



Public

TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING AGENDA

Thursday, February 16th, 2023, 7:00 pm

Mission: Advises Council on transportation and public works infrastructure policies, facilities, and services

PUBLIC ADVISORY: THIS MEETING WILL BE CONDUCTED EXCLUSIVELY THROUGH ZOOM VIDEOCONFERENCE AND TELECONFERENCE.

Pursuant to Government Code Section 54953(e) and the state declared emergency, this meeting of the City of Berkeley Transportation and Infrastructure Commission will be conducted exclusively through teleconference and Zoom videoconference. The COVID-19 state of emergency continues to directly impact the ability of the members to meet safely in person and presents imminent risks to the health of attendees. Therefore, no physical meeting location will be available.

To access the meeting remotely from a PC, Mac, iPad, iPhone, or Android device, please use this URL to join: <https://us02web.zoom.us/j/89656106619>

Webinar ID: **896 5610 6619**

If you do not wish for your name to appear on the screen, then use the drop-down menu and click on "rename" to rename yourself to be anonymous. To request to speak, use the "raise hand" icon by rolling over the bottom of the screen. To join by phone: *Dial 1-888-788-0099 and enter Meeting ID: 896 5610 6619.* If you wish to comment during the public comment portion of the agenda, Press *9 and wait to be recognized by the Chair. Note: Your phone number will appear on the videoconference screen.

A. PRELIMINARY BUSINESS

1. Call to order
2. Roll call
3. Public comment on items not on the agenda
4. Approval of minutes from January 19th, 2023
5. Update on administration and staff

Transportation and Infrastructure Commission
Thursday, February 16th, 2023

B. DISCUSSION/ACTION ITEMS

* Written material included in packet

** Written material to be delivered at meeting

The public may speak at the beginning of any item.

1. T1 Update: Funding shortfalls and resulting adjustments needed (follow up from January meeting)

Staff

Possible action: make recommendation to City Council

2. TIC Chair and Vice-Chair Nominations and Elections

Commissioners

Possible action: nomination and election of chair and vice chair.

3. TIC Mission Statement and 2023 Work Plan* **

Commissioners

Draft mission statement and 2023 work plan. Possible actions: Adopt mission statement; Adopt 2023 work plan; Create subcommittees and assign members; Appoint liaisons.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

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

1. Public Works' [Top Goals and Projects](#) and [progress report](#)
2. Council Summary Actions 2022*
3. [Link to Council and Committee Agendas and Minutes](#)

D. COMMUNICATIONS

E. ADJOURNMENT 9:30 pm


Agenda Posted: February 10th, 2023

The next virtual meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, March 16th, 2023 at 7:00 pm.

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

Transportation and Infrastructure Commission
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ADA Disclaimer

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

SB 343 Disclaimer

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

Communications Disclaimer

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

Commission Secretary: Farid Javandel, Deputy Director of Public Works
1947 Center St., 4th Floor, Berkeley, CA, 94704
Telephone (510) 981-7061 / Fax: (510) 981-7060 / TDD: (510) 981-6903
Email: FJavandel@CityofBerkeley.info



TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING DRAFT MINUTES

Thursday, January 19th, 2023, 7:00 pm

A. PRELIMINARY BUSINESS

1. Call to order

The meeting was called to order by Chair Parolek at 7:02 pm.

2. Roll call

Commissioners Present: Noelani Fixler, Barnali Ghosh, Adrian Leung, Liza Lutzker, Bryce Nesbitt, Karen Parolek, Rick Raffanti, Kim Walton, Ray Yep

Staff Present: Farid Javandel, Noah Budnick

3. Public comment on items not on the agenda

7 public comments

4. Approval of minutes from regular meeting on November 17th, 2022

Action: It was Moved / Seconded (Yep / Lutzker) to approve the minutes, carried.

Ayes: Parolek, Leung, Lutzker, Fixler, Walton, Ghosh, Yep

Noes: None

Abstain: Nesbitt, Raffanti

Absent: None

Motion passed 7-0-2-0

5. Update on administration and staff

Secretary Javandel (Public Works Deputy Director) and Public Works Manager of Engineering Joe Enke provided updates on the following: staff vacancies, departures and hiring and their impact on project delivery; Mr. Enke's departure and staffing transition; the 5-year paving plan; the 50-50 sidewalk repair program. No action.

B. DISCUSSION / ACTION ITEMS

1. T1 Update

Mr. Enke and Scott Ferris (Director of Parks, Recreation & Waterfront) provided an informational presentation and received commissioners' comments. No action.

6 public comments

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2. Hopkins Street, Gilman St. to west end

Farid Javandel provided a presentation to the Commission on the Hopkins Corridor Transportation Safety Project west of Gilman Street for the Commission to make a recommendation to City Council.

Action: It was Moved / Seconded (Ghosh / Parolek) to extend the meeting to 10 pm, passed unanimously.

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton, Yep

Noes: None

Abstain: None

Absent: None

Motion passed 9-0-0-0

Action: It was Moved / Seconded (Ghosh / Raffanti) to allow up to 1-minute for individual's public comments, granted that up to two (2) members of the public may cede their time to one (1) other person for a total of 3-minutes, and that organizations may speak for up to 3-minutes, passed unanimously.

