



TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING AGENDA

Thursday, July 20th, 2023, 7:00 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
Dining Room
1901 Hearst Avenue
Berkeley, CA 94709**

A. PRELIMINARY BUSINESS

1. Call to order
2. Roll call
3. Public comment on items not on the agenda
4. Approval of minutes from June 15th, 2023 meeting
5. Approval and Order of Agenda
6. Update on administration and staff
7. Announcements

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. ACTC San Pablo Avenue Multimodal Corridor Program: Safety Enhancement and Parallel Bike Improvements Projects* – Action Requested

Alameda County Transportation Commission (ACTC) staff

The Alameda County Transportation Commission is leading the development of the San Pablo Avenue Multimodal Corridor Program in partnership with local jurisdictions, AC Transit, and Caltrans. This item concerns The San Pablo Avenue Safety Enhancement and Parallel Bike Improvement projects, which are both partially within the City of Berkeley. The Safety Enhancement project consists of pedestrian and bicycle crossing improvements and bus bulbs and stop upgrades, and the Parallel Bike project consists of bicycle boulevard improvements parallel and connecting to San Pablo Avenue. Alameda County

Transportation Commission staff will present on the concept designs and findings of community engagement for these projects.

Requested actions:

1) Recommend that the City Council approves the conceptual design for the San Pablo Avenue Multimodal Corridor Program: Safety Enhancement and Parallel Bike Improvements Projects within the City of Berkeley

2) Recommend that the City Council direct City staff to partner with the Alameda County Transportation Commission (Alameda CTC) on final design and implementation of these projects

2. Informational Briefing on the City of Berkeley's Street Maintenance and Rehabilitation Policy and 5-Year Paving Plan* **

Public Works staff

Staff will brief the Commission on the City's Street Maintenance and Rehabilitation Policy – i.e. “paving policy” – and the current draft 5-Year Paving Plan. The briefing will cover the policy's basic assumptions, funding policy, planning policy, equity policy, performance metrics, the dig once policy, demonstration projects, use of new technologies and policy updates. The staff briefing will also cover the current draft of the City's 5-year plan to pave Berkeley streets. Discussion; no action.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

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

D. COMMUNICATIONS

E. FUTURE AGENDA ITEMS

F. ADJOURNMENT 9:30 pm

Agenda Posted: July 17th, 2023

Transportation and Infrastructure Commission
Thursday, July 20th, 2023

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

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

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Manager, Public Works
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**TRANSPORTATION and INFRASTRUCTURE COMMISSION
REGULAR MEETING
DRAFT MINUTES**

Thursday, June 15th, 2023, 7:00 pm

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

A. PRELIMINARY BUSINESS

1. Call to order

7:02 pm: Chair Parolek called the meeting to order

2. Roll call

7:03 pm

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

Staff Present: LaTanya Bellow, Hamid Mostowfi, Ron Nevels, Srinivas Muktevi, Aram Kouyoumdjian, Noah Budnick

3. Public comment on items not on the agenda

7:03 pm: 3 public comments (including two attachments)

4. Approval of minutes from May 18th, 2023

7:14 pm Action: It was Moved / Seconded (Yep / Ghosh) to approve the minutes:

Discussion:

Ghosh asked that "AAPI" Heritage Month be spelled out as Asian American and Pacific Islander Heritage Month; Parolek asked that "capabilities that have not been activated" be added to agenda item B2 regarding the HAWK (High-Intensity Activated crossWalk) signal informational presentation; Walton corrected the spelling of Caltrans; Nesbitt asked that the US DOT Federal Highway Administration's written guidance on appropriate signage for HAWK signals be included as an attachment.

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7:20 pm Action: It was Moved / Seconded (Yep / Ghosh) to approve the minutes as amended:

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

Noes: None

Abstain: None

Absent: None

7:20 pm Motion passed 9-0-0-0

5. Approval and Order of Agenda

7:20 pm: No changes suggested.

6. Update on administration and staff

7:21 pm: Acting Secretary Mostowfi (Public Works Acting Transportation Manager) provided updates and answered Commissioners' questions on the following: MLK Quick Build project, I-80/Gilman interchange construction, staff hiring and transitions, Bicycle Plan update and HAWK signal installation. No action.

7. Announcements

7:29 pm: Ghosh attended a Federal Transit Authority listening session about safety on public transit for Asian Americans; Nesbitt announced that the Federal Highway Administration will be opening comment on a revised proposal for speed-limiters on over-the-road trucks; Yep stated that the Public Works Commission had previously spent a lot of time discussing "Rule 28," regarding undergrounding utilities, and Rule 28 is now cancelled, which makes funding more difficult; Parolek wished everyone happy Juneteenth; Ghosh wished everyone happy Pride Month.

B. DISCUSSION / ACTION ITEMS

1. Commission letter to Berkeley City Council regarding the current staffing crisis in the City's Transportation Division

7:34 pm: Commissioners discussed their draft letter to the City Council regarding staffing, retention, vacancies and hiring at Public Works' Transportation Division (attached). One member of the public commented to thank the Commission for drafting the letter and to ask for accountability among City leaders who contributed to the "abusive" treatment of division staff. Deputy City Manager Bellow and Director of Human Resources Kouyoumdjian presented on the City's recruiting efforts, the Employer of Choice initiative, the COVID-19 pandemic's effects on staffing, generational shifts in the workforce, peer cities' staff vacancy

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rates, recruiting strategies, existing eligibility lists, the need to reconcile the staffing numbers presented in the Commission’s draft letter with data from the Human Resources Department, and the City Manager’s commitment to addressing the staffing challenges in the Transportation Division. Commissioners and staff discussed retention efforts, addressing Berkeley’s reputation for having a “hostile” work environment for government workers, the loss of institutional knowledge, the delay between City staff analyses from FY18 to FY22 and Transportation Division staff departures in 2022 and 2023, recruiting diverse job applicants, the complex challenge of staffing and how to describe departures in the Transportation Division.

8:59 pm Action: It was Moved / Seconded (Ghosh / Nesbitt) to postpone agenda item B2 (Informational Briefing from Berkeley Public Works staff on the City of Berkeley’s Street Maintenance and Rehabilitation Policy) to a future meeting:

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton,
Yep
Noes: None
Abstain: None
Absent: None

8:59 pm Motion passed 9-0-0-0

Commissioners discussed the draft letter.

9:26 pm Action: It was Moved / Seconded (Walton / Fixler) to extend the meeting to 10 pm:

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton,
Yep
Noes: None
Abstain: None
Absent: None

9:27 pm Motion passed 9-0-0-0

Commissioners discussed the draft letter.

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9:50 pm Action: It was Moved / Seconded (Leung / Fixler) to approve the letter as amended and send to the City Council:

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton,
Yep
Noes: None
Abstain: None
Absent: None

9:51 pm Motion passed 9-0-0-0

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

1. **9:52 pm:** Subcommittee reports & assignments: verbal reports from subcommittees
 - a. The Liaison to the Climate and Energy Commission's Transportation Subcommittee reported that the subcommittee is looking at where there are not sufficient loading zones for on-demand delivery
 - b. The 5-Year Paving Plan subcommittee reported that the subcommittee reviewed and discussed the plan with staff

9:59 pm Action: It was Moved / Seconded (Parolek / Ghosh) to extend the meeting to 10:05 pm:

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton,
Yep
Noes: None
Abstain: None
Absent: None

9:59 pm Motion passed 9-0-0-0

9:59 pm Action: It was Moved / Seconded (Lutzker / Ghosh) to nominate Commissioner Leung with Commissioner Fixler as a back up to speak on the Commission's letter about Transportation Division staffing as an off-agenda item at the City Council:

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton,
Yep
Noes: None
Abstain: None
Absent: None

10 pm Motion passed 9-0-0-0

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- c. The Safe and Delightful Streets for All subcommittee gave an update about using data, sensors and outreach to students and renters to better inform decision-making
 - d. The Transit subcommittee reported that BART parking fees are up going up and Clipper for Youth fees are going up
2. TIC Mission Statement (enclosed)
 3. Public Works' [Top Goals and Projects](#) and [progress report](#)
 4. Council Summary Actions 2022*
 5. [Link to Council and Committee Agendas and Minutes](#)

D. COMMUNICATIONS

E. FUTURE AGENDA ITEMS

Nesbitt requested a 5-minute presentation at a future Commission meeting on a new device that can count cars.

F. ADJOURNMENT

10:05 pm Action: It was Moved / Seconded (Ghosh / Parolek) to close the meeting:

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Walton,
Yep
Noes: None
Abstain: None
Absent: None

10 pm Motion passed 9-0-0-0

Public Present:

Six members of the public at 7:03 pm
Two members of the public at 9:05 pm
One member of the public at 9:20 pm
Zero members of the public at 9:52 pm

Speakers: 3

Public

Transportation and Infrastructure Commission
Thursday, June 15th, 2023

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, July 20th, 2023 at 7:00 pm at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.

Commission Co-Secretary: Hamid Mostowfi, Acting Transportation Division Manager,
Public Works

Commission Co-Secretary: Ron Nevels, Acting Manager of Engineering, Public Works
1947 Center St., 4th Floor, Berkeley, CA, 94704

Telephone (510) 981-7061 / Fax: (510) 981-7060 / TDD: (510) 981-6903

Email: hmostowfi@berkeleyca.gov

Email: rnevels@berkeleyca.gov

From: Donna DeDiemar <dediemar@sbcglobal.net>
Sent: Friday, June 16, 2023 12:20 AM
To: transportation <transportation@ci.berkeley.ca.us>
Subject: Comments Made to Traffic and Infrastructure Commissioners on 6/15/23 by Donna DeDiemar

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.

Commissioners:

My name is Donna DeDiemar, and I'm a member of Friends of Hopkins Street.

I was motivated to come to the commission meeting tonight because of a comment made at Tuesday night's council meeting by CM Kesarwani during discussion of the allocation of T1 money.

CM Kesarwani, who represents me on council, complained about the volume of letters she had received requesting that Hopkins continue to be scheduled for repaving, despite the fact that the Class IV cycle track had been put on hold. She listed a number of things in the city for which there are insufficient funds, and then said to the writers of those letters that we had to understand that – and this is a direct quote – “It isn't about you all the time.”

Those same letters were sent to this commission, too, and I want to convey to you, in the strongest words possible and before you formulate your opinion (if you haven't already done so) about what should happen to Hopkins paving money that we have never, ever made this issue about us, and that CM Kesarwani was as wrong as she was out of line.

