	Stromberg
Eric	Friedman	Doris	Lynch	Peter	Sussman
Joan	Garvin	Julia	Madore	Rev. Hannah	Turner
Isabelle	Gaston	Joan	Martin	Martha	Vognar
Norm	Gelbart	Marcy	McGaugh	Charles	Webb
Diana	Graham	Kristina	McNaught	Mary Susan	Webb
Julia	Greer	Evan	Meyer	Cheryl	White
Louise	Halsey	Charles	Monroe	Rebecca	Wright
Kerrie	Hein	Laura	Monroe		

August 14, 2025

From: Charles Siegel  
To: Transportation Commissioners and Staff  
Re: Draft Bike Plan - Agenda of August 21, 2025

The draft Bike Plan is a great improvement over the 2017 Bike Plan, but one major defect should be corrected: the map of Recommended Low-Stress Bikeway Intersection Control Improvements (Figure 14 on p. 93) requires upgrades to some crossings and does not conform to the Unsignalized Crossing Treatment Progression Table (Table 9 on p. 91).

Notice that the Progression Table does not include RRFBs alone as a crossing treatment and includes All-Way Stops. But the Map of Intersection Controls does include RRFBs alone at crossings and does not include All-Way Stops among the symbols explained at the bottom of the map.

The Map also contains some crossing controls that would not be safe and convenient and that should be upgraded.

Because safe crossings are so important to the success of Bike Boulevards, Figure 14 should be revised, and there should be opportunity for public comment on the map after revision.

Generally, I recommend:

- RRFB+Median should be used on two-lane streets but not on four-lane streets. For example, we can see that a Median has made Dwight/California a safe crossing (even without an RRFB), but we used a PHB at San Pablo/Virginia because it would obviously be unsafe to use an RRFB on that four-lane street. Yet the map uses an RRFB at University/Grant, which is a difficult crossing of a four-lane street like San Pablo/Virginia.
- The map should include future upgrades for current projects that use RRFBs alone. A couple of projects with RRFBs alone at crossings are underway, planned according to the 2017 Bike Plan. These projects should go ahead with RRFBs as planned, but this map in the Bike Plan should specify how they will be upgraded in the future.
- There is an inscrutable symbol on the map that looks like a flag within a black dot. This should be explained in the list of symbols below the map.

I recommend these changes in the map for specific intersections:

- **9th/Virginia:** Proposed: No improvement. Should be: A four-way stop at this intersection of two bicycle boulevards.
- **Addison/Curtis/Lehua Way:** Proposed: No improvement. Should be: A four-way stop and/or raised intersection. This improvement is needed to facilitate a safe route to Oxford Elementary.
- **Emeryville Greenway/Folger:** Proposed: No improvement. Should be: A raised crossing plus the existing RRFB.
- **Russell/Adeline, Addison/MLK:** recommend a Median+RRFB on a four-lane street and should be upgraded to a PHB or Traffic Signal: (Note that Addison/MLK already has a

Median+RRFB and it is not adequate.)

- **Alcatraz/Idaho, Shattuck/Woolsey, Stannage/Cedar, Stannage/Hopkins, Kains/Gilman, Milvia/Hopkins:** recommend an RRFB alone and should be upgraded to a four-way stop or median+RRFB.

With these changes to create safer crossings and with traffic calming, the Bike Boulevards could provide a network of secure streets that would attract people who are now unwilling to bicycle because it is dangerous.

Thanks for considering these suggestions,  
Charles Siegel



## **INTERSECTION SAFETY ASSESSMENT** **CALIFORNIA STREET and ADA STREET**

### **I. OBJECTIVE**

Upon preparing an intersection safety assessment, the Public Works – Transportation Division completes a study of intersection conditions, such as volumes, sight lines, speeds, and reported collision histories. The results of this study are measured against minimum criteria adopted by the City, and when additional measures are not justified, we do not recommend them.

Traffic evaluations included in this intersection safety assessment include:

- A. ADDITION OF TRAFFIC CONTROL DEVICES
- B. MARKING OF CROSSWALKS
- C. SPEEDS & TRAFFIC CALMING NEEDS
- D. SIGHTLINES
- E. TURNING RADII & MANEUVERABILITY
- F. COLLISION HISTORY
- G. INTERSECTION GEOMETRY

Staff has completed their data collection, review, and analysis of the intersection and has briefed the findings in this report.



## II. DATA COLLECTION

The data collected for this assessment are summarized in this section.

### A. FIELD OBSERVATIONS

#### ➤ Intersection geometry

- Diverters installed diagonally from the northwest corner to the southeast area of the intersection
- Chamfered southeast corner
- California Street, north of Ada Street, intersects at an approximate angle of 75 degrees
- California Street, south of Ada, has a downward slope towards the intersection

#### ➤ California Street, from Hopkins Street to Ada Street

- Two-lane, north-west, undivided local roadway
- 25 MPH Posted Speed Limit
- Class III Bicycle Boulevard
- Roadway width = 40 feet; Block length = 320 feet
- Unmarked northern crosswalk located at the Ada intersection
- Uncontrolled at the intersection

#### ➤ California Street, from Rose Street to Ada Street

- Two-lane, north-west, undivided local roadway
- 25 MPH Posted Speed Limit
- Class III Bicycle Boulevard
- Roadway width = 36 feet; Block length = 360 feet
- Unmarked southern crosswalk located at the Ada intersection
- Uncontrolled at the intersection



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Transportation Division

- Ada Street, from Sacramento Street to California Street
  - Two-lane, east-west, undivided local roadway
  - 25 MPH Posted Speed Limit
  - Roadway Width = 36 feet; Corridor Length = 460 feet
  - Unmarked western crosswalk located at the California intersection
  - Uncontrolled at the intersection
  - Northside street sweeping / no parking – 12:30 PM to 3:30 PM, 2<sup>nd</sup> Thursday of the month
  - Southside street sweeping / no parking – 12:30 PM to 3:30 PM, 2<sup>nd</sup> Friday of the month
  
- Ada Street, from McGee Street to California Street
  - Two-lane, east-west, undivided local roadway
  - 25 MPH Posted Speed Limit
  - Roadway Width = 36 feet; Corridor Length = 300 feet
  - Unmarked western crosswalk located at the California intersection
  - Stop-controlled at the California intersection
  - Northside street sweeping / no parking – 12:30 PM to 3:30 PM, 2<sup>nd</sup> Thursday of the month
  - Southside street sweeping / no parking – 12:30 PM to 3:30 PM, 2<sup>nd</sup> Friday of the month

**B. DIMENSIONS AND MEASUREMENTS**

Dimensions of the red curbs, driveways, curb lengths between curb cuts, and curb ramps are noted in Figure 1.



Figure 1. California Street and Ada St intersection measurements

### C. ROADWAY GRADES / SLOPES

Using a smart level, staff measured the roadway slope at seven (7) intersection approach locations. Eastbound Ada Street, westbound Ada Street, and northbound California Street sloped towards the intersection, while southbound California Street was nearly flat and sloped away from the intersection.

The roadway grades and their approximate locations of measurement, marked by the placement of the arrow on the figure, are depicted in Figure 2.



Figure 2. Roadway Grades / Slopes

D. VOLUMES

Various volume data was collected as part of this safety assessment, including turning movement counts (TMC), average daily traffic (ADT), and volumes by vehicle classifications.

➤ Turning Movement Counts (TMC)