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton, Yep

Noes: None

Abstain: None

Absent: None

Motion passed 9-0-0-0

43 public comments

9:59 pm Action: It was Moved / Seconded (Walton / Raffanti) to extend the meeting to 11 pm

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton, Yep

Noes: None

Abstain: None

Absent: None

Motion passed 9-0-0-0

10:55 pm Action: It was Moved / Seconded (Raffanti / Walton) to extend the meeting to 11:30 pm, passed unanimously.

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton, Yep

Noes: None

Abstain: None

Absent: None

Motion passed 9-0-0-0

10:59 pm Chair Parolek called for a 5-minute recess and for the commission to reconvene at 11:04 pm

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11:29 pm Action: It was Moved / Seconded (Parolek / Fixler) to extend the meeting to 11:45 pm, passed unanimously.

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton, Yep

Noes: None

Abstain: None

Absent: None

Motion passed 9-0-0-0

11:30 pm Commissioner Walton dropped due to technical issues

11:38 pm Commissioner Walton rejoined the meeting

11:44 pm Action: It was Moved / Seconded (Fixler / Lutzker) to extend the meeting to 12 am, passed unanimously.

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton, Yep

Noes: None

Abstain: None

Absent: None

Motion passed 9-0-0-0

11:56 pm Action: It was Moved / Seconded (Ghosh / Fixler):

The Transportation and Infrastructure Commission strongly recommends Option 3, to extend all safety improvement to Kains, with the following recommendations throughout:

- Maintain vehicle lanes at a maximum of 10 ft to slow traffic
- Consult with disability activists and incorporate as many disability accommodations as possible during the engineering phase. For example, add ADA painted blue spots or blue curbs, pavement treatments like high-contrast paint and high-visibility crosswalks
- Continue engaging with various groups to sort out details related to loading, app-based delivery services and parking availability. For example, identifying areas for loading zones and drop offs; working with private parking lots to expand parking access; and exploring a GoBerkeley strategy for more efficient use of parking.

For future projects, consider adding an engineering study considering making Ada Street a bike route and adding appropriate levels of street lighting for safety.

And appoint Commissioner Fixler (with Commissioner Yep as an alternate) to speak on behalf of the commission at the City Council meeting on this item.

Transportation and Infrastructure Commission
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11:58 pm Action: It was Moved / Seconded (Parolek / Fixler) to extend the meeting to 12:15 am, passed unanimously.

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton, Yep

Noes: None

Abstain: None

Absent: None

Motion passed 9-0-0-0

12:15 am Action: It was Moved / Seconded (Lutzker / Fixler) to extend the meeting to 12:30 am, carried.

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Walton, Yep

Noes: Raffanti

Abstain: None

Absent: None

Motion passed 8-1-0-0

12:30 am Action: It was Moved / Seconded (Ghosh / Walton) to extend the meeting to 12:45 am and postpone agenda items B3 and B4 until a future Commission meeting

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton, Yep

Noes: None

Abstain: None

Absent: None

Motion passed 9-0-0-0

12:41 am Vote on the Hopkins Street, Gilman St. to west end motion (see 11:56 pm Action above), carried.

Ayes: Fixler, Lutzker, Leung, Ghosh, Parolek, Walton, Yep

Noes: Nesbitt, Raffanti

Abstain: None

Absent: None

Motion passed 7-2-0-0

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

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

1. Council Summary Actions 2022*
2. [Link to Council and Committee Agendas and Minutes](#)

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D. COMMUNICATIONS

12:44 am Action: It was Moved / Seconded (Parolek / Fixler) to extend the meeting until 12:50 am, passed unanimously.

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton, Yep

Noes: None

Abstain: None

Absent: None

Motion carried 9-0-0-0

2 public comments on items not on the agenda

E. ADJOURNMENT

12:49 am Action: It was Moved / Seconded (Parolek / Yep) to close the meeting, passed unanimously.

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton, Yep

Noes: None

Abstain: None

Absent: None

Motion carried 9-0-0-0

Public Present: 101

Speakers: 58

The next virtual meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, February 16th, 2023 at 7:00 pm.

Commission Secretary: Farid Javandel, Deputy Director of Public Works
1947 Center St., 4th Floor, Berkeley, CA, 94704

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Email: FJavandel@CityofBerkeley.info



City Clerk Department

January 19, 2023

To: Members of Berkeley Boards & Commissioners
From: Mark Numainville, City Clerk
Subject: Update – Return to In-Person Meetings

This memo provides an update on the return to in-person meetings for City boards and commissions.

The Governor stated that the Declaration of Emergency by the State of California for COVID-19 will end on February 28, 2023. The end of the Declaration of Emergency means that the exemptions to the Brown Act that allowed for virtual-only meetings of legislative bodies will also end. Starting on March 1, 2023, all legislative bodies in the State of California must meet in-person. There is no authority for any local jurisdiction to override or appeal this requirement in state law.