This is an issue of safety. Period. Hopkins, particularly upper Hopkins, in its current deteriorated condition, is unsafe for everyone. And yes, there are lots of severely deteriorated streets in Berkeley, and they all deserve attention as soon as funds are available. But Hopkins had been allocated funds for the 2023 fiscal year, and for several fiscal years before 2023, and nothing about the street has improved by waiting.

The fight over a cycle track is a separate issue, and it is also one of safety. The proponents are certain the cycle track is the only way to make Hopkins safe for cyclists; the opponents are just as certain

that the cycle track will make the street unsafe for cyclists, and will be an impediment to the city and personal services needed by the residents of the area.

But I repeat, it is a separate issue, and it will not be resolved in the near future. And even when it is resolved, there will be a years-long wait for funding the improvements, whatever they may be. In the meantime, the street itself will become less and less safe, and at some point, someone will get seriously hurt.

Drivers on the street will be jostled around, and their wheel alignments may be affected, but they will not die because of the ruts and potholes. Pedestrians may twist ankles, but they won't die either. But a cyclist who hits one of the defects in the paving may be thrown from his/her bike, and the kids that are being toted along may go sprawling. And they will get hurt, some seriously, and some fatally. All because someone thinks we have to wait for a decision that may never come on installing a cycle track.

The risk is not worth it. It isn't even reasonable to consider it. Hopkins was supposed to be paved in 2023 in order to save money by being able to simultaneously install a cycle track that has yet to be approved for the full length of Hopkins.

Missing the 2023 deadline does not mean the Hopkins money should be reallocated to another area of the city, just because Hopkins exists in an area that wasn't historically redlined. We support efforts to emphasize equity zones, but dismissing the users of Hopkins, who very well may be residents of equity zones who chose to use the facilities at the north Berkeley branch of the library or King Park, or shop in the commercial area, or like to come to Cedar-Rose Park, as people who think "it is all about them" is unjust.

Please do not make that same mistake. Preserve the funding to repave Hopkins for Hopkins, and schedule it for fiscal 2024. Repaving the street now does not preclude the possibility of the cycle track later; it just changes the potential form it will take.

And it is the safest thing to do.

Rose St - Safe Routes to School and Bike Blvd



Naveen Gattu
naveen.gattu@gmail.com

Martin Luther King Jr. Middle and Ruth Acty Elementary schools participate in the SR2S (Safe Routes to School) program developed by the Alameda County Transportation Commission (ACTC). SR2S periodically provides recommendations for infrastructure improvements to allow safe, active transportation to schools across Alameda County. The latest School Safety Assessment ¹ was performed in 2017 at the same time as the Berkeley Bike Plan. Among other things it recommends the following for Rose St:

- Install curb extensions at all for corners of Grant and North/South at Edith.
- Install high-visibility crosswalks
- Pedestrian countdown and push button to existing traffic signal at MLK
- **Implement recommendations of the 2017 Bike Plan² to install bicycle blvd along Rose St**, including additional traffic calming, traffic circles and vehicle access restrictions at major crossings.

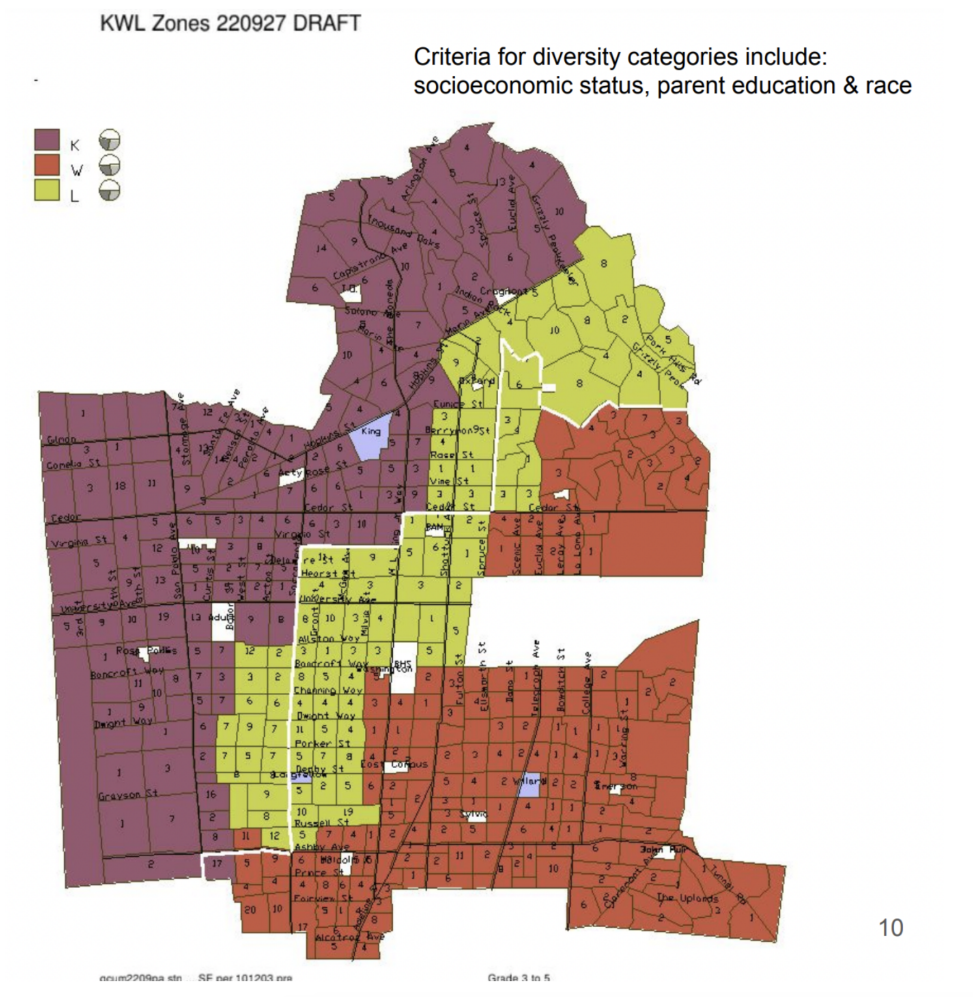


- Martin Luther King Jr. Middle School, Berkeley DRAFT**
Safe Routes to Schools Improvement Plan
 Site Assessment held March 2017
- 9 Edith Street / Rose Street**
 - 9a. Install curb extensions at southeast corner and north side of Rose Street
 - 9b. Implement recommendations of City of Berkeley Bicycle Plan to install a bicycle boulevard along Rose Street, including additional traffic calming, traffic circles, and vehicle access restrictions at major crossings.
 - 9c. Extend white curb loading zone 50 feet to the west to accommodate more vehicles and reduce congestion on Grant Street
 - 10 Grant Street / Rose Street**
 - 10a. Install curb extensions with updated accessible curb ramps at all 4 corners*
 - 10b. Install high visibility crosswalks at all 4 legs
 - 11 M.L.K. Jr Way / Rose Street**
 - 11a. Consider adding a pedestrian countdown and push button to the existing traffic signal
 - 11b. Install advance stop bar markings at all approaches
 - 11c. Consider signal modification to reduce pedestrian-vehicle conflicts. Improvements are subject to traffic operations analysis.



¹ ACTC SR2S: <https://alamedacountysr2s.org/our-program/school-safety-assessments/#berkeley>
² 2017 Bike Plan: <https://berkeleyca.gov/your-government/our-work/adopted-plans/berkeley-bicycle-plan>

King, being one of only 3 Berkeley middle schools, serves 9,400 children from all of North and West Berkeley³. Many of whom regularly walk and cycle, crossing the busy streets of MLK, Sacramento, and McGee. They are regularly forced to walk and cycle in close proximity to impatient, fast moving cars during rush hour and my constant fear is a negligent driver taking too many liberties on the narrow street of Rose.



Rose is being repaved this summer, after being moved up in the paving schedule due to Hopkins being put on hold. The section of road being paved from Sacramento to MLK, includes the entrance to King Middle where the SR2S makes recommendations for Rose and coincidentally also where the secure bike storage for the school is located.

³ Enrollment map: <https://www.berkeleyside.org/2022/11/10/busd-middle-school-enrollment-draft-map>

Since the City places a five-year moratorium on planned construction work involving pavement cuts after a street rehabilitation project, it is imperative that we prioritize Rose as a SR2S route now and adopt the recommendations set forth in the SSA and the 2017 Bike Plan.