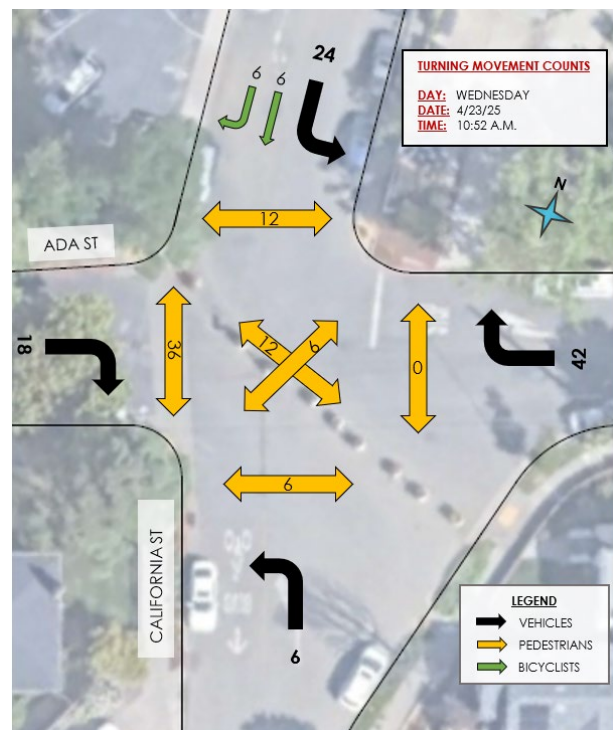
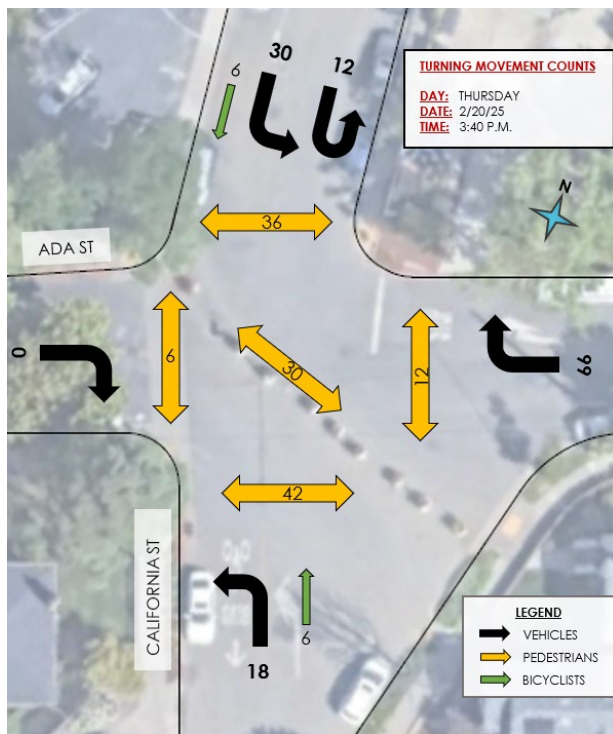
Staff collected a manual turning movement count on two (2) separate days – Thursday, February 20, 2025 and Wednesday, April 23, 2025. These counts were collected during non-peak times to reflect typical traffic patterns.



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There was no rain on the collected days and February 20, 2025 was sunny and bright while the weather on April 23, 2025 was overcast.

The extrapolated turning movement counts captured volumes for vehicles, pedestrians, and bicyclists. The volumes from February 20, 2025 is summarized in Figure 3 and the volumes from April 23, 2025 is summarized in Figure 4.



**Figure 3.** Turning Movement Counts on 2/20/25      **Figure 4.** Turning Movement Counts from 4-23-25

➤ Average Daily Traffic (ADT)

In addition to turning movement counts, three-day 24-hour average daily traffic (ADT) volumes were collected for California Street. The ADT data on California Street, north of Ada Street, was collected from Tuesday, February 25, 2025 to Thursday, February 27, 2025 and the ADT data on California



Street, south of Ada Street, was collected on Tuesday, March 18, 2025 to Thursday, March 20, 2025. This ADT data is summarized in Tables 1 and 2.

**Table 1.** ADT for California Street, north of Ada Street

<b>AVERAGE DAILY TRAFFIC (VEHICLES)</b>			
<b>DATE</b>	<b>NORTHBOUND</b>	<b>SOUTHBOUND</b>	<b>TOTAL</b>
<b>2/25/2025</b>	689	624	1314
<b>2/26/2025</b>	725	606	1331
<b>2/27/2025</b>	741	587	1328
<b>Average</b>	<b>718</b>	<b>606</b>	<b>1324</b>

Table 1 summarizes the ADT for California Street, north of Ada Street, between Ada Street and Hopkins Street. The northbound volumes represent the number of vehicles leaving the intersection while the southbound volumes represent the volume of vehicles entering the intersection.

**Table 2.** ADT for California Street, south of Ada Street

<b>AVERAGE DAILY TRAFFIC (VEHICLES)</b>			
<b>DATE</b>	<b>NORTHBOUND</b>	<b>SOUTHBOUND</b>	<b>TOTAL</b>
<b>3/18/2025</b>	124	175	299
<b>3/19/2025</b>	143	174	317
<b>3/20/2025</b>	150	161	311
<b>Average</b>	<b>139</b>	<b>170</b>	<b>309</b>

Table 2 summarizes the ADT for California Street, south of Ada Street, between Ada Street and Rose Street. The northbound volumes represent the number of vehicles entering the intersection while the southbound volumes represent the volume of vehicles leaving the intersection.













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➤ Vehicle Classifications

Data on the vehicle classification types, as defined by the Federal Highway Administration (FHWA), was collected concurrently with the ADT. Table 3 summarizes the various vehicle classification types.

**Table 3.** FHWA Vehicle Classifications

<p><b>1. Motorcycles</b> 2 axles, 2 or 3 tires</p> 	<p><b>2. Passenger Cars</b> 2 axles, can have 1- or 2-axle trailers</p> 	<p><b>3. Pickups, Panels, Vans</b> 2 axles, 4-tire single units Can have 1 or 2 axle trailers</p> 	<p><b>4. Buses</b> 2 or 3 axles, full length</p> 
<p><b>5. Single Unit 2-Axle Trucks</b> 2 axles, 6 tires (dual rear tires), single-unit</p> 	<p><b>6. Single Unit 3-Axle Trucks</b> 3 axles, single unit</p> 	<p><b>7. Single Unit 4 or More-Axle Trucks</b> 4 or more axles, single unit</p> 	<p><b>8. Single Trailer 3- or 4-Axle Trucks</b> 3 or 4 axles, single trailer</p> 
<p><b>9. Single Trailer 5-Axle Trucks</b> 5 axles, single trailer</p> 	<p><b>10. Single Trailer 6 or More-Axle Trucks</b> 6 or more axles, single trailer</p> 		

The three-day total volumes of the various vehicle classification types entering the California Street and Ada Street intersection are summarized in Table 4.

**Table 4.** Vehicle Classifications Entering the Intersection

VEHICLE CLASSIFICATION		NORTHBOUND	SOUTHBOUND
1	Motorcycles	5	42
2	Passenger Cars	350	1,613
3	Pickups, Vans	46	102
4	Buses	2	0
5	Single Unit 2-Axle Trucks	7	46
6	Single Unit 3-Axle Trucks	7	7
7	Single-Unit $\geq$ 4-Axle Trucks	0	0
8	Single Trailer 3- or 4-Axle Trucks	0	4
9	Single Trailer 5-Axle Trucks	0	4
10	Single Trailer $>$ 6-Axle Trucks	0	0



E. SPEEDS

Concurrently with the three-day 24-hour ADT and vehicle classification volumes data collection, vehicular travel speeds were also collected for California Street. The data on California Street, north of Ada Street, was collected from Tuesday, February 25, 2025 to Thursday, February 27, 2025 and the data on California Street, south of Ada Street, was collected on Tuesday, March 18, 2025 to Thursday, March 20, 2025. The 85<sup>th</sup> percentile speed data, the speed that 85% of the traffic is traveling or slower, for both locations are summarized in Tables 5 and Table 6.

**Table 5.** Speeds on California Street, north of Ada Street

DATE	85 <sup>th</sup> PERCENTILE SPEED (MPH)	
	NORTHBOUND	SOUTHBOUND
2/25/2025	16	17
2/26/2025	17	18
2/27/2025	14	16
<b>Average</b>	<b>16</b>	<b>17</b>

Table 5 summarizes the 85<sup>th</sup> percentile speeds for California Street, north of Ada Street, between Ada Street and Hopkins Street. The northbound speeds represent the speed of vehicles leaving the intersection while the southbound values represent the speeds of vehicles entering the intersection. The average 85<sup>th</sup> percentile speed for southbound California Street, north of Ada Street, approaching the intersection was 17 miles per hour (MPH).



**Table 6.** Speeds on California Street, south of Ada Street

DATE	85 <sup>th</sup> PERCENTILE SPEED (MPH)	
	NORTHBOUND	SOUTHBOUND
3/18/2025	25	24
3/19/2025	24	24
3/20/2025	24	24
<b>Average</b>	<b>24</b>	<b>24</b>

Table 6 summarizes the 85<sup>th</sup> percentile speeds for California Street, south of Ada Street, between Ada Street and Rose Street. The northbound speeds represent the speed of vehicles entering the intersection while the southbound values represent the speed of vehicles leaving the intersection. The average 85<sup>th</sup> percentile speed for northbound California Street, south of Ada Street, approaching the intersection was 24 miles per hour (MPH).

F. COLLISION DATA

An investigation of the 10-year reported collision history from January 1, 2015 to December 31, 2024 revealed three (3) reported collisions, summarized in Table 7. Two (2) of the collisions occurred within a 12-month period of each other.



**Table 7.** Collision History

DATE	TIME	PARTY #1	PARTY #2	PARTY #3	COLLISION TYPE	PRIMARY COLLISION FACTOR	INJURY
10/6/2019	12:33	Bicyclist	n/a	n/a	Hit Object	Unsafe Speed	1
4/2/2019	7:55	Vehicle	Parked Vehicle	n/a	Sideswipe	Unsafe Starting or Backing	0
7/3/2016	15:10	Vehicle	Parked Vehicle	Pedestrian	Rear-End	Unsafe Starting or Backing	1

A collision diagram with approximate collision locations is found below in Figure 4.