The responses from commissioners in the November 2022 survey regarding in-person meetings have been very helpful in determining the primary concerns of commissioners and what the City may be able to do to accommodate them. There was a range of responses and the City will not be able to accommodate every preference.

At this time, the City does not have the technical capabilities for commissions to meet in a hybrid format. All participation will be in-person at a physical meeting location. Information was provided to all commission secretaries regarding meeting locations that have large rooms in order to facilitate distancing and air flow. Larger meeting spaces was one of the top requests in the commissioner survey. Some commissions will have a new meeting location from where they met pre-pandemic. In addition, the North Berkeley Senior Center is serving as a warming center for unhoused persons through April and is not available for commission meetings until May.

More information will be provided at a later date regarding the recommended health and safety protocols for in-person commission meetings. These protocols will take into

account the responses of the survey, the recommendations of the Public Health Officer, and the protocols that have been used for recent in-person meetings of the City Council.

Ad-hoc subcommittees of City commissions are not considered legislative bodies under the Brown Act. Subcommittees do not have noticing requirements and may continue to meet virtually.

We understand that this is a significant change from the temporary virtual meeting format and procedures for commissioners, many of which may have joined commissions during the pandemic. The City will support your commission and your secretary in any manner possible within the constraints of state law and available resources.

cc: Department Directors
Commission Secretaries

DRAFT: 8 February 2023

Transportation and Infrastructure Commission Mission Statement

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. We are empowered to hold meetings, gather information, and provide recommendations to the City Council in order to help them make informed decisions in these areas. The Transportation and Infrastructure Commission's work is guided by several policies and plans adopted by the City Council, including the General Plan, Vision Zero Action Plan, Climate Action Plan, Complete Streets Policy, Pedestrian Plan, Bicycle Plan, BeST Plan, Resilience Strategy, Green Infrastructure Plan, and Watershed Management Plan.

Plans and Policies related to the TIC's Mission

[General Plan \(2002\)](#)

[- Transportation Element \(2001\)](#)

[- Transit-First Policy \(General Plan Policy T-4\)](#)

[- Disaster Preparedness and Safety Element \(2002\)](#)

[Vision Zero Action Plan \(2019\)](#)

[Climate Action Plan \(2009, 2022 update\)](#)

[Complete Streets Policy \(2012\)](#)

[Pedestrian Plan \(2020\)](#)

[Bicycle Plan \(2017\)](#)

[BeSt Plan \(2016, 2021 update\)](#)

[Age-Friendly Berkeley Action Plan \(2018\)](#)

[Electric Mobility Roadmap \(2020\)](#)

[Berkeley Resilience Strategy \(2016\)](#)

[Green Infrastructure Plan \(2019\)](#)

[Local Hazard Mitigation Plan \(LHMP\) \(2019\)](#)

[Watershed Management Plan \(2012\)](#)

[Municipal Fleet Electrification Plan \(2020\)](#)

Area Plans

[West Berkeley Plan \(1993\)](#)

[South Shattuck Strategic Plan \(1998\)](#)

[Southside Plan \(2011, update in progress\)](#)

[Downtown Area Plan \(2012\)](#)

[Streets and Open Space Improvement Plan \(SOSIP\) \(2013\)](#)

[Marina Master Plan \(2003\)](#)

[University Avenue Strategic Plan \(1996\)](#)

[Waterfront Master Plan \(1986\)](#)

DRAFT: 8 February 2023

TIC Work Items	Resources	Program Activities	Outputs/Products	Outcomes/Results
Vision 2050	Staff report	<i>Receive updates from Staff; provide guidance or recommendations on approach and policies</i>		
– Asset Management	Liaison to AM committee	Provide a liaison to the City's Asset Management committee. Council approved a Strategic Asset Management Plan and staff is moving towards implementing a full Asset Management Program (AMP).	1. An AMP that includes an asset inventory, condition assessment, level of service, risk assessment, repair/replacement schedule and funding projects. 2. An annual maintenance workplan.	The City's infrastructure systems will be managed to operate reliably throughout their useful life.
– Adaptive Planning	Subcommittee	Define adaptive and integrated planning and how it can be important to Public Works. Consider the organizational requirements and planning processes to be used.	1. A tech memo that defines adaptive and integrated planning. 2. A flowchart describing how adaptive and integrated planning would work. 3. A list of programs that could be integrated.	The City's infrastructure systems will be planned more holistically and there will be fewer retrofits. Also, there will be consideration for future environmental and technology changes.
– Funding	Subcommittee	Provide guidance on proposed funding measures, as well as strategic guidance on what would increase likelihood of success (e.g., project prioritization criteria, project list from that criteria, metrics, and clear accountability measures)	Participate in the preparation of a Program Plan.	Support a potential funding measure in 2024.
Vision Zero	Staff report Liaison	<i>Provide guidance on proposed policy updates; consider liaison to VZ coordinating committee</i>	Guidance and recommendations to Council	Successful implementation of Vision Zero goals
BerkDOT	Staff report Subcommittee	<i>Receive updates from Staff; provide guidance or recommendations on approach and policies</i>	Guidance and recommendations to Council	Successful implementation of BerkDOT goals
Plan/Policy Review		<i>Provide guidance on proposed policy updates; review for adherence to approved policies</i>		
– Bike Plan Update	Subcommittee: Fixler, Lutzker, Parolek	Provide guidance on proposed policy updates; review for adherence to approved policies	Recommendation to Council	Successful completion of bike plan updates
– 5-year Paving Plan	Subcommittee: Walton, Leung, Yep	Review plan for conformance with paving policy	Recommendation to Council	
Project Review		<i>When application of policy is in question; other projects can be presented for public and commission information as time allows</i>		