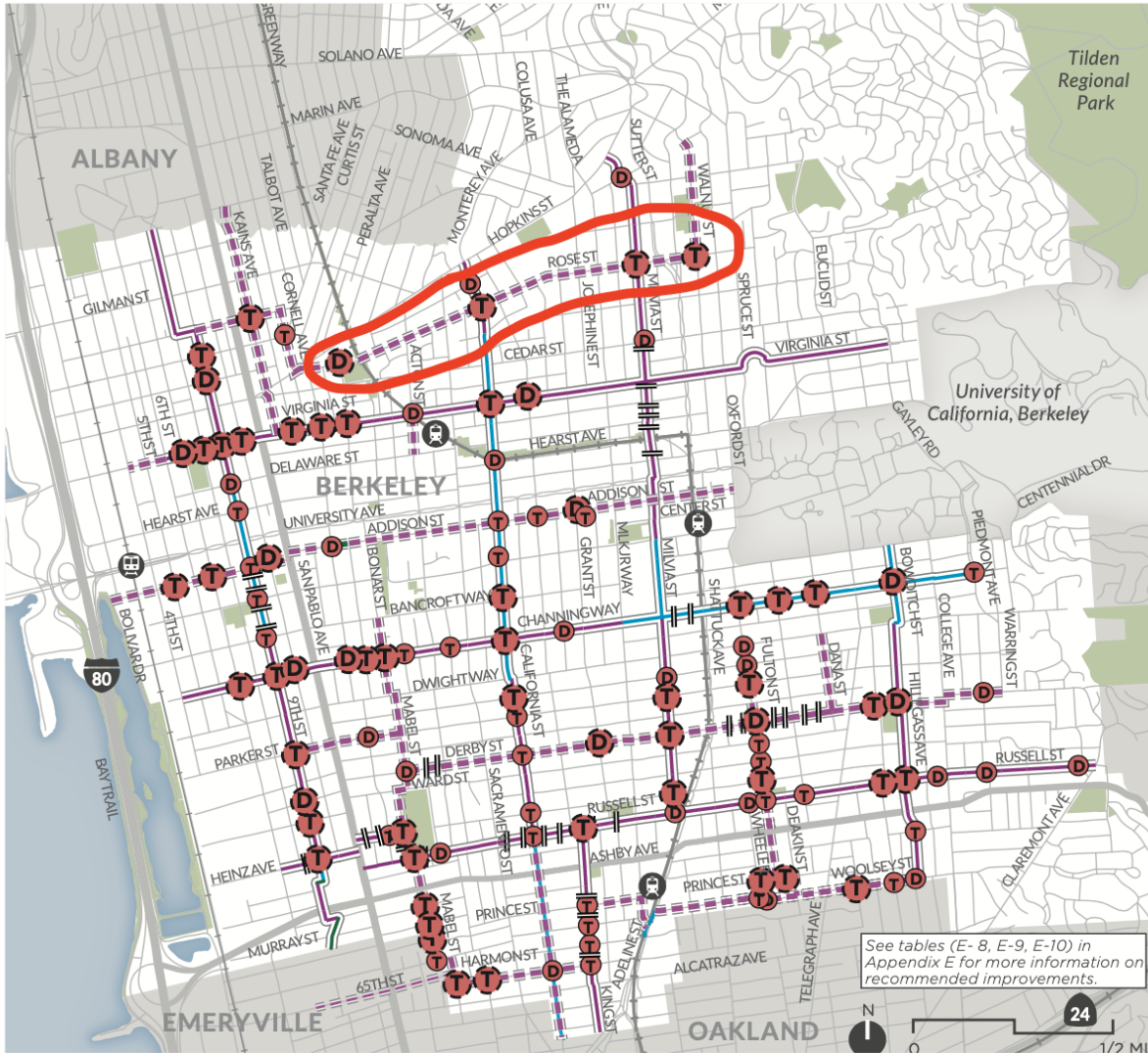
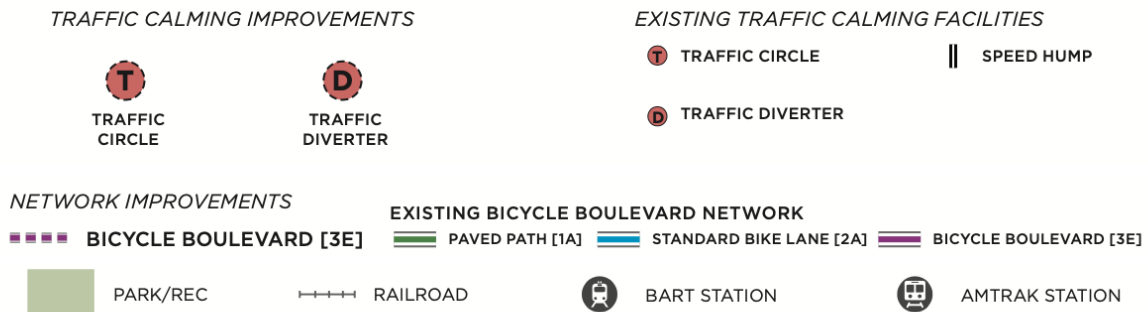


FIGURE 5-15: RECOMMENDED LOW STRESS BIKE BOULEVARD TRAFFIC CALMING IMPROVEMENTS



The schedules are tight and transportation staffing is at historic lows. However, In lieu of these modifications during paving, we should pursue quick-build solutions to install diverters and traffic circles at California and Milvia as well as the recommended curb extensions at Grant and Edith. At the very least we should install 4-way stop signs at McGee/Rose to shorten the distances between consecutive stop controlled intersections, as well as closing the slip lane at Sacramento as has been mentioned prior.

In addition to serving King school, completing Rose as a traffic calmed bike blvd would supply an additional low stress east/west bike route north of the Virginia bike blvd, directly connecting the Milvia and California bike blvd's with the Ohlone greenway and the Hopkins commercial corridor. At present, Rose is a very high stress bike route as it's used regularly as a cut-through for cars and heavy delivery trucks, rather than the Cedar or Hopkins collector roads. Other traffic calming interventions would include traffic diverters in the same vein as the Virginia bike blvd which is modal filtered at McGee and split speed tables as on lower Rose between Juanita and Ordway⁴. These are interventions that can be done at low cost and relatively quickly, since bike blvd's have been implemented throughout the city and the toolbox would be no different for Rose.

⁴ *Rose St west of Sacramento has been included in a speed table pilot in 2011. A "split speed table" was installed between Juanita and Ordway and received positive feedback from BFD, as Rose is a fire/evac route.* https://drive.google.com/file/d/1vqQ8fXDBRXt1HmC070O_tgw-P-JnXK2R/view?usp=sharing

To the Members of the City Council,

We write to you today as the Transportation and Infrastructure Commission, given our role to “advise the City Council on matters related to transportation and public works infrastructure policies, facilities, and services in the City.” The current staffing crisis in the City’s Transportation Division existentially questions the relevance of what our commission undertakes when we discuss matters of transportation in this City.

Recent losses to the city of Berkeley’s Transportation Division have been numerous and unacceptable. Within only one year, departures (and impending departures) of dedicated staff have included Ryan Murray, Beth Thomas, Diane Yee, Ian Bronswick, Jesse Peoples, Gordon Hansen, Danette Perry, Roger Mason, and Farid Javandel. The Transportation Division’s vacancy rate will reach a staggering 45% in July. These departures of dedicated mid-, senior-, and management-level staff have left a chasm in our city, preventing the implementation of the City’s multimodal, sustainable, equitable, safety-focused plans like Vision Zero and BerkDOT.

Impact

These vacancies will directly challenge the specific work City Council has prioritized. For example, in April’s Reweighted Range Voting (RRV) ranking process, one-third of all referrals were directed to the Transportation Division, including a whopping 75% of the top 8 referrals. Vision Zero, which was Council’s #1 priority in 2018 has languished with a 75% vacancy rate among the transportation planners leading this work. Even before the loss of an additional 4 senior- and management-level staff in 2023, the number of programs noted by the [City Manager](#) as being on-hold, delayed or reduced due to staffing concerns within the Transportation Division is overwhelming:

PROGRAMS & POLICY	
Bicycle Plan	Delayed due to staffing
Berkeley Strategic Transportation (BeST) Plan Update	Delayed due to staffing
Transit First Policy Implementation Plan	Delayed due to staffing
Vision Zero Action Plan Implementation	Delayed due to staffing
BerkDOT	On hold pending staffing
Traffic fine & fee reform	On hold pending staffing
AB 43 (speed limit reform)	On hold pending staffing
Micromobility	Reduced service
E-bikes for City Staff	On hold pending staffing
Bike parking	Reduced service due to staffing
Transit Coordination	Reduced service due to staffing
SR25 Coordination	Reduced service due to staffing
Major Grant Funding Coordination/Liaison	Reduced service due to staffing
62nd & King	On hold pending staffing
Telegraph Ave Project (spin-off from Southside Complete Streets, formerly Car-Free Telegraph)	On hold pending staffing and funding
Claremont/Eton+Claremont/Russell RRFBs	One in construction, one on hold due to s
Newbury Street & Ashby Avenue traffic diverter & improvements	On hold pending staffing
Pedestrian safety where Sidewalks not provided	On hold pending staffing
Dwight Way Traffic Calming between Grant and California	On hold pending staffing

The years of work that Council and staff have dedicated to creating and funding excellent plans to improve safety, increase equity in transportation, and reduce our city’s climate footprint are all indefinitely stalled due to our staffing crisis, leaving the people of Berkeley in limbo and at risk.

Safety: Vision Zero work in our City has all but come to a halt due to the staffing crisis and wavering commitments to safety projects among City Council. The real losers here are the people of Berkeley, who have and will continue to die and be maimed in the public right of way from poor bike infrastructure and unsafe street design. This crisis sends a message that the most vulnerable road users are not valued in Berkeley; that only motorists have a seat at the table with regards to the future.

Equity: Without the strong leadership of Farid Javandel, there is now no one to lead the City's work on BerkDOT, one of the most innovative and heralded reforms promised by our Reimagining Public Safety Process. This could not come at a worse time, as SB50 which would allow Berkeley to pilot traffic enforcement by unarmed city staff has just passed the Senate. Further, our inability to complete safe street infrastructure projects will increase our need to rely on punitive enforcement, rather than create safe, self-enforcing streets.

Climate: Berkeley likes to showcase itself as a leader in the climate world, but a city that fails to adequately address its #1 contributor to carbon emissions is no leader at all. As more and more Berkeley residents desire to switch their trips away from cars and over to active and shared modes of transportation, any city that claims to be a climate leader needs to facilitate that shift. The safety improvements people need to feel comfortable making that shift are simply not possible given the current crisis in staffing in the Transportation Division, and the lack of support for these staff makes Berkeley a failed city when it comes to the climate crisis.

Moving forward

In order to move forward, the city must take important steps and ask difficult questions to understand the reasons why staff are departing at such high numbers and ensure we can retain any remaining staff. How has the current situation, especially the sudden departure of Farid Javandel, been handled by the City Manager's office and what sorts of communications are remaining Transportation Division staff receiving about the string of departures? What is city management doing to ensure that staff are feeling supported in the wake of Farid's departure and in the midst of a severe staffing crisis?

The answer cannot simply be to fill vacancies. When filling new roles, it is imperative that city management and City Council work hand-in-hand toward making Berkeley a professionally and emotionally safe work environment, without which, we cannot reasonably expect to attract and retain the most experienced and talented transportation professionals. Already, transportation professionals from across the Bay are sharing messages that Berkeley is not a safe and supportive workplace.

What Berkeley needs moving forward is a full cadre of experienced and talented professionals who have a deep understanding of transportation best practices. This includes transportation staff at all levels from associate planners and engineers all the way up through a deputy City Manager who has strong transportation knowledge. As it stands, the losses of multiple division managers and deputy City Manager Paul Buddenhagen have created an unacceptable situation for Berkeley, with decades of institutional memory lost. We must do everything possible to change the current reality of transportation staffing at the city, including the retention and promotion of remaining staff to preserve what little institutional knowledge remains.

Frankly, it is an affront to the people of Berkeley to allocate over a million dollars to consultants and HR staff for [Berkeley's Employer of Choice initiative](#) while not doing the simple work to support current city staff. Without a basic level of support and trust in the professional expertise of staff in our city's various departments to carry out our adopted policies and plans, the systemic issues with Berkeley's staffing crisis will persist and will have ripple effects across city employees well beyond the Transportation Division. The precedent that has been set by the circumstances surrounding Farid Javandel's departure, in which making a simple mistake may result in job loss, makes Berkeley an unattractive place to work. Creating this sort of hostile work environment sends a clear message to current and future staff that Berkeley is not an ideal location to begin or advance one's career.