**Figure 4.** Collision Diagram



### III. EVALUATION

The intersection safety assessment includes the evaluation of several factors summarized in this section.

#### A. TRAFFIC CONTROL DEVICES (ALL-WAY STOP)

The California Department of Transportation has guidelines for the engineering study of a multi-way stop sign installation (Table 8). These criteria may be found in Section 2B.07 of the California Manual on Uniform Traffic Control Devices.

**Table 8.** Criteria for a Multi-Way Stop Sign Installation

CRITERIA		
<b>A</b>	Where traffic control signals are justified, the multi way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.	
<b>B</b>	A collision history, as indicated by five (5) or more reported crashes in a 12-month period that are susceptible to correction by a multi way stop installation. Such collisions include right and left turn collisions as well as right angle collisions.	
<b>C</b>	<b>1</b>	The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any eight hours of an average day, <b>AND</b>
	<b>2</b>	The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same eight hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, <b>BUT</b>
	<b>3</b>	If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70% of the above values.
<b>D</b>	Where no single criterion is satisfied, but where Criteria B, C1, and C2 are all satisfied to 80% of the minimum values. Criterion C3 is excluded from this condition.	



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➤ Criteria A

A traffic signal is not justified at this location; therefore, the multi-way stop would not serve as an interim measure while arrangements for the installation of the traffic control signal are being made.

➤ Criteria B

Collisions that are susceptible to correction by a multi-stop installation include broadside and turning collisions. A summary of the 10-year collision history, from 01/01/2015 to 12/31/2024, is summarized in Table 9. The three (3) reported collisions were of collision types that are not susceptible to correction. Hence, the intersection did not meet the collision threshold of five (5) reported collisions susceptible to correction by a multi-way stop installation.

**Table 9.** Collision Types

DATE	COLLISION TYPE	SUSCEPTIBLE TO CORRECTION?
10/6/2019	Hit Object	NO
4/2/2019	Sideswipe	NO
7/3/2016	Rear-End	NO

➤ Criteria C-1

The extrapolated manual turning movement counts collected on Thursday, 2/20/2025 and Wednesday, 4/23/2025 are summarized in Table 10.

**Table 10.** One-Hour Vehicular Estimates

DATE	NORTHBOUND	SOUTHBOUND	TOTAL
2/20/2025	18	42	60
4/23/2025	6	24	30



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The estimated vehicular volume entering the intersection from California Street approaches, for both approaches, was 60 vehicles per hour on 2/20/2025 and 30 vehicles per hour on 4/23/2025, which are lower than the threshold of 300 vehicles per hour for any eight hours of a typical day from the major street. Hence, Criteria C-1 was not met.

➤ Criteria C-2

Meeting Criteria C requires that Criteria C-1 is met. As shown in the evaluation of Criteria C-1 above, it has already been determined that Criteria C cannot be met. However, for the purpose of providing a comprehensive evaluation, Criteria C-2 values were calculated.

**Table 11.** Extrapolated One-Hour Combined Volume Estimates

DATE	VEHICLES	BICYCLISTS	PEDESTRIANS	TOTAL
2/20/2025	66	0	78	144
4/23/2025	60	0	18	78

The total estimated combined vehicle-bicyclists-pedestrian volume entering the intersection from Ada Street approaches (total of both approaches) was 144 units per hour on 2/20/2025 and 78 units per hour on 4/23/2025, which are lower than the threshold of 200 vehicles per hour for any eight hours of a typical day from the minor street. Hence, Criteria C-2 was not met on either day.

➤ Criteria C-3

The 85<sup>th</sup> percentile approach speed of the major street California Street does not exceed 40 mph, so Criteria C3 is not applicable to the intersection.



➤ Criteria D

Criteria D is met when Criteria B, Criteria C-1, and Criteria C-2 are all satisfied to 80% of the minimum values. As shown in Table 12, Criteria B is not satisfied to 80% of the minimum value of four (4) collisions in a 12-month period. Criteria C-1 is not satisfied to 80% of the minimum value of 240 vehicles per hour and Criteria C-2 is not satisfied to 80% of the minimum value of 160 units per hour. Therefore, Criteria D thresholds have not been met.

**Table 12.** Criteria B and C Summary

DATE	CRITERIA B (collisions)	CRITERIA C1 (vehicles/hour)	CRITERIA C2 (units/hour)
80% of Min	4	240	160
2/20/2025	2	60	174
4/23/2025	2	30	96

The intersection of California Street and Ada Street meets zero (0) of the four (4) all-way stop warrants as summarized in Table 13. Therefore, an all-way stop at the intersection is not recommended.

**Table 13.** All-Way Stop Case Results

CRITERIA	THRESHOLD	INTERSECTION RESULT	CASE RESULT	
A	Yes	No	Not Satisfied	
B	5	2	Not Satisfied	
C	C-1	300	60	Not Satisfied
	C-2	200	174	Not Satisfied
	C-3	Yes	No	Not Applicable
D	B	4	2	Not Satisfied
	C-1	240	60	Not Satisfied
	C-2	160	174	Not Satisfied



**B. CROSSWALKS**

The crosswalk guidelines used for this analysis are consistent with Section 3B.18 of the latest version of the California MUTCD and provide additional guidance subject to engineering judgment on a case-by-case basis.

The decision-making processes for marking crosswalks are different dependent on whether the location is controlled or uncontrolled by traffic signals, stop signs, or pedestrian hybrid beacons.

Figure 5 shows the labels assigned for each unmarked crosswalk at the California Street and Ada Street intersection. Crosswalk 1 is controlled by a stop sign and represents a controlled crossing, shaded orange in the figure. Crosswalks 2 to 4 are uncontrolled crossings and are shaded in blue.



**Figure 5.** Unmarked Crosswalks at the Study Intersection



➤ Controlled Crosswalk 1

At controlled intersection approaches, crosswalks should only be marked if one of the following conditions in Table 14 apply.

**Table 14.** Criteria for Marking Crosswalks at Controlled Approaches

<b>CRITERIA FOR CONTROLLED APPROACHES</b>	
<b>A</b>	The crosswalk is located in a school zone, defined by the CA MUTCD as designated roadway segment approaching, adjacent to, and beyond school buildings or grounds, or along which school related activities occur. Typically extending 500 feet from school grounds, <b>OR</b>
<b>B</b>	Elderly or disabled pedestrian volumes of 20 or more are expected during the peak hour of pedestrian demand, <b>OR</b>
<b>C</b>	Pedestrian volumes of 60 or more are expected during the peak hour of pedestrian, <b>OR</b>
<b>D</b>	Safety or efficiency reasons dictate directing pedestrians to a particular leg of the intersection.

○ Criteria A

Crosswalk 1 is not located within a school zone (500 feet from school grounds). Thus, Criteria A has not been met.

○ Criteria B

Elderly or disabled pedestrians of 20 or more are not expected during the peak hour; therefore, Criteria B has not been met.

○ Criteria C

The ten-minute manual volume spot checks collected on Thursday, 2/20/2025 and Wednesday, 4/23/2025 were extrapolated to one hour and summarized in Table 15.

**Table 15.** One-Hour Pedestrian Estimates

<b>DATE</b>	<b>PEDESTRIANS</b>
2/20/2025	6
4/23/2025	0



The total estimated pedestrian volume is 6 pedestrians, which is much lower than the 60 pedestrians outlined in Criteria C.

- o Criteria D

If uncontrolled Crosswalks 2, 3, and 4 meet minimum requirements for marked crosswalks, then controlled Crosswalk 1 will also be marked to encourage pedestrians to use a controlled crossing when crossing Ada Street.

- Uncontrolled Crosswalks 2, 3, and 4

At uncontrolled intersection approaches, crosswalks should only be marked if the following conditions in Table 16 apply.

**Table 16.** Criteria for Marking Crosswalks at Uncontrolled Approaches

<b>CRITERIA FOR UNCONTROLLED APPROACHES</b>	
<b>A</b>	There is sufficient demand (see Demand section below*); <b>AND</b>
<b>B</b>	The location is more than 300 feet from a controlled crossing location; <b>AND</b>
<b>C</b>	Adequate stopping sight distance exists between approaching motorists and pedestrians starting to cross the street at the crosswalk; <b>AND</b>
<b>D</b>	The location has street lighting adjacent to the crosswalk; <b>AND</b>
<b>E</b>	Safety considerations arising from roadway configuration, vehicle volumes or vehicle speeds do not preclude marking a crosswalk.

\*Demand for Uncontrolled Locations

At uncontrolled intersection approaches, crosswalks should be considered for marking only if there is sufficient demand according to the following criteria:

- 1) The crosswalk is located in a school area; **OR**
- 2) Pedestrian volumes of 15 or more per hour are expected during multiple hours throughout the day; **OR**
- 3) Pedestrian volumes of 20 or more are expected during the peak hour of pedestrian demand; **AND**
- 4) Pedestrians have fewer than five gaps in traffic per five-minute period.