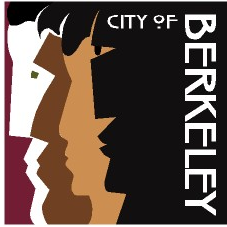
fill in expected projects for 2023

Council Referrals

fill in priorities for 2023

DRAFT: 8 February 2023

TIC Work Items	Resources	Program Activities	Outputs/Products	Outcomes/Results
Other				
- ACTC/MTC Grant Proposal Review	Staff presentations and reports	Required: Review ACTC/MTC grant-proposals, as needed	Comments to Staff	Support successful grant funding
- Funding Measures Implementation Review	Staff presentations and reports	Required sometimes: Review implementation of funding measures (T-1, BB, others) for adherence to policies; Review sewer consent decree	Comments to Staff and/or Council	
Commission/Committee/Task		Liaison		
Environment & Climate Commission				
Commission on Disability				
Council Policy Committee F.I.T.E.S				
Vision Zero Committee				
AC Transit				
BART				



Kate Harrison
Vice Mayor, District 4

REVISED AGENDA MATERIAL

Meeting Date: October 11, 2022

Item Number: 18

Item Description: Referral to the Transportation and Infrastructure Commission and City Manager to Consider and Make Recommendations Regarding the Policy of Deploying Rectangular Rapid Flashing Beacons and Other Treatments at Dangerous or High-Collision Pedestrian and Bicycle Intersections

Submitted by: Vice Mayor Harrison

Revised item to add Councilmember Taplin as co-sponsor.



Kate Harrison
Vice Mayor, District 4

CONSENT CALENDAR
October 11, 2022

To: Honorable Mayor and Members of the City Council

From: Vice Mayor Harrison and Councilmember Taplin

Subject: Referral to the Transportation and Infrastructure Commission and City Manager to Consider and Make Recommendations Regarding the Policy of Deploying Rectangular Rapid Flashing Beacons and Other Treatments at Dangerous or High-Collision Pedestrian and Bicycle Intersections

RECOMMENDATION

Referral to the Transportation and Infrastructure Commission and City Manager to consider and make recommendations regarding the policy of deploying Rectangular Rapid Flashing Beacon (RRFB) and other treatments at dangerous or high-collision pedestrian and bicycle intersections.

CURRENT SITUATION, EFFECTS, AND RATIONALE FOR RECOMMENDATION

The City of Berkeley is committed to an equity-focused, data-driven effort to eliminate traffic deaths and severe injury collisions by 2028¹ and has described how it is going to achieve this in the 2017 Bicycle, 2019 Vision Zero Action, and 2020 Pedestrian Plans. Despite these documents and recent efforts to enhance pedestrian and bike infrastructure in the City, traffic violence remains a serious issue. According to the Berkeley Police Department, 2021 was deadliest year for road users in Berkeley since at least 1984. In 2021 alone, 433 collisions resulted in injuries—a 37% increase from 2020.²

As part of bike and pedestrian implementation plans, staff have begun installing RRFB at various dangerous intersections, likely resulting in relative safety improvements. Such intersections connect various neighborhoods, and are corridors for seniors, students, shoppers, those accessing government services, and inhabitants of existing and new housing. However, recent tragic incidents, the advent of the City's vision zero plan, and ongoing efforts to revise the Bike Plan should prompt the City to consider whether more passive treatments are appropriate for the most dangerous intersections.

¹ Berkeley Vision Zero Plan, <https://berkeleyca.gov/your-government/our-work/adopted-plans/vision-zero-action-plan>.

² Emilie Raguso, "8 people died in Berkeley crashes in 2021, overall collisions were up 34%," *Berkeleyside*, February 25, 2022, <https://www.berkeleyside.org/2022/02/25/berkeley-traffic-collisions-fatalities-up-2021-police-data>.

This referral asks the newly established Transportation and Infrastructure Commission and the City Manager to consider and make recommendations regarding RRFB and other traffic safety treatments impacting pedestrians and bicyclists at high-collision intersections.

BACKGROUND

The United States, including Berkeley, has relied almost exclusively on driver “education” for decades to make streets safer, while peer countries in Europe and Asia have invested in physical infrastructure to boost safety. Traffic fatalities in the United States rose to just under 43,000 in 2021,³ while fatalities in Europe have dramatically decreased.⁴ Likewise, deaths on Berkeley’s roads are at a 37 year high.⁵ Americans are not more prone to making mistakes than their counterparts. The City of Berkeley understands this well and has been undertaking serious efforts to improve the safety of roadways through infrastructure improvements.