To rectify this situation, the City Manager must establish strong transportation leadership knowledge within the City Manager's office and step up to create a work environment that both

supports and encourages staff leadership and innovation and promotes internal employees to fill the current leadership vacuum. The stakes for this work could not be higher - the derailment of Vision Zero, BerkDOT, and other critical projects shines a bright light on Berkeley, showing the world that our true commitment is to the status quo of climate arson, traffic violence and inequitable access to public and active transportation. We urge you to move forward with a great sense of urgency to rectify the current dire situation.



Memorandum

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 20, 2023

TO: Berkeley Transportation and Infrastructure Commission

FROM: Matt Bomberg, Senior Transportation Engineer
Colin Dentel-Post, Principal Transportation Planner

SUBJECT: San Pablo Avenue Multimodal Corridor Program: Safety Enhancement and Parallel Bike Improvements Projects

Recommendation

It is recommended that the Transportation and Infrastructure Commission recommend that the Berkeley City Council:

1) Approve the conceptual design for the San Pablo Avenue Multimodal Corridor Program: Safety Enhancement and Parallel Bike Improvements Projects within the City of Berkeley

2) Direct City staff to partner with the Alameda County Transportation Commission (Alameda CTC) on final design and implementation of these projects.

Summary

Alameda CTC is leading the development of the San Pablo Avenue Multimodal Corridor Program, which consists of three projects to improve safety and multimodal access. The three projects were identified as part of a multi-year planning effort that began in 2017 and were approved by Alameda CTC's Commission in March 2022. This TIC item concerns the Safety Enhancement and Parallel Bike Improvement projects, which are both partially within the City of Berkeley. Alameda CTC, in partnership with the City of Berkeley, other cities along the corridor, and AC Transit, has completed community engagement on the concept designs of the Safety Enhancement and Parallel Bike Improvements projects, including the parking and circulation implications of the projects.

Approval of the conceptual designs will provide Alameda CTC with firm direction on project scope to advance to subsequent project development phases. Following approval of the concept designs, the projects will proceed to environmental clearance, final design, and

construction. The Safety Enhancement Project also requires Caltrans approval through the Project Report process for the conceptual design.

Background

Alameda CTC is leading the San Pablo Avenue Multimodal Corridor Program, which is central to achieve the goals and strategies that were adopted in the 2020 Countywide Transportation Plan (CTP). San Pablo Avenue is on the countywide High-injury Network (HIN) and has the third highest incidence of injury collisions in Alameda County. There is an urgent need to improve safety for all users.¹ San Pablo Avenue is also one of the streets with the highest bus ridership in the East Bay. However, due to congestion, buses are often slow and unreliable. The entire length of San Pablo Avenue within Alameda County is a Priority Development Area (PDA, or locally-nominated area for focused housing and job growth) and significant stretches are regionally-identified Equity Priority Communities (EPCs). With ongoing residential and commercial growth in the corridor, reliable, attractive bus service is critical to efficiently move more people.

The goals of the San Pablo Avenue Multimodal Corridor Program are to:

- Enhance safety for all travel modes
- Improve comfort and quality of trips for all users
- Support a strong local economy and efficiently accommodate growth along the corridor while respecting local contexts
- Promote equitable transportation and design solutions for diverse communities throughout corridor

San Pablo Avenue traverses four cities in northern Alameda County: Oakland, Emeryville, Berkeley and Albany. The State owns the right-of-way just north of I-580 (where San Pablo Avenue is designated as State Route 123), while the City of Oakland owns the right-of-way south of I-580. Caltrans is responsible for improvements on the State Highway System.

Alameda CTC and partner agencies initiated a robust planning process for San Pablo Avenue in 2017. Phase 1 of the project evaluated potential long-term concepts for the corridor in Alameda and Contra Costa Counties – including bus rapid transit and protected bike facilities – through extensive outreach and technical analysis. Phase 1 of the project entailed multiple rounds of engagement with the community, including residents, businesses, and community-based organizations, and garnered input from more than 4,900 individuals. The Phase 1 Summary Report and materials are documented on the Project History tab of the project webpage: www.alamedactc.org/sanpablo. Due to the complex and constrained nature of the corridor every concept that was considered entailed notable trade-offs,

¹ The Countywide High Injury Networks (HIN) were developed as part of the 2019 Countywide Active Transportation Plan and consists of focused portions of the countywide roadway network which account for an outsize share of severity-weighted crashes. The biking high injury network consists of 4% of street miles that saw 59% of bicycle-involved crashes and the pedestrian high injury network consists of 4% of street miles that saw 65% of pedestrian-involved crashes.

especially at intersections. At the end of Phase 1, there was not consensus around a single long-term vision to advance throughout the corridor.

At the conclusion of Phase 1, in March 2022, Alameda CTC's Commission adopted an overall corridor concept which includes three projects within Alameda County. These projects differ between jurisdictions based on the local preferences and technical considerations and are intended to be near-term improvements which can be delivered within 3-5 years. Collectively the three projects comprise the San Pablo Avenue Multimodal Corridor Program. The projects are described in subsequent sections and include:

- Safety Enhancements Project (Berkeley and Albany)
- Parallel Bike Improvements Project (Berkeley, Albany, and North Oakland)
- Bus and Bike Lane Project (Oakland, Emeryville, and South Berkeley)

Safety Enhancement Project

The Safety Enhancements project extends along San Pablo Avenue from Oregon Street in South Berkeley to the Contra Costa County line in Albany. The project is focused on improving safety for pedestrians and bicyclists crossing San Pablo Avenue and targeted improvements to bus speed and reliability. This project is intended to target near-term safety enhancements and was developed with the intention of including priority improvements that can be implemented quickly to address the urgent safety needs on the corridor. The Safety Enhancements project seeks to avoid adjustments to curb lines in order to preserve longer-term design options along the corridor and minimize utility and drainage adjustments which would increase project cost and schedule. As such, bulbouts are generally only included at bus bulb locations and where needed to feasibly fit an ADA compliant curb ramp.

Specific project components include:

- High visibility crosswalks and striping
- Pedestrian signals (also called Pedestrian Hybrid Beacons (PHBs) or High-intensity Activated Crosswalk (HAWK) signals)
- Rectangular Rapid Flashing Beacons (RRFBs)
- Median refuges
- ADA compliant curb ramps
- Improved bicycle crossings of San Pablo Avenue at intersections with bike routes, particularly offset crossings of San Pablo Avenue
- Bus bulbs at AC Transit Rapid stops
- Bus stop relocations from nearside to farside of intersection
- Sidewalk repair within bus stop areas
- Targeted lighting improvements at crosswalks and bus stops
- Leading pedestrian intervals
- Accessible Pedestrian Signal (APS) upgrades

Attachment A provides more details on the improvements proposed at different project locations and the conceptual design of key project locations.

Parallel Bike Improvements Project

The Parallel Bike Improvements project seeks to provide all ages and abilities biking facilities along local streets parallel and leading to San Pablo Avenue in Albany, Berkeley, and North Oakland. The project takes advantage of the existing and planned bicycle boulevard/neighborhood bike route networks in these jurisdictions. Specific project elements include:

- Speed management traffic calming measures (traffic circles, speed tables)
- Volume management traffic calming measures (diverters)
- Improvements at bikeway crossings of major streets (arterial and collector streets) including PHBs/RRFBs, bulbouts, and median refuges
- Wayfinding improvements

Attachment A provides more details on the improvements proposed at different project locations and the conceptual design of key project locations.

Coordinated City of Berkeley Projects

The City of Berkeley has several funded projects that are being coordinated with the Safety Enhancement and Parallel Bike Improvement projects as described below:

- Addison Street Bicycle Boulevard – the project would implement bicycle boulevard improvements along Addison St between Aquatic Park and Sacramento Street and between Milvia Street and UC Berkeley Campus and has funding through the state Active Transportation Program. The project overlaps with Alameda CTC's Safety Enhancements project at the intersection of San Pablo Ave/Addison St. The City of Berkeley has been selected to participate in a Complete Streets Leadership Academy which is being hosted by Caltrans and the National Complete Streets Leadership Academy. As part of its participation in the Leadership Academy, Berkeley will implement a quick build pilot on the state highway system. Berkeley will use the quick build pilot to test a concept design and receive stakeholder feedback on bike crossing improvements at San Pablo Ave and Addison St. This quick build is planned to be installed in Summer 2023. Following the conclusion of the quick build, the concept design will be incorporated as part of the Alameda CTC Safety Enhancements project. This will allow the location to obtain necessary Caltrans approvals and be designed and constructed along with the Alameda CTC project, which already involves Caltrans coordination.
- Parker Street to Addison Street Bikeway Project – project includes bicycle boulevard upgrades generally along Bonar St, Mabel St, and Parker St between Strawberry Creek Park/West St Pathway and San Pablo Park and has funding through the Affordable Housing and Sustainable Communities grant program. The project is being developed and implemented by the City of Berkeley separately from Alameda

CTC's projects. The project will work in concert with Alameda CTC's Parallel Bike Improvements project to create a complete north-south bicycle boulevard route along the east side of San Pablo Avenue.

- Ohlone Greenway Safety Improvements project – the project will improve existing sections and close gaps in the Ohlone Greenway between Virginia Gardens and Santa Fe Avenue. The project is being developed and implemented by the City of Berkeley separately from Alameda CTC's projects. The project will work in concert with Alameda CTC's Parallel Bike Improvements project to create a complete north-south cycling route along the east side of San Pablo Avenue.

Bus and Bike Lanes Project

The Bus and Bike Lanes Project will provide side-running bus lanes and protected bike lanes along San Pablo Avenue from Downtown Oakland (17th St) to Russell/Heinz in South Berkeley. This project is not the subject of this TIC item; information is provided for background only. Advancement of the currently scoped near-term project does not preclude additional multimodal improvements on San Pablo Avenue in Berkeley or Albany in the future.

Safety Enhancement and Parallel Bike Projects Community Engagement

Alameda CTC, in partner with local jurisdictions and AC Transit, conducted engagement from December 2022 to May 2023 to seek input on the design details of the Safety Enhancement and Parallel Bike Improvements Projects. Engagement utilized a variety of methods, including:

- Direct outreach to storefronts along San Pablo Avenue
- Mailers (two rounds)
- Interactive webmap and survey
- Bus stop flyers
- E-blasts to community groups
- Presentations to Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC) and San Pablo Active Transportation Working Group (ATWG) comprised of multimodal advocacy groups including representatives from Walk Bike Berkeley
- Presentations to community groups including Berkeley Neighborhoods Council and Albany Chamber of Commerce
- In-person open house specifically on the Safety Enhancement and Parallel Bike Improvement Projects attended by more than 100 people
- Information including project open house boards and Frequently Asked Questions on project website

The attached outreach summary report (Attachment B) provides more details on the outreach methods utilized, materials, and level of feedback.