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o Criteria A-1

Crosswalks 2 to 4 are not located within a school zone, defined by the California MUTCD as 500 feet from school grounds. Thus, Criteria A-1 has not been met for all the crosswalks.

o Criteria A-2

The ten-minute manual volume spot checks collected on Thursday, 2/20/2025 and Wednesday, 4/23/2025 were extrapolated to one hour and summarized in Table 17.

**Table 17.** One-Hour Pedestrian Estimates for Uncontrolled Crosswalks

	CROSSWALK #		
	2	3	4
PEDESTRIANS PER HOUR	36	36	28

The pedestrian demand at Crosswalk 2, 3, and 4 have an estimated average of 36, 36, and 42 pedestrians per hour, respectively, which meets the demand criteria of 15 or more per hour. Thus, Crosswalks 2, 3, and 4 satisfy Criteria A-2 for minimum pedestrian demand.

o Criteria A-3

Minimum volumes of 20 pedestrians or more during the peak hour combined with having fewer than five (5) gaps in traffic to cross per five-minute period are required for satisfying Criteria A-3.

Crosswalks 2, 3, and 4 are expected to have 20 pedestrians or more during the peak hour but because there were more than five (5) gaps in traffic to cross, Crosswalks 2, 3, and 4 do not meet Criteria A-3.



- Criteria B

The distance to the next controlled crossing location was measured at 330 feet, 460 feet, and 360 feet for Crosswalk 2, 3, and 4, respectively. These distances meet the threshold for Criteria B.

**Table 18.** Distance from a Controlled Crossing Location

	CROSSWALK #		
	2	3	4
DISTANCE FROM CLOSEST CONTROLLED CROSSWALK	330'	460'	360'

- Criteria C

Adequate stopping sight distance of 155 feet in advance of the crossing exists between motorists and pedestrians crossing for Crosswalks 2, 3, and 4; therefore, Criteria C for stopping sight distances is met.

- Criteria D

The location has street lighting adjacent to Crosswalks 2, 3, and 4, meaning that Criteria D has been met.

- Criteria E

Safety considerations arising from roadway configuration, vehicle volumes, or vehicle speeds do not preclude marking a crosswalk at the locations for Crosswalks 2, 3, and 4. Thus, Criteria E has been met.



➤ Crosswalk Marking Case Results

The recommendation to mark the controlled Crosswalk #1 is dependent on the results of the recommendations to mark the uncontrolled Crosswalks #2, #3, and #4. Crosswalks #2 to #4 have met all four (4) of the minimum criteria for marking crosswalks at uncontrolled locations. Because the three (3) uncontrolled locations are recommended for markings, the one (1) controlled location is also recommended for markings, the one (1) controlled crosswalk is also recommended for marking to encourage and channel pedestrians to use a controlled crossing when crossing Ada Street. Therefore, marking the crosswalks at Crosswalks 1, 2, 3, and 4 are recommended.

**Table 19.** Crosswalk Marking Case Results

CRITERIA		CROSSWALK #			
		1	2	3	4
A	A-1	NO	NO	NO	NO
	A-2		YES	YES	YES
	A-3		NO	NO	NO
B		NO	YES	YES	YES
C		NO	YES	YES	YES
D		YES	YES	YES	YES

C. SPEEDS

The results of this evaluation are measured against the City of Berkeley Traffic Calming Program minimum criteria adopted through City Council Resolution No. 64-732-N.S., and if additional measures are not justified, they are not recommended.

The following criteria in Table 20 were considered to determine the recommendation of any traffic calming devices.



**Table 20.** Minimum Criteria to Qualify for Traffic Calming

<b>CRITERIA TO QUALIFY FOR TRAFFIC CALMING</b>	
<b>A</b>	Where the 85 <sup>th</sup> percentile speed profile is greater than 5 mph over the speed limit, <b>OR</b>
<b>B</b>	Proximity to school or park (within two blocks), or senior center (within one block) combined with 85 <sup>th</sup> percentile speed profile greater than 3 mph over the speed limit, <b>OR</b>
<b>C</b>	Mitigate a documented collision pattern (bike, pedestrian, motor vehicle), <b>OR</b>
<b>D</b>	Where there is a number of “cut-through” motor vehicles on the street or in the neighborhood, per ITE volume guidelines for neighborhood streets (2,500 vehicles per day average).

➤ California Street between Hopkins Street and Ada Street

The average 85<sup>th</sup> percentile speed data collected on California Street between Hopkins Street and Ada Street was 16.5 mph. This speed is not only lower than the established threshold of five (5) mph over the posted speed limit for consideration of physical traffic calming measures, but also lower than the posted speed limit.

➤ California Street between Ada Street and Rose Street

The average 85<sup>th</sup> percentile speed data collected on California Street between Ada Street and Rose Street was 24 mph. This speed is not only lower than the established threshold of five (5) mph over the posted speed limit for consideration of physical traffic calming measures, but also lower than the posted speed limit.

**Table 21.** 85<sup>th</sup> Percentile Speeds on California Street

<b>LOCATION</b>			<b>DIRECTION</b>	<b>85TH % SPEED (MPH)</b>
<b>STREET</b>	<b>LIMIT 1</b>	<b>LIMIT 2</b>		
California Street	Hopkins Street	Ada Street	North	16
			South	17
	Ada Street	Rose Street	North	24
			South	24



D. SIGHT LINES

Adequate stopping sight distance for a roadway with a posted speed limit of 25 mph is 155 feet. This means that motorists must have unobstructed sight lines from 155 feet in advanced of point where stopping may need to occur, such as a stop sign, yielding for pedestrians in a crosswalk, or vehicular cross traffic.

This stopping sight distance also provides motorists stopped at limit lines with adequate sight lines of approaching cross traffic to determine safe gaps for crossing. Figure 6 shows the unobstructed horizontal sight lines from a motorist stopped on the minor street Ada Street.



**Figure 6.** Horizontal sight lines from minor street



Because vertical sight lines cannot be verified from a bird's eye view, like horizontal sight lines, photos from a motorist's point of view were taken to confirm that adequate visibility exists at the California Street and Ada Street location. Four (4) photos for each approach are found in Figures 7 to 22 and descriptions of each motorist point of view may be summarized by the following:

- Looking for cross traffic straight ahead
- Looking for cross traffic from the left
- Looking for cross traffic from the right
- From 155 feet in advance of the intersection

**Table 22.** Figure Numbers of Sightline Photos

<b>STREET NAME</b>	<b>DIRECTION</b>	<b>FIGURE #</b>	<b>SIGHTLINE VIEW</b>	<b>SIGHTLINE DIRECTION</b>
CALIFORNIA STREET	NORTHBOUND	7	FORWARD	NORTH
		8	LEFT	WEST
		9	RIGHT	EAST
		10	155 FEET BEHIND INTERSECTION	INTERSECTION
	SOUTHBOUND	11	FORWARD	SOUTH
		12	LEFT	EAST
		13	RIGHT	WEST
		14	155 FEET BEHIND INTERSECTION	INTERSECTION
ADA STREET	EASTBOUND	15	FORWARD	EAST
		16	LEFT	NORTH
		17	RIGHT	SOUTH
		18	155 FEET BEHIND INTERSECTION	INTERSECTION
	WESTBOUND	19	FORWARD	WEST
		20	LEFT	SOUTH
		21	RIGHT	NORTH
		22	155 FEET BEHIND INTERSECTION	INTERSECTION



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Figures 7 to 10 are photos of the unobstructed sight lines in the northbound California Street direction. These photos verify that sight lines for the intersection approach in all directions (north, west, and east) and 155 feet in advance of the intersection are adequate.



**Figure 7.** Northbound California Street forward (north) sightline



**Figure 8.** Northbound California Street left (west) sightline



**Figure 9.** Northbound California Street right (east) sightline



**Figure 10.** Northbound California Street sightline from 155 feet in advance of intersection



Figures 11 to 14 are photos of the unobstructed sight lines in the southbound California Street direction. These photos verify that sight lines for the intersection approach in all directions (south, east, and west) and 155 feet in advance of the intersection are adequate.



**Figure 11.** Southbound California Street forward ahead (south) sightline



**Figure 12.** Southbound California Street left (east) sightline



**Figure 13.** Southbound California Street right (west) sightline



**Figure 14.** Southbound California Street sightline from 155 feet from the intersection



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Figures 15 to 17 are photos of the unobstructed sight lines in the eastbound Ada Street direction. These photos verify that sight lines for the intersection approach in all directions (east, north, south) and 155 feet in advance of the intersection are adequate.



**Figure 15.** Eastbound Ada Street sightline of forward ahead (east) sightline



**Figure 16.** Eastbound Ada Street sightline to the left (north)



**Figure 17.** Eastbound Ada Street sightline to the right (south) sightline



**Figure 18.** Eastbound Ada Street sightline from 155 feet from the intersection



Figures 19 to 22 are photos of the unobstructed sight lines in the westbound Ada Street direction. These photos verify that sight lines for the intersection approach in all directions (west, south, and north) and 155 feet in advance of the intersection are adequate.