According to the 2017 Bicycle Plan, a four beacon RRFB, like the one installed at MLK and Addison, can raise vehicle yielding compliance to 88%.⁶ Yet, this raises the question about the remaining times when there is not yielding compliance, and the fact that RRFB requires pedestrians and cyclists to always remember to hit the button. Is 88% compliance acceptable in a Vision Zero City? We were reminded from the horrible collision on July 9, 2022, that the median and flashing beacons can be insufficient at protecting vulnerable road users from bodily harm.

There are many additional intersection treatments detailed in the 2017 Bicycle Plan that can improve safety for all road users. For instance, to ensure RRFB activation, the city could install pedestrian and cyclist detection systems, the latter of which is commonly used throughout the city already. A speed table or raised crosswalks could also further slow cars—these have been shown to reduce vehicle/pedestrian crashes by 45%.⁷ In addition, the RRFB could be converted into a pedestrian hybrid beacon requiring motorists to make a complete stop.

This referral does not favor any treatment. Rather it asks its newly established Transportation and Infrastructure Commission and City staff to as appropriate consider and make recommendations about the appropriateness of various options in light of recent trends and best practices. This is particularly important as the City is updating its

³ National Highway Traffic Safety Administration, “Newly Released Estimates Show Traffic Fatalities Reached a 16-Year High in 2021,” <https://www.nhtsa.gov/press-releases/early-estimate-2021-traffic-fatalities>.

⁴ Frank Jacobs, “U.S. road deaths far outnumber those in Europe. Why?,” Big Think, June 1, 2022, <https://bigthink.com/strange-maps/road-deaths-us-eu/>.

⁵ Emilie Raguso, February 25, 2022.

⁶ Berkeley Bicycle Facility Design Toolbox, https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017_AppendixF_Facility%20Design%20Toolbox.pdf.

⁷ Ibid.

now five-year-old Bike Plan and has a numerous dangerous bike boulevard and pedestrian intersections similar to MLK and Addison. At the same time, pedestrian and bicycle traffic has increased and is expected to increase in coming years and the Council placed a significant bond on the ballot to fund affordable housing and infrastructure, including various bicycle and pedestrian upgrades. It is vital and in the public interest that the City finds the right policy solutions so future tragic collisions can be avoided.

FISCAL IMPACTS OF RECOMMENDATION

Staff time will be needed to develop recommendations to improve traffic safety policy at the high-collision intersections.

ENVIRONMENTAL SUSTAINABILITY

Transportation accounts for a significant portion of Berkeley's total emissions. The City is committed to increasing the modal share of walking and biking to reduce vehicle miles traveled.

CONTACT PERSON

Vice Mayor Kate Harrison, (510) 981-7140

Public

Public Comments to the Transportation and Infrastructure Commission

February 2023

From: Bailey Schweitzer <bailey_schweitzer@berkeley.edu>
Sent: Sunday, January 15, 2023 12:29 PM
To: transportation <transportation@ci.berkeley.ca.us>
Subject: Extending Hopkins Protected Bike Lane to Kains Ave

Dear Berkeley Transportation Commission,

I am writing to you in support of extending the planned Hopkins protected bike lane to Kains Ave (or option 3 in the December 12 document).

I live 1-2 blocks from Hopkins in an apartment complex on Berryman. Despite my proximity to the street, I almost never go to the businesses on Hopkins nor the businesses in Northwest Berkeley. As a bike commuter, I simply feel too unsafe to use Hopkins--instead, I use Milvia to shop at stores in central, south, and downtown Berkeley.

Extending the bike lane to Kains Ave would allow me to shop at the wonderful businesses on Hopkins and safely travel to Northwest Berkeley. Additionally, West Berkeley suffers from a dearth of bike lanes--a constant reminder of Berkeley's ugly and segregationist former urban planning practices. Option 3 would begin to help address and counteract this legacy.

Warm regards,
Bailey Schweitzer

--

Bailey Schweitzer (He/Him/His)
Master in Public Policy Candidate, 2023
Goldman School of Public Policy
University of California, Berkeley
[Bailey_schweitzer@berkeley.edu](mailto:bailey_schweitzer@berkeley.edu) | 203-984-0450

Public

From: Javandel, Farid <FJavandel@cityofberkeley.info>
Sent: Monday, January 16, 2023 5:38 PM
To: cafred1@juno.com; Budnick, Noah <NBudnick@cityofberkeley.info>
Subject: Re: Additional Comments For Jan 19 Transportation & Infrastructure Comm. Meeting

Hi Mr. Fred,

Your message will be forwarded to the Commissioners. Since the agenda for January 19 has already been published, a copy of the letter will be included in the February packet.

Best Regards,

Farid

From: cafred1@juno.com <cafred1@juno.com>
Sent: Monday, January 16, 2023 3:06 PM
To: Javandel, Farid <FJavandel@cityofberkeley.info>
Subject: Additional Comments For Jan 19 Transportation & Infrastructure Comm. Meeting

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

1-15-2023

Hello Mr. Javandel,

Please include these comments in the packet for the January 19, Transportation and Infrastructure Commission meeting. Please note that these are in addition to the comments I submitted to the Commission on December 15, 2022.