Project outreach generated more than 700 detailed comments on the Safety Enhancements and Parallel Bike Improvements Projects. The attached outreach summary report distills these

detailed comments down to a series of key themes and provides information on how the key themes have been considered.

In addition, based on the input from community engagement, a number of location-specific refinements were made to the concept designs. The Location-Specific Design Issues Technical Appendix provides more details on specific comments and design refinements made in response to public feedback. Examples of design changes made within the City of Berkeley in response to public feedback include changes to the parallel bike routing to avoid the complex intersection of Kains St/Cedar St/Hopkins St, additional crossing improvements at Kains St/Gilman St, addition of speed tables along parallel bike streets, and removing the diverter at 9th St/Pardee St due to conflicts with nearby delivery truck activity.

Schedule and Next Steps

Upon receipt of approval from key partner agencies, described above, Alameda CTC will advance the Safety Enhancement and Parallel Bike projects to subsequent project development phases, including obtaining necessary state and federal environmental clearance and developing final plans, specifications, and estimates. In addition, the Safety Enhancement project will require developing and gaining approval of a Caltrans Project Report, which is Caltrans' formal approval of the project scope and design.

Alameda CTC has secured a combined \$44 million in competitive grant funding from One Bay Area Grant, regional Active Transportation Program Cycle 6, and federal Safe Streets for All programs. These grant funds awarded \$29 million for the Safety Enhancements project and \$15 million for the Parallel Bike Improvements project and are programmed for the construction phase of the project. The project schedules are for the Parallel Bike Improvements project to be ready to advertise for construction by Spring 2024 and the Safety Enhancements project to be ready to advertise for construction by Fall 2024.

Attachments:

- A) Concept Design Boards
 - Overview Handout
 - Map Boards
- B) Outreach Summary Report
- C) City of Berkeley Location-Specific Design Issues Technical Appendix
- D) Project Fact Sheets
 - [Safety Enhancements Project](#)
 - [Parallel Bike Improvements Project](#)
 - [Bus and Bike Lanes Project](#)

Welcome to the Community Open House!

San Pablo Ave Safety Enhancements and Parallel Bike Improvements

Thank you for participating in today's open house!

The Community Open House is an opportunity to discuss the roadway changes proposed to make walking and biking safer along the San Pablo Avenue Corridor in Albany, Berkeley and North Oakland.

Why is this Project Important?

San Pablo Avenue is a key multi-modal arterial street linking the cities of Oakland, Emeryville, Berkeley, and Albany in Alameda County.

San Pablo Ave is one of the streets with the most collisions and traffic injuries in all of Alameda County, is one of AC Transit's major corridors, is a Caltrans state highway route, and traverses regionally and locally identified Equity Priority Communities and Priority Development Areas.

Project Overview Map



Project Background

Alameda CTC conducted an extensive planning process for the San Pablo Avenue corridor from 2017-2020 which included multiple phases of public outreach that reached nearly 5000 individuals. This effort led to the adoption of a corridor concept in March 2022 by the Alameda County Transportation Commission which includes three projects along San Pablo Avenue within Alameda County. Tonight's open house covers two of the three projects.

The **San Pablo Avenue Safety Enhancements Project** will construct improvements to make it safer and easier to cross the street and make transit faster and more reliable along San Pablo Ave in Albany and Berkeley north of Heinz Ave. The project will maintain two traffic lanes and most parking spaces along both sides of the street.

The **Parallel Bike Improvement Project** will construct bike safety and connectivity improvements along streets parallel to and across San Pablo Ave from 63rd Street in North Oakland through Berkeley and Albany. Together with improvements being led by local jurisdictions, this will result in a fully connected bicycle network along the corridor.

San Pablo Improvements to the South

The **Bus and Bike Lanes Project**, will construct bus and bike lanes as well as safety improvements from south of Heinz Avenue in Berkeley through Oakland and Emeryville.

The next phase of public engagement for that project will begin in Fall 2023.

Project Schedule

San Pablo Ave Safety Enhancement Project

- Design/Environmental finalized by Winter 2025
- Construction Spring 2025 - Winter 2026

Parallel Bike Improvement Project

- Design/Environmental finalized by Spring 2024
- Construction Summer 2024 - Winter 2026

More Information

To learn more about these efforts, please go to www.alamedactc.org/sanpablo.



Welcome to the Community Open House!

San Pablo Ave Safety Enhancements and Parallel Bike Improvements

Use your handout to help guide you through the benefits and definitions of the proposed improvements.

Bicycle and Pedestrian Crossing Improvements

Improvements focused on the safety of crossings for pedestrians and cyclists at existing and new street crossings. This category includes:

- Pedestrian/ Bicycle Crossing Beacons
- Pedestrian Signals
- Traffic Signal Upgrades for Pedestrians
- Median/ Pedestrian Refuge Island
- Bulbout
- New Pedestrian Crosswalks
- Existing Crosswalk Removal
- Improved Lighting

Bicycle Network Improvements and Traffic Calming

Improvements proposed largely along streets near San Pablo Ave to create a connected and comfortable bicycle network that provides an alternative route to San Pablo Ave and improves connections to businesses and residences. Also includes some improvements on San Pablo Ave.

- Diverter
- Traffic Circle
- STOP Control Modification
- Yield Control Modification
- Speed Hump/Table
- Vertical Separation for Bicycles



Speed Table in Residential Neighborhood



Diverter in Residential Neighborhood

Parking and Auto Circulation Changes

The improvements discussed in the other sections will contribute to greater user safety and bus reliability. In order to achieve those goals, some modifications are needed to redirect vehicles and change where on-street parking is provided.

- Turning Movement Restriction/ Reassignment
- Parking Removal

Associated Changes

At all locations with project improvements identified, additional upgrades not shown on the maps include:

- Curb Ramp Upgrades
- Improvements to Existing Pedestrian Crosswalks
- Bike Pavement Markings

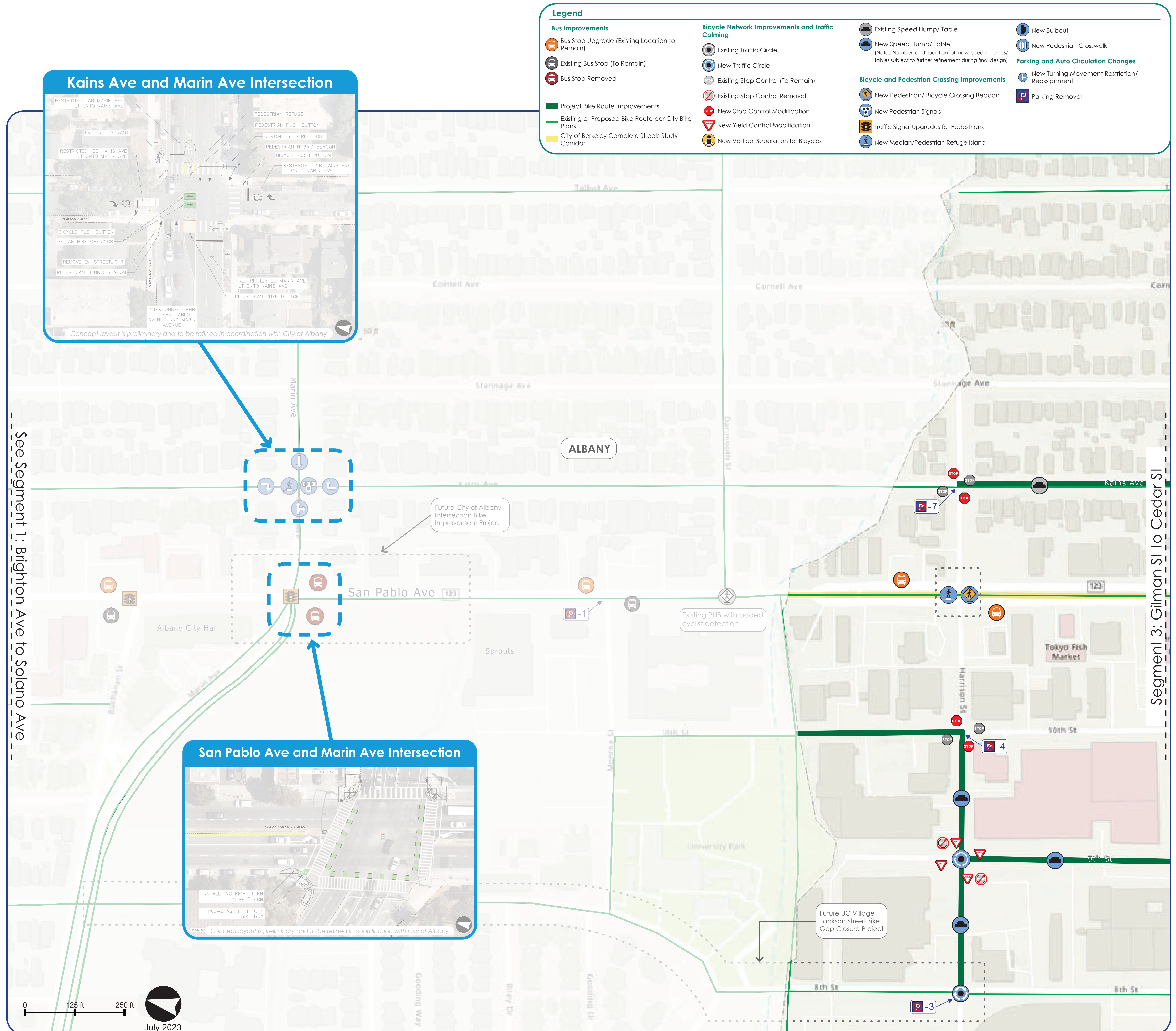
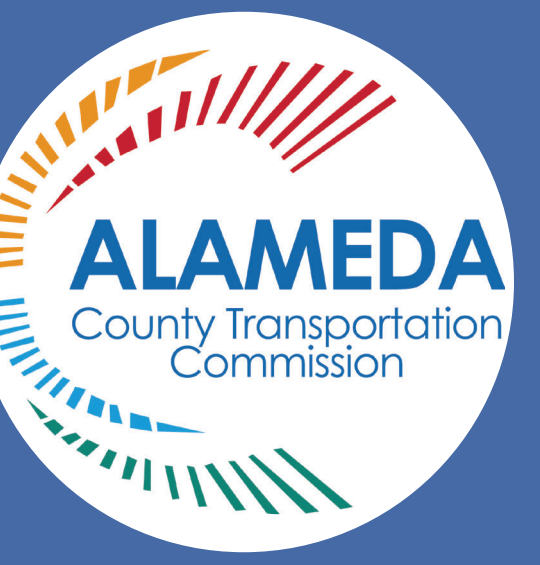
Bus Stop Improvements

Changes are proposed to bus stops to make the transit service more effective and reliable, and to improve pedestrian safety. This includes upgrading and, in some cases relocating, existing stops and limited stop removal.