**Figure 19.** Westbound Ada Street sightline of forward ahead (west) sightline



**Figure 20.** Westbound Ada Street sightline to the left (south)



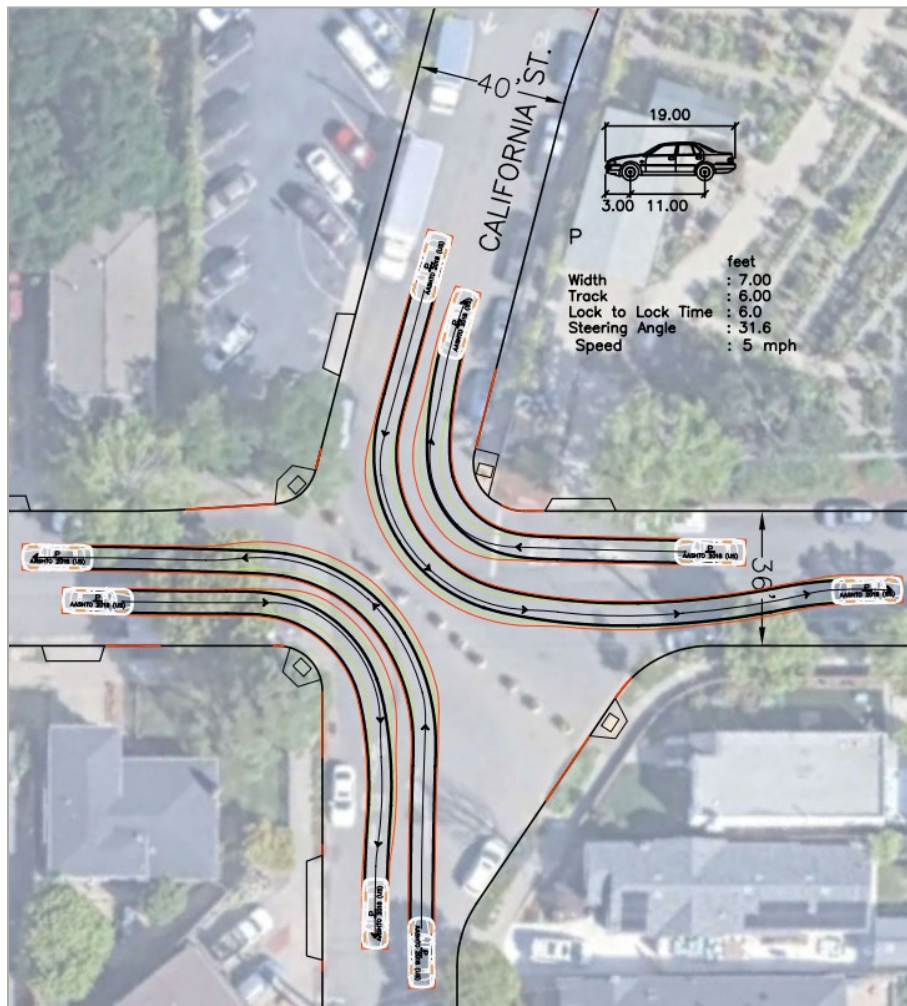
**Figure 21.** Westbound Ada Street sightline to the right (north) sightline



**Figure 22.** Westbound Ada Street sightline from 155 feet from the intersection

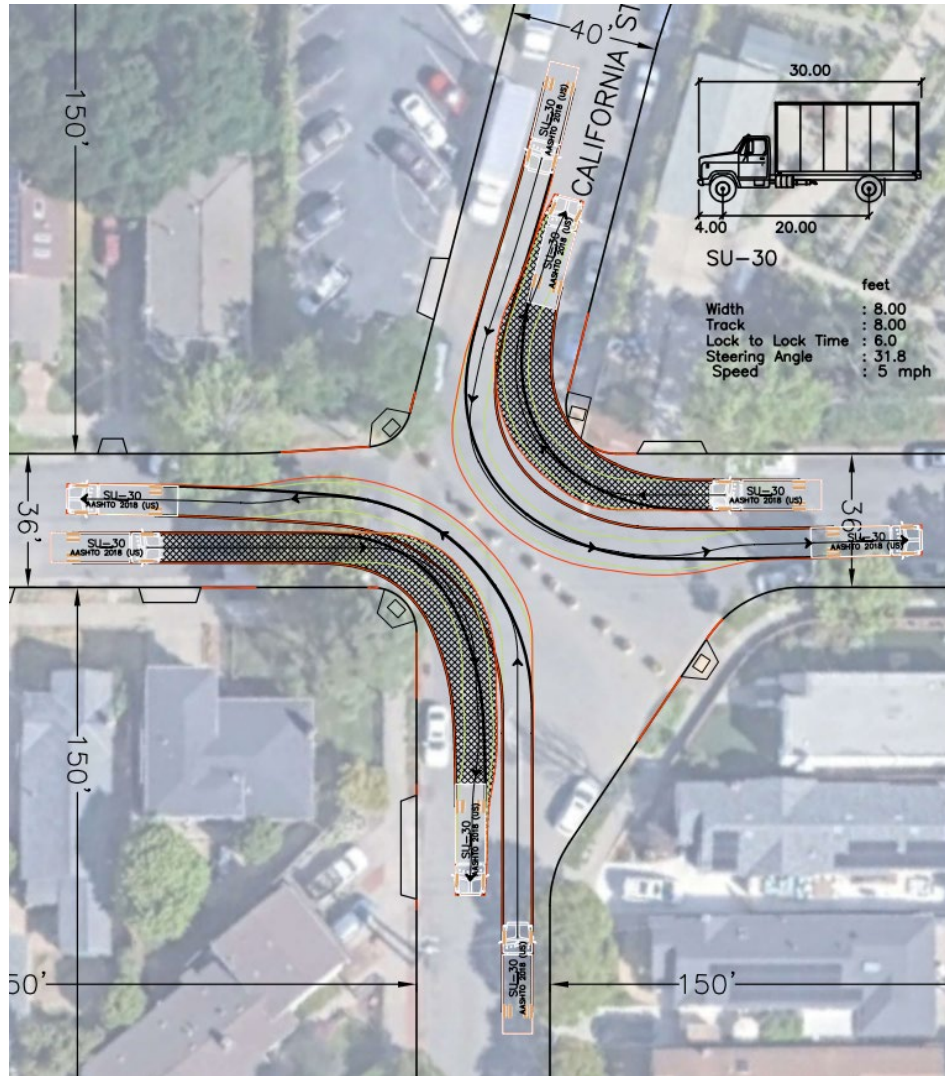
E. TURNING RADII

The maneuverability of various vehicle types was analyzed with the Vehicle Tracking module in AutoCAD, also known as AutoTurn. Figure 23 depicts the maneuverability of passenger cars turning left from California Street concurrently with other passenger cars turning right from Ada Street.



**Figure 23.** Turning Analysis of Passenger Vehicles

This turning analysis verifies that two passenger cars, if needed, can make concurrent turns with plenty of room left over. Figure 24 analyzes the maneuverability of single-unit, two-axle truck turning left from California Street concurrently with other single-unit, two-axle trucks turning right from Ada Street.



**Figure 24.** Turning Analysis of Single-Unit Trucks

The turning analysis of two (2) single-unit, two-axle trucks reveals that vehicles of this classification type or larger would not be able to make concurrent left turns. However, the likelihood of these vehicle types turning at the same time without one yielding the right-of-way to the other is slim to none.



#### F. COLLISION DATA

There were three (3) reported collisions within the 10-year period from 1/1/2015 to 12/31/2024.

- The collision that occurred on 7/3/2016 was a result of a motorist attempting to parallel park.
- The collision that occurred on 4/2/2019 was a hit and run to a parked vehicle. The sobriety of the motorist that fled the scene is unknown, but is suspected to have been under the influence.
- The collision that occurred on 10/6/2019 was a result of an elderly bicyclist hitting a fixed object.

These collisions were not susceptible to correction by additional safety features.

#### G. INTERSECTION GEOMETRY

The geometry of the California Street and Ada Street is unique and atypical for some of the following reasons:

- Chamfered southeast corner which measures approximately 70 feet in the north-south direction by 50 feet in the east-west direction
- Angle at which California Street north of Ada Street intersects Ada Street
- The downward slope towards the intersection for California Street, south of Ada Street
- Diagonal diverters that restrict vehicular movements
- One (1) of the four (4) approaches is stop-controlled

To further clarify right-of-way at an atypical geometric intersection, like this intersection, improvements towards familiarizing the intersection may be helpful.



#### IV. ASSESSMENT

After a thorough investigation of several factors, recommendations for improvements have been concluded and summarized in Table 23.