Please confirm receipt of these comments.

Thanks very much,
Clifford Fred

January 15, 2023
Clifford Fred
Berkeley California

To the Berkeley Transportation and Infrastructure Commission

MY OPPOSITION TO THE PROPOSED HOPKINS CORRIDOR STREET RECONFIGURATION PLANS

Hello Commission Members,

Please note my continued opposition to the City's proposed Hopkins Street Reconfiguration Plan, which is on your January 19 agenda. These comments are in addition to my comments in your packet that are dated December 15, 2022.

**DON'T REMOVE ANY STREET PARKING ON HOPKINS STREET, OR ON PERALTA AVENUE –
THERE WOULD BE NO PLACE FOR HOME HEALTH CARE WORKERS TO PARK**

The City's Hopkins Corridor Plan would remove almost all street parking on Hopkins Street from Gilman to Kains. This would pose a great hardship on Hopkins Street residents – many whom are senior citizens and/or have disabilities.

People who live on Hopkins would have to drive around and around, looking for parking on side streets, resulting in more traffic and pollution, not less.

There are many people on Hopkins, including in the large Hopkins Park Apartment complex, who have attendants and healthcare workers who assist them at home. These home healthcare workers depend on Hopkins Street for easily accessible parking. With no place to park, most these health care workers will likely quit, and people will lose their critical home healthcare.

Delivery people, handymen, and mail carriers would also have no place to park. Seniors and people with disabilities depend on mail carriers and private delivery services for food, medicine and other essential products. And, people would have to roll their trash and recycling bins to some distant location every week. This would be an extremely difficult task for many.

There are also many people on Hopkins, and on Peralta Avenue, including senior citizens, who have no driveways. The Hopkins Corridor Plan would effectively trap them in their homes.

The Hopkins Corridor Plan would thus pose a grave danger to the health of seniors and disabled people, and would force many into nursing homes. Is this what Berkeley really wants?

As a 72 year old, long time Berkeley resident, I am shocked that the City is proposing such a mean spirited, anti-senior citizen and anti-people with disabilities plan.

Please oppose the removal on any street parking on Hopkins Street or on Peralta Avenue. Please oppose the proposed Hopkins Corridor Plan.

Thank you,
Clifford Fred
Berkeley California

Public

From: David Mendelsohn <dwmendelsohn@gmail.com>
Sent: Thursday, January 19, 2023 11:53 PM
To: fjavandel@cityofberkeley.info; nbudnick@cityofberkeley.info
Subject: Hopkins Bike Lanes

Hello,

Thanks for your work on the Transportation and Infrastructure Commission this evening. I hope you'll be able to share these comments with all the commissioners.

I'd like to register my support for option 3; more bike lanes & more bike connectivity are necessary to fulfill Berkeley's Bicycle Plan, Vision Zero Plan, and Climate Plan.

I'd like to make one additional point about access for residents or visitors with mobility difficulties. We heard from many commenters concerned about losing access. However, I think it is vital to acknowledge that ***access for those with mobility difficulties is not synonymous with access for cars.***

I have a personal interest in this point because my father lives near the top of Hopkins. He is in his eighties now, and he does not drive. Maintaining car access, maintaining parking access, does not help him. Quite the opposite. As a pedestrian, 99% of the danger he faces comes from cars.

He is able to walk down to the Monterey Market, but getting back uphill while carrying groceries is a bit of a stretch. Walking down to the Biergarten, for example, is really out of his range.

What would actually help residents like him would be a high quality, connected bike lane. At his age, a regular bicycle is probably not appropriate anymore, but an e-trike (for better stability), or maybe a mobility scooter, would be. However, with the current infrastructure, even a mobility scooter going 6-7 mph is inappropriate for both the sidewalk and, of course, the street.

So "bike" lanes are not only for younger, more able-bodied users. They are for all sorts of users on human-sized mobility devices, devices that are faster than walking speed but slower than automobile speed. As commissioner Lutzker pointed out, a better name for them might be Mobility Lanes.

So it's vital to keep in mind those people who may have mobility limitations, but for whom driving is not an option. Additionally, there are those who may **want** to stop driving but feel they currently have no viable options. Mobility lanes can help all these users.

Thanks again for your continued hard work.

Best,

David Mendelsohn

Public

From: Margo Schueler <schueler890@comcast.net>
Sent: Thursday, January 19, 2023 10:22 PM
To: FJavandel@cityofberkeley.info; NBudnick@cityofberkeley.info
Cc: kparolek@gmail.com; 'Ray Yep' <rayyep1@gmail.com>
Subject: Transportation and Infrastructure Work Plan

Comments I had hoped to make at tonight's meeting:

As members of the combined TRANSPORTATION AND INFRASTRUCTURE Commission, I do not envy you your job of defining your work plan for the year.