- New Bus Bulbs
- Bus Stop Moved to Adjacent Location
- New Bus Stop Location
- Bus Stop Removed
- Bus Stop Upgrades

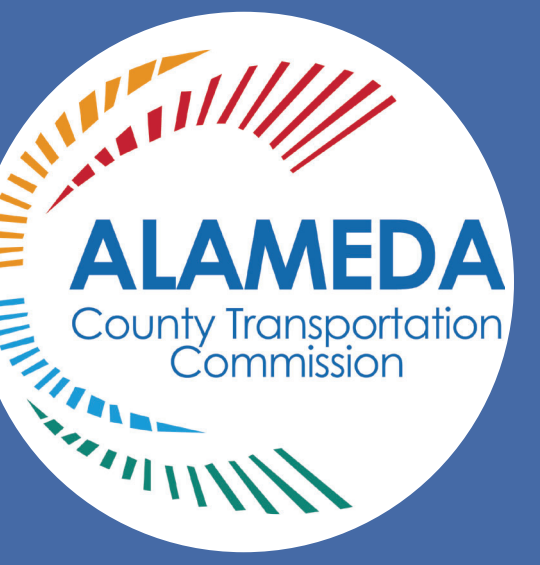
San Pablo Ave Safety Enhancements and Parallel Bike Improvements

Segment 2: Buchanan St to Harison St



San Pablo Ave Safety Enhancements and Parallel Bike Improvements

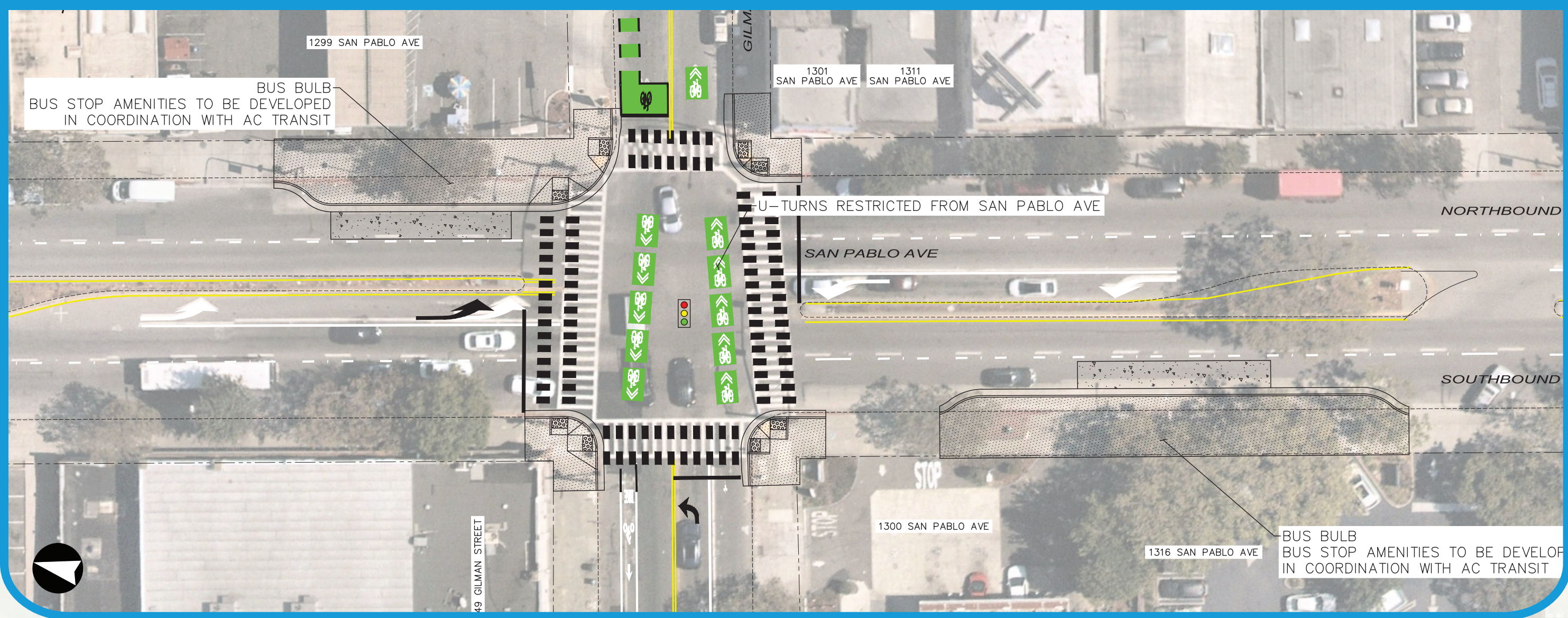
Segment 3: Gilman St to Cedar St



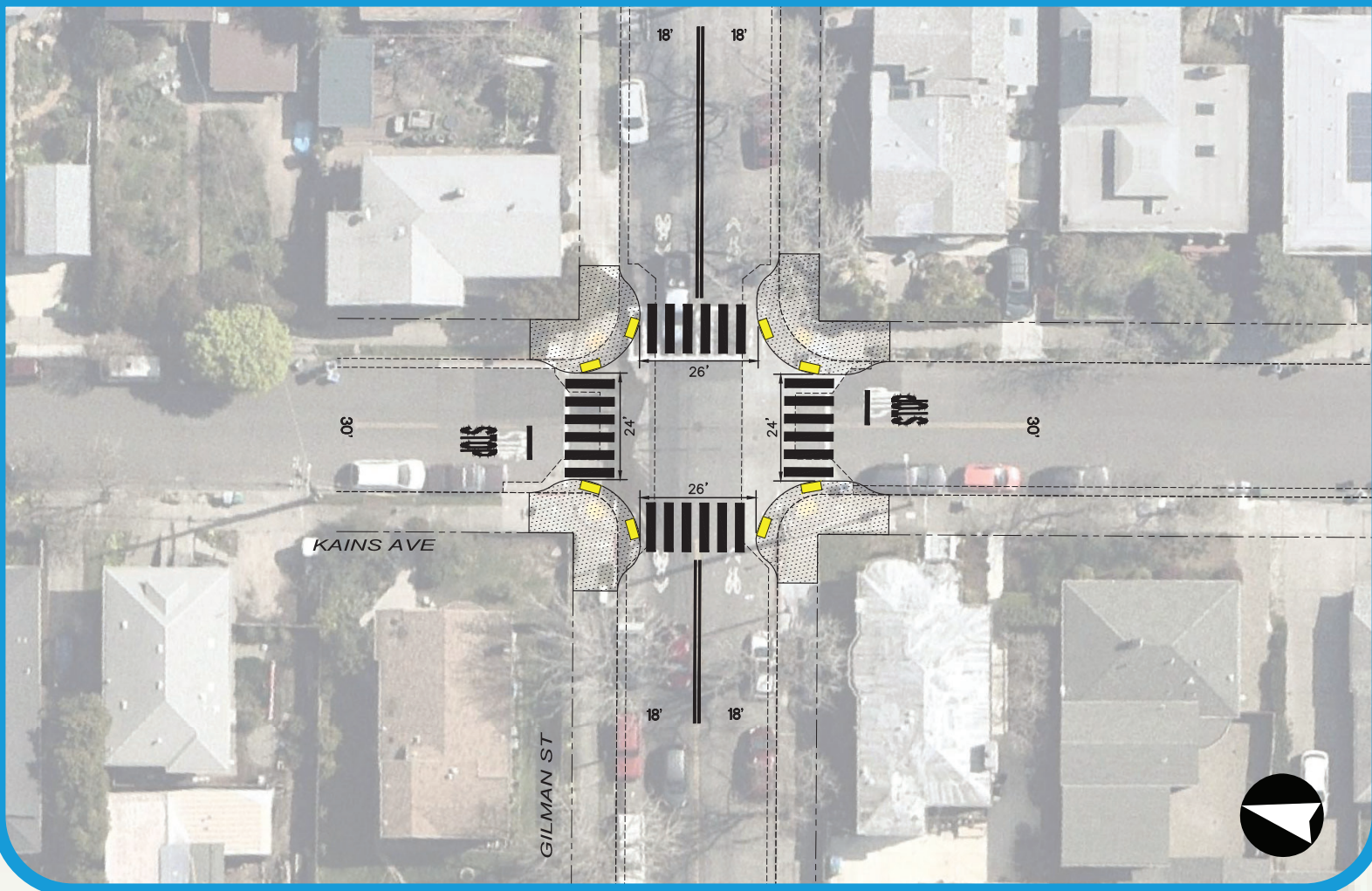
Legend

- | | | | |
|---|---|---|--|
| Bus Improvements
Bus Stop Upgrade (Existing Location to Remain)
Bus Stop Moved to Adjacent Location
New Bus Stop Location
New Bus Bulb | Bicycle Network Improvements and Traffic Calming
New Diverter
Existing Traffic Circle
Traffic Circle Upgrade
New Traffic Circle
Existing Stop Control (To Remain)
Existing Stop Control Removal
New Stop Control Modification
New Yield Control Modification | New Vertical Separation for Bicycles
Existing Speed Hump/ Table
New Speed Hump/ Table
(Note: Number and location of new speed humps/ tables subject to further refinement during final design)
Bicycle and Pedestrian Crossing Improvements
New Pedestrian/ Bicycle Crossing Beacon
New Pedestrian Signals
Traffic Signal Upgrades for Pedestrians
New Median/Pedestrian Refuge Island | New Median Modification
New Bulbout
New Pedestrian Crosswalk
Existing Crosswalk Removal
Improved Lighting
Parking and Auto Circulation Changes
New Turning Movement Restriction/ Reassignment
Existing Turning Movement Restriction
Parking Removal |
|---|---|---|--|