**Table 23.** Safety Assessment Summary

EVALUATION TYPE	CASE RESULT	RECOMMENDATION
TRAFFIC CONTROL DEVICES	ALL-WAY STOP NOT WARRANTED	NONE
CROSSWALKS	MARKING CROSSWALKS ARE WARRANTED	INSTALL HIGH-VISIBILITY CROSSWALKS FOR ALL FOUR (4) LEGS + ADDITIONAL CROSSWALK IMPROVEMENTS
SPEED	85TH PERCENTILE SPEEDS WERE SLOWER THAN 25 MPH	NONE
SIGHT LINES	ADEQUATE STOPPING SIGHT DISTANCES EXIST	NONE
TURNING RADII	TURNING MANEUVERABILITY IS ACCEPTABLE	GUIDELINE PAVEMENT STRIPING THROUGH THE INTERSECTION
COLLISIONS	NO COLLISIONS SUSCEPTIBLE TO CORRECTION	NONE
INTERSECTION GEOMETRY	UNIQUE AND ATYPICAL GEOMETRY MAY CAUSE UNFAMILIARITY	UNIFORMIZE INTERSECTION TO BE SIMILAR TO TYPICAL INTERSECTIONS THROUGH SQUARING THE CHAMFERED CORNER

##### A. TRAFFIC CONTROL DEVICES

The all-way stop analysis indicated that an all-way stop is not warranted at this intersection. Therefore, no additional traffic control devices are recommended at this intersection.



B. CROSSWALKS

- C. Analysis of the three (3) uncontrolled, unmarked crosswalks revealed that sufficient pedestrian demand, crossings more than 300 feet from the closest controlled crossing location, adequate stopping sight distances, adequate street lighting all exist at these locations. Thus, marking the uncontrolled crosswalks (Crosswalks #2, #3, and #4) are recommended.

The stop-controlled crosswalk located on the eastern leg of the intersection did not meet the warrants for school zone area and pedestrian demand. However, Criteria D of the guidelines state that crosswalks may be recommended if "safety or efficacy reasons dictate directing pedestrians to a particular leg of the intersection." For consistency with typical four-leg intersections, meeting Criteria D was dependent on the recommendation of marking the uncontrolled crosswalks. Because the three (3) uncontrolled crosswalks of the intersection were being recommended for marking, it is recommended to mark the remaining the stop-controlled crosswalk (Crosswalk #1) to encourage pedestrians to use a controlled crossing when crossing Ada Street.

D. SPEED

The 24-hour, 7-day speed data collection indicated that 85% of motorists drive at 24 mph or slower for northbound California Street and 16 mph or slower for southbound California Street. Because the posted speed limit at these locations is 25 mph, these speeds are within acceptable range and no traffic calming measures are being recommended.

E. SIGHT LINES

The horizontal and vertical sight lines at this intersection are adequate and sufficient, so no visibility improvements are being recommended at this time.



However, due to California's new daylighting law Assembly 413, red curbs at all crosswalk approaches will be implemented.

F. TURNING RADII

Analyzing the turning maneuverability of various vehicle types and the classification types of the vehicles that use the intersection reveals that intersection turning space is adequate. However, to ensure that right-of-way through the intersection is clear if concurrent turning occurs, guideline pavement striping through the intersection is being recommended.

G. COLLISIONS

The 10-year collision history did not contain any collisions that are susceptible to correction. Thus, no additional improvements arise from this analysis.

H. INTERSECTION GEOMETRY

The chamfered southeast corner makes this intersection unique, which may make travelers uncomfortable or unclear traveling through the intersection. Uniformity of traffic control is vital to their effectiveness. Because of this, it is recommended to square the southeast corner with the low-cost solution of creating a painted safety zone by painting a bulb-out and installing bollards.

The diverters installed diagonally from the northwest to the southwest corners of the intersection also contribute to the uniqueness of the intersection. Because of this, it is being recommended to increase visibility of the diverters by installing chevron warning signs and reflective markers. This will make the diverters more visible from a further distance, providing more reaction time.

This improvement will make the intersection consistent with typical four-leg intersections and easier to understand and maneuver.



### V. RECOMMENDATION

It is recommended to mark the four (4) crosswalks with additional crossing improvements, paint guideline striping through the intersection, install warning signs and reflective markers on the delineators, and install a painted bulb-out at the intersection of California Street and Ada Street. Refer to Figure 25 for more information on the recommended improvements.

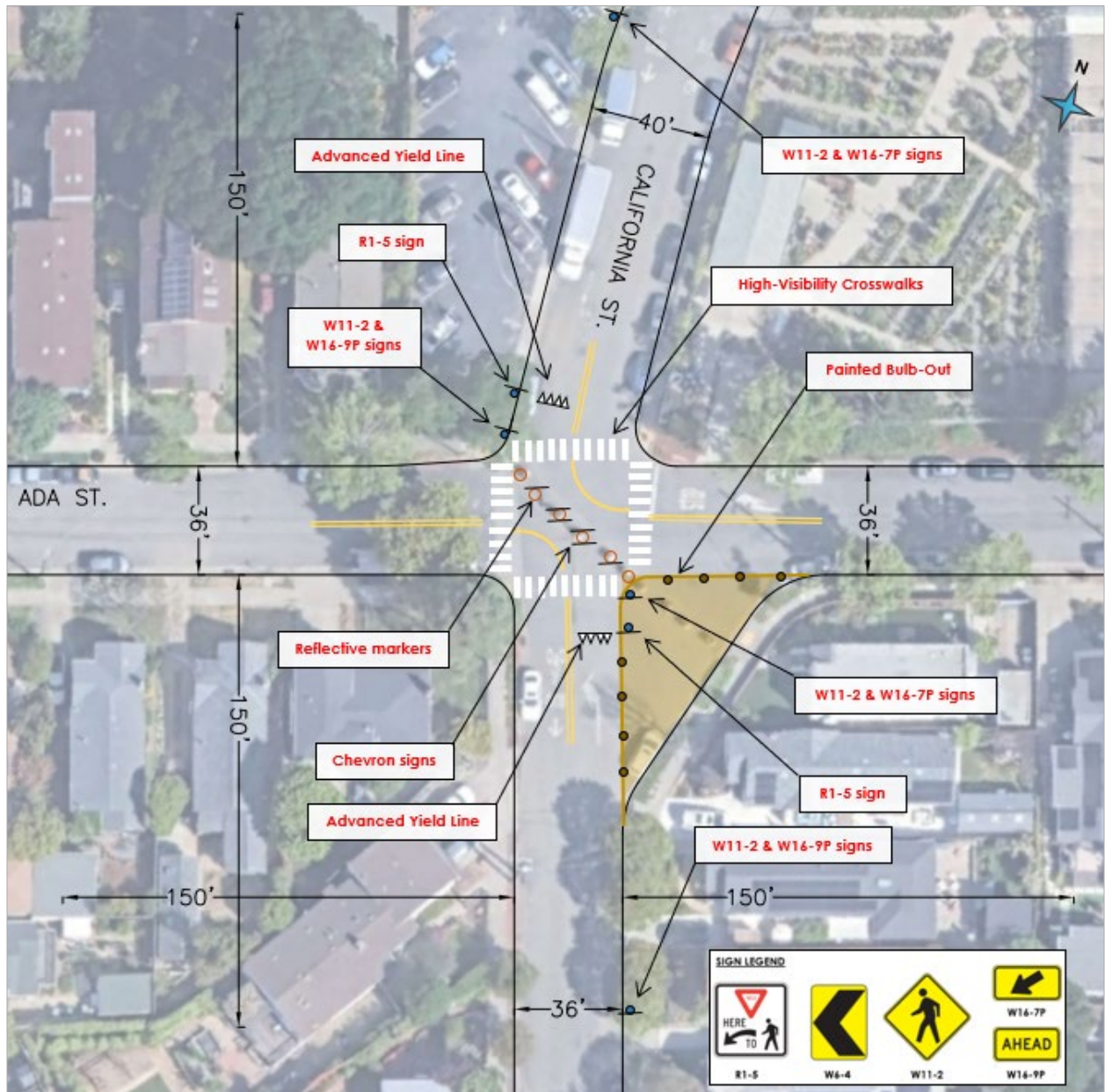


Figure 25. Recommended Improvements



## **VI. NEXT STEPS**

The next steps will focus on funding, community feedback and buy-in

### **A. PUBLIC OUTREACH**

Staff plans to notify the public through various media

➤ **Mailers**

City will mail notifications to the surrounding community, including residents and businesses

➤ **City Webpage**

This report will be made readily available on the City webpage for public review. Information on public meetings and engagement will be posted.

➤ **Signs Posted at Intersection**

Information on the report and any upcoming meetings will be advertised at the intersection with A-frames.

➤ **Flyers**

Flyers will be made available for businesses to post at their establishments

### **B. PUBLIC ENGAGEMENT**

Opportunities for the public to provide feedback will be made available.