As you move forward with this monumental scope of issues now within your purview, I hope that you will add to your work the review and discussion of Vision 2050. Vision 2050 steers the City to integrated management of all of our physical assets that provide the services we rely on and provides insights into possible directions for resilient approaches to move our infrastructure foundation to address and mitigate climate and demographic changes. You have the gift of Chair Parolek and Commissioner Yep among you who both participated in development of Vision 2050. Review of Vision 2050 would provide a knowledge base for the range and complexity of the City's infrastructure systems for which you are now responsible to provide input to council.

Thank you,

Margo Schueler

From: Karen <kdabrusin@aim.com>
Sent: Sunday, January 22, 2023 10:48 AM
To: transportation <transportation@ci.berkeley.ca.us>
Subject: Transportation Committee Meeting

I'm writing as a long time Berkeley resident. I live a few houses from Hopkins St. I ride my bike on a regular basis.

My husband and I are very interested in the Hopkins Corridor plan. We were encouraged to attend the Zoom meeting Thursday evening because the Hopkins Corridor plan would be on the agenda. The meeting started at 7p.m. It was 9:45 p.m. by the time the Hopkins Corridor agenda came up. We endured 2 hours and 45 minutes of Committee business before the issue of the Hopkins bike track started to be discussed. By that time, we were frustrated and ready to give up.

If the City of Berkeley genuinely wants its residents to participate and be involved with relevant City issues, it would do well to consider how these committee meetings are managed, hopefully in such a way that they are more accessible to the public's participation. Most residents are not necessarily politically savvy or have the patience

to sit through routine committee business. If a particularly hot issue is on the agenda and the committee is aware that more residents than usual will want to speak, maybe that item could be moved up closer to the beginning of the meeting.

Karen Dabrusin
1460 Ordway St.

From: Andrea Traber <andrea.traber@gmail.com>
Sent: Tuesday, January 24, 2023 9:04 PM
To: transportation <transportation@ci.berkeley.ca.us>
Subject: Re: Hopkins Corridor Street Safety Plan and Bike Route

Btw we should all write individual letters and forward them to the transportation commission too. And bcc Bryce Nesbitt.

transportation@cityofberkeley.info

please excuse iTypos

On Jan 24, 2023, at 8:46 PM, Andrea Traber <andrea.traber@gmail.com> wrote:

Dear City of Berkeley Transportation Commission,
Please see below for my letter regarding the Hopkin Street Corridor Safety Plan and Bike Route. The current plan is unacceptable. Please consider these comments and make sure they are integrated into any reports you may make to the council or council member Kesarwani.
thank you,
Andrea Traber

----- Forwarded message -----

From: **Andrea Traber** <andrea.traber@gmail.com>
Date: Tue, Jan 24, 2023 at 8:23 PM
Subject: Hopkins Corridor Street Safety Plan and Bike Route
To: <rkesarwani@cityofberkeley.info>
Cc: <council@cityofberkeley.info>

Dear Council Member Kesarwani,

First, I want to thank you for your representation of our district's concerns. I was proud to vote for you a second time last November.

I am writing to express my opinions and suggestions regarding the Hopkins Corridor Street Safety Plan and, specifically, the proposed bike route on Hopkins Street. I own my home and live at the corner of Hopkins and Ordway. I am very aware of the heavy and constant flow of traffic, the existing safety issues for pedestrians and cyclists, and the general high speed at which this corridor is driven. I am also in favor of safe bike routes that are integrated into the urban fabric and do not compromise other uses and non-cyclist users. I have advocated for safe bike routes for many years.

I was initially in favor of the proposed Hopkins Street bike route until I studied it further. I even chatted my favorable opinion in the December community meeting. I now have serious concerns expressed herein.

The current proposal to remove 100% of parking, misnamed a "parking reduction" on the current plan, between Gilman and Kains is simply unrealistic, unreasonable and punitive to Hopkins Street residents. I realize that parking lanes on both sides of the street provide the needed width for a cycle route in both directions, but this is a major sacrifice for those of us who live on Hopkins, who have visitors, co-habitants, are disabled or elderly, have maintenance crews like gardeners, or have cars who do not fit in small, short driveways or garages. We realistically need on-street parking on Hopkins for many valid, reasonable and equitable reasons.

Quick question: are there any similar residential blocks in Berkeley with so many homes without on-street parking? I can't think of any and Hopkins Street is not a viable candidate for this experiment given its heavy and continued use as a major thoroughfare.

To enable safe bike routes in this area of north Berkeley, I make the following suggestions:

- **Strongly consider the Ada Street bike route** that has been suggested. It is a well developed and viable suggestion. As a bike route, it would not require removal of any parking on any street, it is very

safe, it respects the importance of Hopkins Street as a thoroughfare, and supports the retail area at Hopkins/Monterey. A safe, lighted crossing at Ada and Sacramento would be required as it is currently impossible to cross safely, in fact there are NO crossings currently!