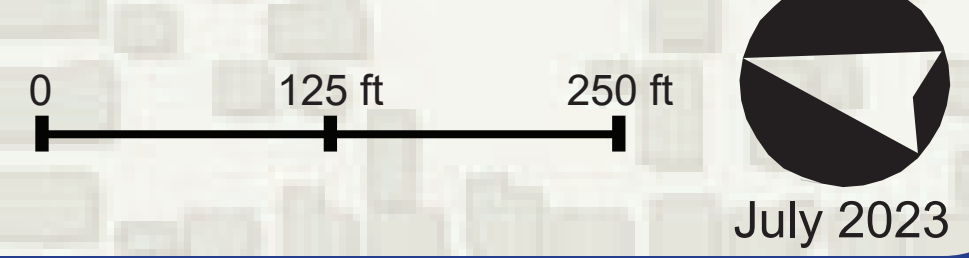
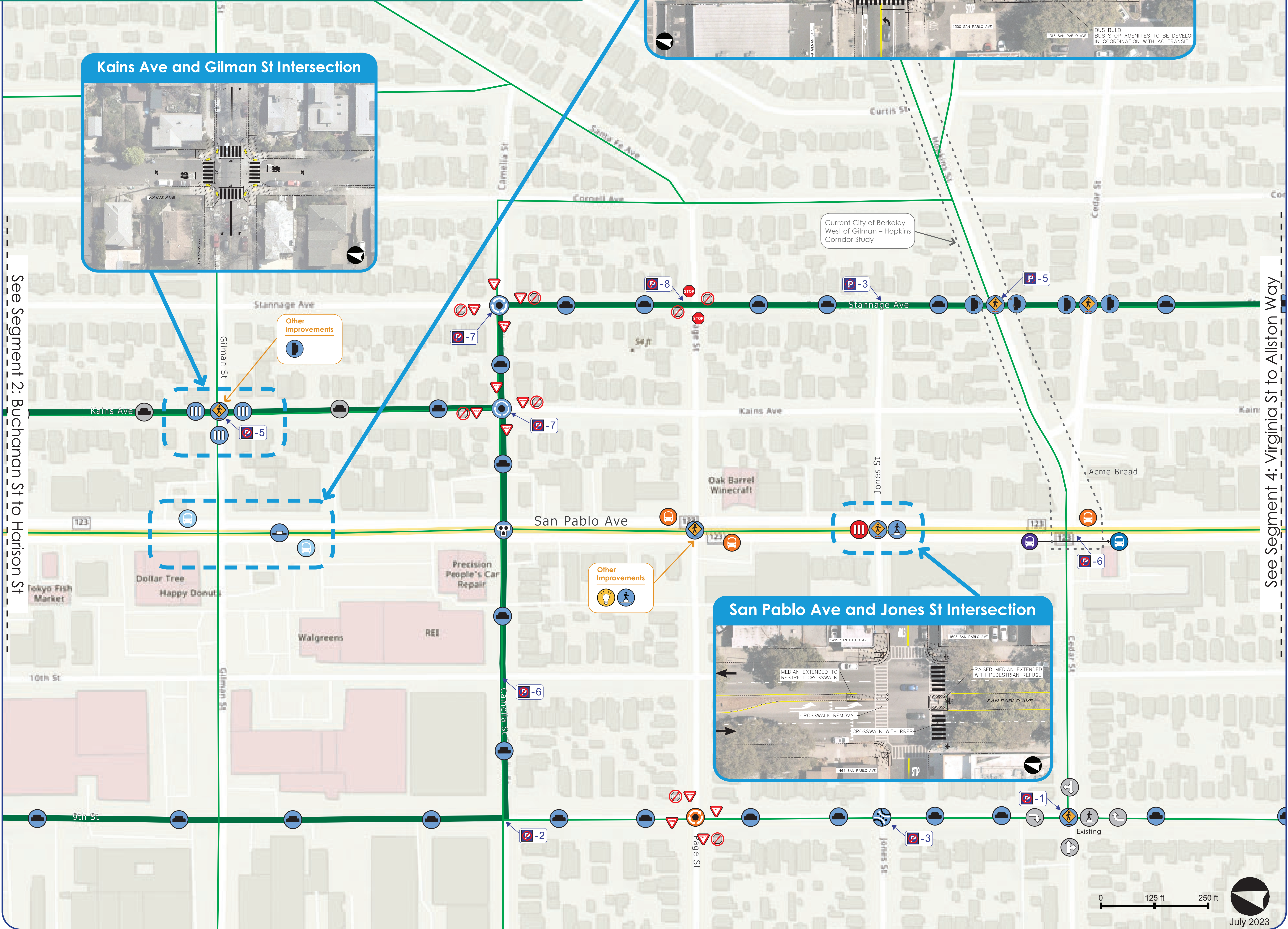
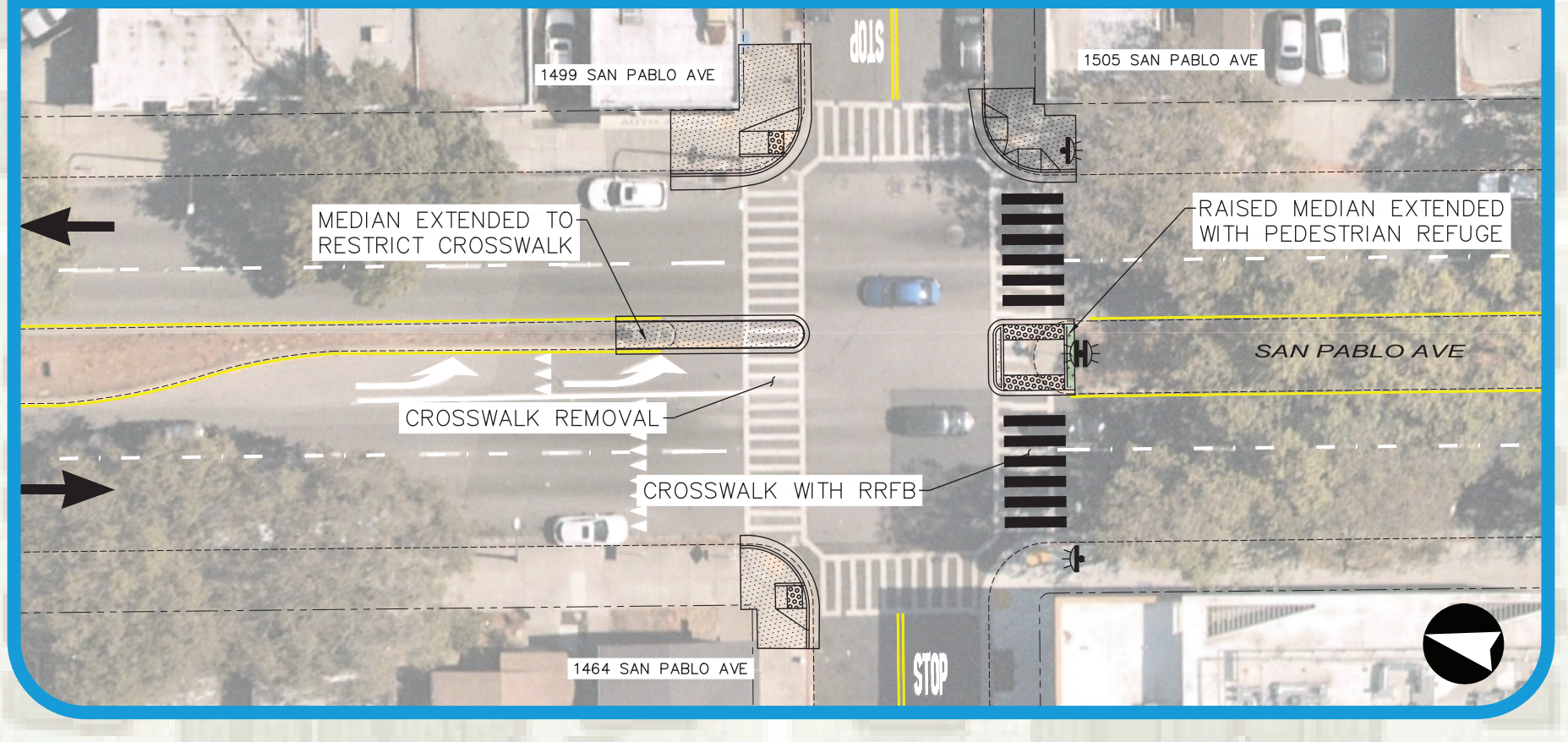
San Pablo Ave and Gilman St Intersection