➤ **Community Meeting**

A community meeting where the results and recommendations at this intersection will be presented.

➤ **Email**

Feedback can always be sent to [Transportation@berkeleyca.gov](mailto:Transportation@berkeleyca.gov)

➤ **Pop-up Table**

Staff will have a pop-up table set up at the intersection to solicit feedback directly from people who use the intersection

### **C. COUNCIL ENGAGEMENT**

### **D. CONSTRUCTION/IMPLEMENTATION (TBD)**

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## *Berkeleyans for Accessible Rights-of-Way*

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February 6, 2025 *[Updated March 3, 2025, to Include Additional Signers]*

Mayor Adena Ishii  
Members of the Berkeley City Council  
2180 Milvia Street  
Berkeley, CA 94704

*Via email to [council@berkeleyca.gov](mailto:council@berkeleyca.gov)*

Subject: Recommendations from the Disability and Senior Community for Implementing 2024 Measure FF

Dear Mayor and Members of the City Council:

As members or supporters of Berkeley's disability and senior community, we write to offer our recommendations for how Measure FF, passed by the voters last November, can be implemented such that the needs of people with disabilities on public rights-of-way are served. In Berkeley, 6.7% of people under 65 have disabilities. By 2030, 1 in 5 adults will be over 65 years of age and 37% of people over 75 experience ambulatory difficulty. This significant population faces heightened dangers every day simply navigating our sidewalks and street crossings.

The City's 2019 Vision Zero Action Plan, which Measure FF spending must be consistent with, recognizes that seniors and people with disabilities, among other groups, face a "disproportionate burden of traffic deaths and severe injuries."<sup>1</sup> It is important also to recognize that severe injuries and death can result solely from hazardous street and sidewalk conditions unrelated to traffic (affecting able-bodied people as well), and those hazardous conditions also impinge on the ability of mobility-impaired persons to simply get around town. Many such persons cannot drive cars and must walk, use wheelchairs or adaptive bicycles, or take public transportation.

Further, in late 2023, the Federal government adopted guidelines under the Americans with Disabilities Act (ADA), known as PROWAG, that require state and local governments to ensure that facilities used by pedestrians in the public right-of-way are readily accessible

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<sup>1</sup> The Plan includes other groups that also face a disproportionate burden: people of color, people with no or low income, people with no or limited English proficiency, people experiencing homelessness, youth, and seniors.

to and usable by pedestrians with disabilities.<sup>2</sup> Thus, by the terms of both Measure FF and federal guidelines, the City should take care to implement the measure to address the needs of people with disabilities.

We offer the following recommendations both to meet Vision Zero goals and to comply with the ADA:

1. Add a position to the city's ADA program staff to focus on bringing the City into compliance with the new federal ADA guidelines, PROWAG, including monitoring and enforcing the ADA obligations of the City's contractors. Private construction, especially large buildings, can block sidewalks and create hazards for people with disabilities. Proper signage and safe alternate passageways, as required under the new Federal rules, are often lacking. The position could be fully funded with Measure FF funds.
2. Prioritize Measure FF's goal of "eliminating" the backlog of damaged sidewalks "by 2036," and "ensur[ing] accessibility for all users." The most hazardous sidewalk conditions should be identified and repaired immediately, and all sidewalks should be made acceptable and safe – meeting all ADA requirements – within at least 12 years. The 15% of funds allocated for sidewalks and pedestrian paths should be used strictly for repair of damaged sidewalks and paths, and should add to, not replace, historical levels of funding except where other sources of funding (such as past measures) are expiring.

The City should fully fund the 50/50 cost-sharing program to expedite clearance of the backlog of cost-sharing requests and to prevent future backlogs (as proposed by CM Humbert in 2023). In addition, the city should evaluate whether the 50/50 waitlist includes the most dangerous ADA violations and, if not, establish a means of prioritizing correction of these violations.<sup>3</sup>

3. Incorporate ADA-mandated curb ramps and other ADA Title II traffic safety measures (crosswalks, street furnishings, pedestrian signals, parking, and other parts of the public right-of-way) in all pedestrian and bicycle "Safety Improvement" projects and fund all such measures out of the "Safety Improvements" budget (which is twice as large as the allocation for sidewalk and pathway repairs).

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<sup>2</sup> Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), Appendix to Part 1190, R.204. See: <https://www.ecfr.gov/current/title-36/chapter-XI/part-1190>. Also See <https://www.govinfo.gov/content/pkg/FR-2023-08-08/pdf/2023-16149.pdf> and <https://www.access-board.gov/prowag/>.

<sup>3</sup> The City keeps a highly detailed ADA violations database describing each violation, e.g., the slope of broken sidewalks.

4. Ensure that bike lanes and cycle tracks are designed to be equitable and accessible and do not impose additional barriers for people with disabilities and promote transit access for all sectors and abilities, as required by law.<sup>4</sup>
5. Ensure that the three required Measure FF implementation workshops build in an inclusive community process to identify and mitigate disability street injustices and ensure that the disability community is represented on the new SAFE STREETS Citizen Oversight Committee (SSCOC) and/or by formally coordinating with the Commissions on Aging and Disabilities.
6. Collect data on street, sidewalk, and bikeway usage and injuries (related and unrelated to vehicle traffic), including data on whether parties involved are disabled as recommended in the Vision Zero Action Plan,<sup>5</sup> prior to implementing Complete Street projects, as required by the city’s Complete Streets policy.<sup>6</sup> The Vision Zero Action Plan calls for “shifting away from state crash data and toward use of BPD police report data.” However, not all injuries are reported to BPD or involve a traffic collision. Rather, many people are injured solo due to poor sidewalk conditions and new street designs where public reports are not taken. Therefore, special outreach to vulnerable communities and targeted data collection efforts are needed.

We would be happy to provide more detailed recommendations and would welcome the opportunity to meet with each of you and share our perspective on the needs of seniors and people with disabilities on Berkeley’s public rights-of-way.

Sincerely,

Michai Freeman  
Systems Change Advocate  
Center for Independent Living

Erik Knaresboro and Michaela Tsztoo  
Founders  
Streets of Equality

Helen Walsh  
Accessibility-Inclusion Advisor  
UCC Disaster Ministries  
-and-  
Vice-Chair  
Berkeley Disability Commission\*  
\*for identification purposes only

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<sup>4</sup> Federal law requires cities to consider accessibility when redesigning its streets to add protected bike lanes. *Sarfaty v. City of Los Angeles*, No. 2:17-CV-03594-SVW-KS, 2020 WL 4697906, at \*5 (C.D. Cal. Aug. 12, 2020), as cited in ADA Update: [https://ada-update.com/2020/08/19/bike-lanes-can-create-disability-barriers/#\\_ftn2](https://ada-update.com/2020/08/19/bike-lanes-can-create-disability-barriers/#_ftn2).

<sup>5</sup> The Vision Zero Action Plan calls on the City to, among other things, “perform a robust assessment of other key gaps in safety datasets as part of the first update to this plan; and elevate community voices to understand the perception of safety and personal security in our most vulnerable communities.”

<sup>6</sup> Berkeley’s 2012 Complete Streets Policy. See <https://berkeleyca.gov/sites/default/files/2022-04/Berkeley%20Complete%20Streets%20Policy.pdf> at PDF-p. 9.

Carol Crooks  
Betsy Morris  
Co-conveners  
Gray Panthers of Berkeley and the East Bay

Rev. Kelly Colwell  
Rev Molly Baskette  
Co-Senior Ministers  
First Congregational Church of Berkeley

Rev. Hannah Turner

Minister for Youth, Young Adults, &  
Emerging Ministries

Bab Freiberg  
Executive Director  
Ashby Village

Mike Cole  
Executive Director  
East Bay Center for The Blind

cc: Commission on Aging  
Commission on Disability

INDIVIDUALS IN SUPPORT OF THE RECOMMENDATIONS  
OF BERKELEYANS FOR ACCESSIBLE PUBLIC RIGHTS-OF-WAY  
*As of March 3, 2025*