- While I do not believe this suggestion is equitable for half of the Hopkins Street residents, consider removal of parking on the north side of Hopkins Street only as there are fewer house frontages and parking demand. This would leave room for a one-way bike lane on the north side of the street. Locate a bike lane in the opposite direction on a nearby street such as Rose or Gilman, but not Hopkins.
- In all cases, traffic calming and pedestrian-cyclist safety measures are needed on Hopkins in several places. There are currently too few crossings between Gilman and San Pablo, those that do exist are not well marked, and pedestrians and cyclists are currently at risk. I know because I walk it, bike it, and drive it regularly. Specifically, safe, lighted, well marked crossings are needed at these intersections at a minimum:
 - Hopkins-Ordway, which is absolutely required if the Ada Street bike route is implemented,
 - Hopkins-Acton on the west corner crossing,
 - Hopkins-Rose needs better signage, striping and lighting, especially with the stormwater management basin as it is now a confusing intersection for pedestrians and cyclists.

Public

Thank you for the opportunity to express my concerns and opinions, and make suggestions. As your constituent, I DO NOT support the current Hopkins Street bike route.

Sincerely,

Andrea Traber

1340 Hopkins Street

Berkeley, CA 94702

From: Nimrod Elias <elias.nimrod@gmail.com>
Sent: Tuesday, January 24, 2023 5:51 PM
To: transportation <transportation@ci.berkeley.ca.us>
Subject: Hopkins Corridor Plan

Including the transportation committee on this too.

Thanks,

Nimrod

----- Forwarded message -----

From: **Nimrod Elias** <elias.nimrod@gmail.com>
Date: Tue, Jan 24, 2023 at 5:29 PM
Subject: Hopkins Corridor Plan
To: <council@cityofberkeley.info>, <mayor@cityofberkeley.info>, <rkesarwani@cityofberkeley.info>
Cc: Aliza <acraimer@gmail.com>

Dear Mayor Arreguin and City Councilmembers,

I write to express our strong opposition to the Hopkins Corridor plan which would eliminate nearly 200 parking spots on Hopkins, and to express our support for the Ada Bypass as a reasonable alternative that achieves nearly all of the same benefits but without most of the negative impact.

My family and I live on Hopkins just west of Ordway. We have children in preschool, elementary school, and middle school. We drive and park, and we also ride our bicycles, in the heart of the neighborhood that would be directly impacted by this proposal. Street parking is already very tight on Hopkins. Our neighbors often park a block or two away from where they live, and parking is already made more difficult because of the elementary school, church, tennis and pickleball courts, and the Monterey Market shops all located on this stretch of Hopkins.

Eliminating well over 100 parking spots over a 8 block stretch will be very problematic for the residents who live on Hopkins and adjacent streets. There is a real need for parking for all residents, and especially for residents with disabilities and elderly residents who cannot walk far. Installing dedicated bike lanes on a busy street like Hopkins also increases the risk of backing out of driveways and not being able to see oncoming cyclists, and causes problems for delivery trucks. In addition, eliminating all of these parking spots will make it much harder for parents of young kids at Ruth Acty, and for those who want to play pickleball, tennis, play at Cedar Rose park, or patronize Monterey Market and the surrounding shops. It does not seem like these harmful impacts have been adequately considered, much less addressed.

Moreover, we have a very good alternative option. City Council Commissioner Nesbitt's proposed Ada Street Bicycle Boulevard bypass amends the plans to include a stop sign with light up crosswalk at Ada and Sacramento as part of the Hopkins Corridor project. And it places most of the bike lanes on a less busy street (Ada), where cars drive slower, which I personally prefer as a bicyclist. The neighbors who would be most directly impacted by the Hopkins Corridor plan have largely supported this alternative. It is a very reasonable and less harmful alternative, and I urge the City Council to shelve the Hopkins Corridor Plan and support the Ada Bypass alternative.

Thank you for your consideration,

Nimrod Pitsker Elias

1336 Hopkins Street

Public

From: Kathy K. <anotherkathykemp@gmail.com>
Sent: Monday, January 30, 2023 10:24 AM
To: NBudnick@cityofberkeley.info
Subject: Fwd: Hopkins St. Corridor

----- Forwarded message -----

From: Kathy K. <anotherkathykemp@gmail.com>
Date: Mon, Jan 30, 2023 at 10:22 AM
Subject: Fwd: Hopkins St. Corridor
To: <FJavandal@cityofberkeley.info>

----- Forwarded message -----

From: Kathy K. <anotherkathykemp@gmail.com>
Date: Mon, Jan 30, 2023 at 10:21 AM
Subject: Hopkins St. Corridor
To: <council@cityofberkeley.info>

Dear Council members and Commissioners,

I agree with Ray Yep's suggestion that the council spend more time working out a solution that takes into account all parties's needs instead of the current winners take all thinking. I am assuming that is what the re- scheduling of this meeting is all about.

I am for a compromise like the Ada Street By-Pass.

I do most of my shopping by bike or walking, I am 67 years old and would like to continue doing my shopping this way for as long as possible.

I am familiar with "market town" designation of towns in England. That means that some of the time cars are excluded and pedestrians gather to use their car free space. I encourage people to look at the shopping area on Monterrey and Hopkins as a type of town square. Could not we do something like that?

I look forward to a good plan that is wide and forward thinking in its scope, thank you to all who have worked so hard to meet our climate goals, respectfully,

Kathy Kemp, 762 Peralta Ave