William	Popper	Kerrie	Hein	Ann	Naffziger
Mary-Ellis	Adams	Howard	Hertz	Jennifer	Nixon
Eileen	Adams	Bill	Hickman	Mary	Oram
James	Alnas-Benson	Carol	Hirth	Peggy	Radel
Leonard	Ash	Barbara	Hollinger	Nancy	Rader
Rick	Ayer	Nathan	Hood	Helga	Recke
Birtukan	Beyenssa	Jennifer	Hu	Matthew	Reed
Stanley	Boghosian	Jun	Hu	Althea	Rosales
Jonathan	Bradshaw	Steve	Jackson	Anne	Rowe
John	Brockett	Margaret	Kavenaugh-	Helen	Rubardt
Katharine	Brooks	Kathleen	Keller	Linda	Sawyer
Sharonda	Chappel	Katia	Kiefaber	David	Shiver
Lee	Cher-Weinstein	Mary-Lee	Kimber	Susan	Shome
Lisa	Chow	Yuka	Kobayashi	Rebecca	Smith
Alice	Clark	Kara	Korbel Chinula	Margot	Smith
Jim	Coates	Jean	Krois	Steven	Spielman
Tony	Corman	Nick	Kukulan	Laura	Spielman
Carolyn	Cox	Annis	Kukulan	Jeanne	Strauss
Amber	Crowley	Lorenzo	Llanillo	Sharla	Sullivan
Alex	Cruz	Jonell	Lucas	Peter	Sussman
Chloe	Faison	Dorris	Lynch	Sara	Tanenhaus
Jeremy	Fish	Julia	Madore	Charles	Taylor
Elizabeth	Forsyth	Bernard	Marszalek	Bella	Vavra
Mary	Fujii	Janet	McDonald	Martha	Vognar
Isabelle	Gaston	Marcy	McGaugh	Charles	Webb
Susan Leslie	Gleason	Evan	Meyer	Verna	Winters
Barbara	Grady-Ayer	Laura	Monroe	Morris	Wright
Mack	Griffith	Charles	Monroe	Jelle	Zijlstra
Chris	Hamilton	Melissa	Moss		

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## *Berkeleyans for Accessible Rights-of-Way*

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July 2, 2025

Elliott Schwimmer  
Senior Transportation Planner  
Transportation Division, Dept. of Public Works  
City of Berkeley  
1947 Center St. 4th Floor  
Berkeley, CA 94704

*Via email to [eschwimmer@berkeleyca.gov](mailto:eschwimmer@berkeleyca.gov)*

Subject: Comments on Telegraph Multimodal Corridor Project

Dear Mr. Schwimmer:

Berkeleyans for Accessible Rights-of-Way (BAROW) is an affiliation of groups and individuals focused on advancing the rights and interests of the senior and disability communities regarding Berkeley's rights-of-way (i.e., streets and sidewalks). We offer these comments on the Telegraph Multimodal Corridor Project ("Telegraph Project") as presented to the City's Commission on Disability (COD) on June 11 and at the June 25 public workshop.

In March, BAROW submitted detailed comments on Berkeley's Draft Bike Plan Update (attached). These comments expressed concern that the City's transportation planning seems to place low priority on creating an accessible environment for Berkeley's large senior and disability communities, generally, and compliance with the Americans with Disabilities Act (ADA) specifically. These comments will explain how the Telegraph Project illustrates these concerns. We also recommend additional ways that the City could improve safety for all public rights-of-way users.

**Holistic Planning.** Berkeley should plan its public rights-of-way (ROW) holistically, balancing the needs of all ROW users. The Telegraph Project plan presentation states that the plan meets or exceeds blue-zone requirements, but this does not constitute sufficient consideration of the needs of people with disabilities. Unfortunately, like the draft Bike Plan Update, the draft plan for the Telegraph Project was developed with a primary focus on increasing options for cyclists, no matter the impact on the senior and disability communities, as was made clear at the COD meeting and public workshop. This is evidenced by Class IV Bike Lanes being included in all three concepts presented, with no concepts that do not include a Class IV Bike Lane.

A concept without a Class IV Bike Lane could improve the existing bicycle boulevards that parallel Telegraph on Hillegass, Dana, and Fulton, and east-west bicycle boulevards crossing Telegraph. Improving Berkeley's current bicycle boulevard network would be safer for cyclists and eliminate one of the many competing uses on the main thoroughfare. Accommodating buses, cyclists, pedestrians, cars, and delivery vehicles involves trade-offs among these uses and may compromise emergency response times. Cycle tracks introduce significant problems for those using wheelchairs, walkers, mobility scooters and other adaptive devices, not to mention baby carriages and strollers. The Telegraph Project has prioritized cyclists over other users despite the existence of safe alternative bicycle routes nearby that cyclists are free to use.

Prioritizing cyclist travel on Telegraph makes it more challenging to accommodate the needs of other users. A bus-only lane and sufficient loading zones may, for example, be more feasible without the cycle track. Moreover, adding separated bike lanes necessarily adds barriers to accessibility. For instance, as was stated by participants at the COD meeting:

- Wheelchair users in accessible vans must disembark in bike lanes, rather than onto the sidewalk. In addition to the bike collision hazard, disembarking into a bike lane entails a steeper dismount than disembarking onto the sidewalk.
- The plans confine loading zones to one side of the street, requiring people with disabilities to travel to the corner and cross the street to get to their medical offices, schools, restaurants, shops, or other public or commercial amenities on Telegraph.
- Transit islands that are necessary with bike lanes create serious hazards for people with disabilities who must cross the bike lane to reach their transit stop. These hazards are especially treacherous for those with visual impairments.

In addition to considering the needs of all users in its traffic planning, a more holistic approach to improving cyclist and pedestrian safety would extend to addressing sidewalk pavement hazards, lighting, detectable warnings, reflective features, and Audible Pedestrian Signals (APS). Full compliance with PROWAG should be included in every project budget.

Furthermore, the City should consider lowering speed limits and vigorously enforcing its traffic laws for all road users, including vehicles, cyclists, and scooter users, which would improve safety for everyone. Like San Francisco, Berkeley appears to have reduced its enforcement of traffic laws since implementing its Vision Zero plan.<sup>1</sup> A San Francisco Civil Grand Jury recently found that San Francisco is not meeting its Vision Zero goals and recommended more stringent traffic enforcement and a street safety education campaign

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<sup>1</sup> The City's 2019 Vision Zero Action Plan (at p. 29) recommends "[f]ocus[ing] enforcement efforts on areas of Berkeley where engineering and education efforts have already been implemented."

for all road users.<sup>2</sup> As the report documents, increasing citations has been shown to decrease vehicle collisions, injuries, and fatalities.<sup>3</sup>

**Data Collection and Lessons Learned.** At the COD meeting, you indicated that “the jury is still out” on how the City’s various Complete Streets projects are performing but that the City is “learning a lot.” The City should pause and extensively evaluate these projects before building more. As one member of the public who is blind stated at the meeting, the street design at Bancroft and Fulton is “terrifying.” How have these projects affected people with disabilities? Have they increased or decreased use by different types of users? As the City did not collect baseline usage data before these projects were built, and since it lacks a system to report solo injuries, it is not possible to provide quantitative answers to these questions. The City should therefore conduct extensive outreach to each type of user group, establish an injury reporting system for solo injuries and accessibility issues,<sup>4</sup> and collect baseline data before building more projects based on that model.

The City should also study a forthcoming UC Berkeley report that has reportedly found that the bus lanes installed on International Avenue in Oakland compounded pre-existing safety problems, increased injuries and deaths, and harmed local small businesses.<sup>5</sup>

Thank you for your attention to these concerns.

Sincerely,

Michai Freeman  
Systems Change Advocate  
Center for Independent Living

Erik Knaresboro and Michaela Tsztoo  
Founders  
Streets of Equality

Helen Walsh  
Accessibility-Inclusion Advisor  
UCC Disaster Ministries and Member, Berkeley Disability Commission\*

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<sup>2</sup> See City and County of San Francisco 2024-25 Civil Grand Jury, "[Failed Vision: Revamping the Roadmap to Safer Streets](#)," (June 17, 2025).

<sup>3</sup> *Ibid.*

<sup>4</sup> The City’s 311 reporting system does not allow a person to report accessibility problems and related injuries.

<sup>5</sup> *The Oaklandside*, “AC Transit’s BRT project increased traffic violence and displaced many businesses, new report says” (May 1, 2025). Available at: <https://oaklandside.org/2025/05/01/the-report-which-will-be-released-in-full-in-may-argues-that-the-project-was-undermined-by-a-lack-of-community-input/>.

Mike Cole  
East Bay Center for The Blind

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Co-convener  
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Kathy Keller, Mental Health and Disabilities Lay Minister  
First Congregational Church of Berkeley

Bab Freiberg  
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Individuals

Lisa Chow  
Joan Garvin  
Mary-Lee Kimber-Smith  
Peggy Radel  
Nancy Rader  
Margot Smith  
Peter Sussman

\*For identification purposes only

cc: Commission on Aging  
Commission on Disability



# JOIN US FOR A PUBLIC MEETING STORMWATER MASTER PLAN DEVELOPMENT UPDATE

## This event will cover:

- The City’s role in stormwater management
- Stormwater management challenges
- Stormwater Master Plan objectives and overview
- Project timeline
- Opportunities for **your** input!



THURSDAY  
AUGUST 28, 2025



ONLINE  
6:00 PM TO 8:00 PM



ZOOM (QR CODE)  
<https://us02web.zoom.us/j/85230869544>

Hosted by the City of Berkeley Public Works Department & City consultant Wood Rodgers.

For background, visit the [Stormwater Master Plan web page here:](#)



## Questions? Contact:

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(510)-981-6407

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