Kains Ave and Gilman St Intersection



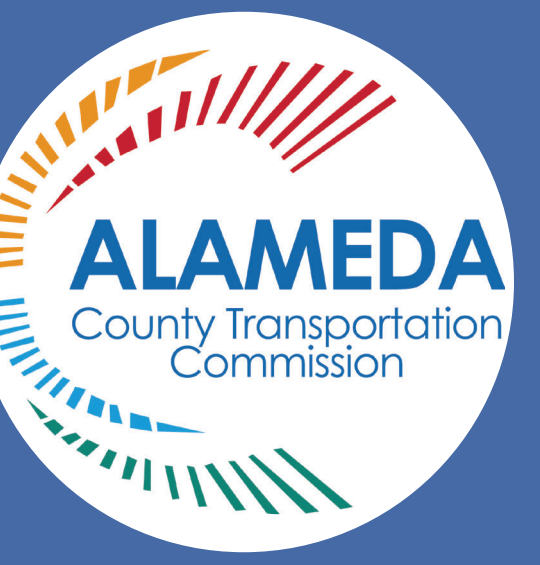
San Pablo Ave and Jones St Intersection



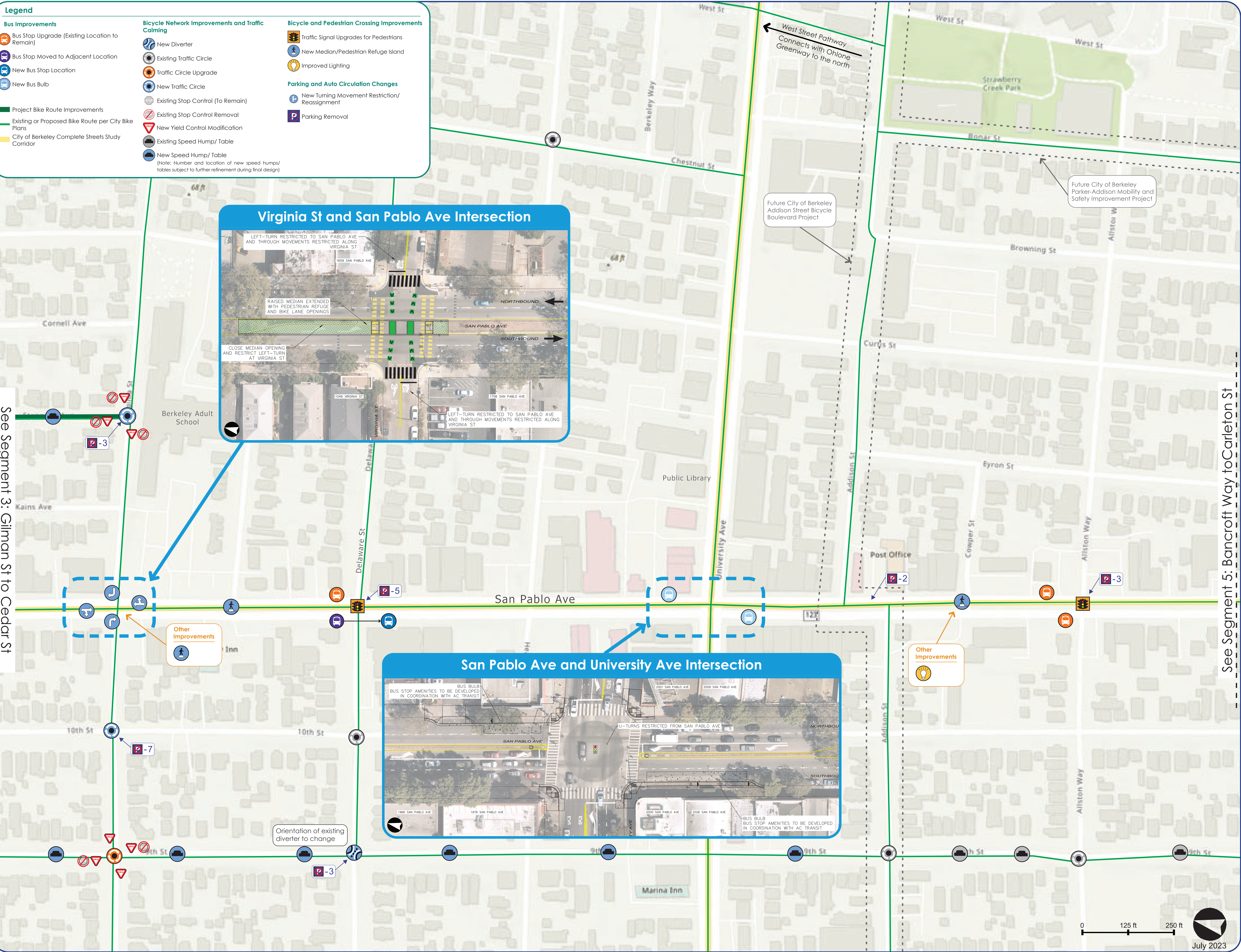
July 2023

San Pablo Ave Safety Enhancements and Parallel Bike Improvements

Segment 4: Virginia St to Allston Way



- Legend**
- Bus Improvements**
 - Bus Stop Upgrade (Existing Location to Remain)
 - Bus Stop Moved to Adjacent Location
 - New Bus Stop Location
 - New Bus Bulb
 - Bicycle Network Improvements and Traffic Calming**
 - New Diverter
 - Existing Traffic Circle
 - Traffic Circle Upgrade
 - New Traffic Circle
 - Existing Stop Control (To Remain)
 - Existing Stop Control Removal
 - New Yield Control Modification
 - Existing Speed Hump/ Table
 - New Speed Hump/ Table
 - Bicycle and Pedestrian Crossing Improvements**
 - Traffic Signal Upgrades for Pedestrians
 - New Median/Pedestrian Refuge Island
 - Improved Lighting
 - Parking and Auto Circulation Changes**
 - New Turning Movement Restriction/ Reassignment
 - Parking Removal
- (Note: Number and location of new speed humps/ tables subject to further refinement during final design)



Virginia St and San Pablo Ave Intersection

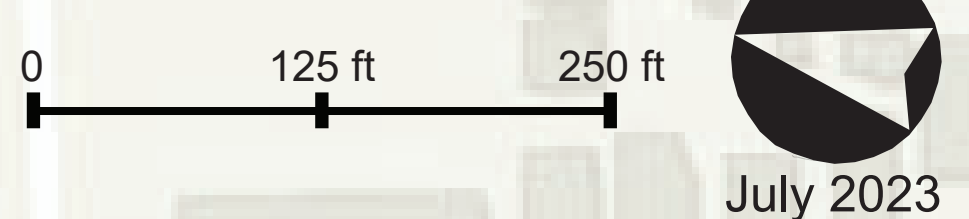
- LEFT-TURN RESTRICTED TO SAN PABLO AVE AND THROUGH MOVEMENTS RESTRICTED ALONG VIRGINIA ST
- RAISED MEDIAN EXTENDED WITH PEDESTRIAN REFUGE AND BIKE LANE OPENINGS
- CLOSE MEDIAN OPENING AND RESTRICT LEFT-TURN AT VIRGINIA ST
- LEFT-TURN RESTRICTED TO SAN PABLO AVE AND THROUGH MOVEMENTS RESTRICTED ALONG VIRGINIA ST

San Pablo Ave and University Ave Intersection

- BUS STOP AMENITIES TO BE DEVELOPED IN COORDINATION WITH AC TRANSIT
- BUS BULB
- U-TURNS RESTRICTED FROM SAN PABLO AVE
- BUS STOP AMENITIES TO BE DEVELOPED IN COORDINATION WITH AC TRANSIT

See Segment 3: Gilman St to Cedar St

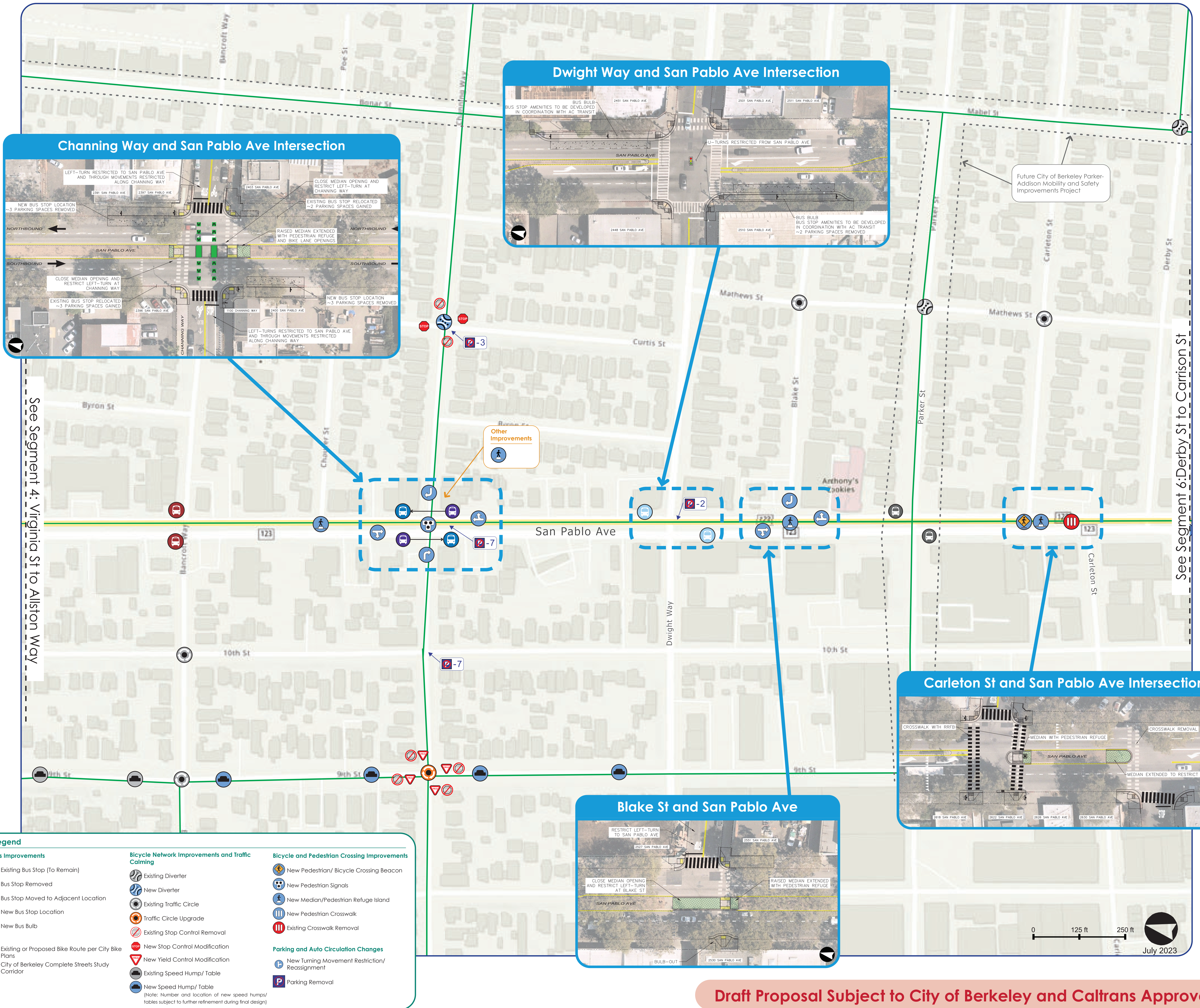
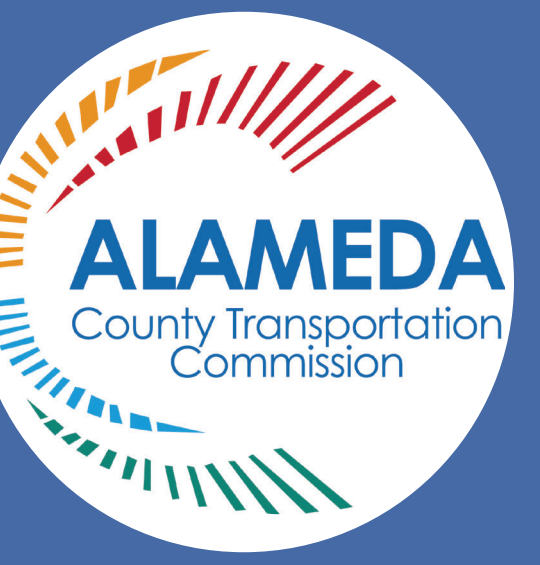
See Segment 5: Bancroft Way to Carleton St



July 2023

San Pablo Ave Safety Enhancements and Parallel Bike Improvements

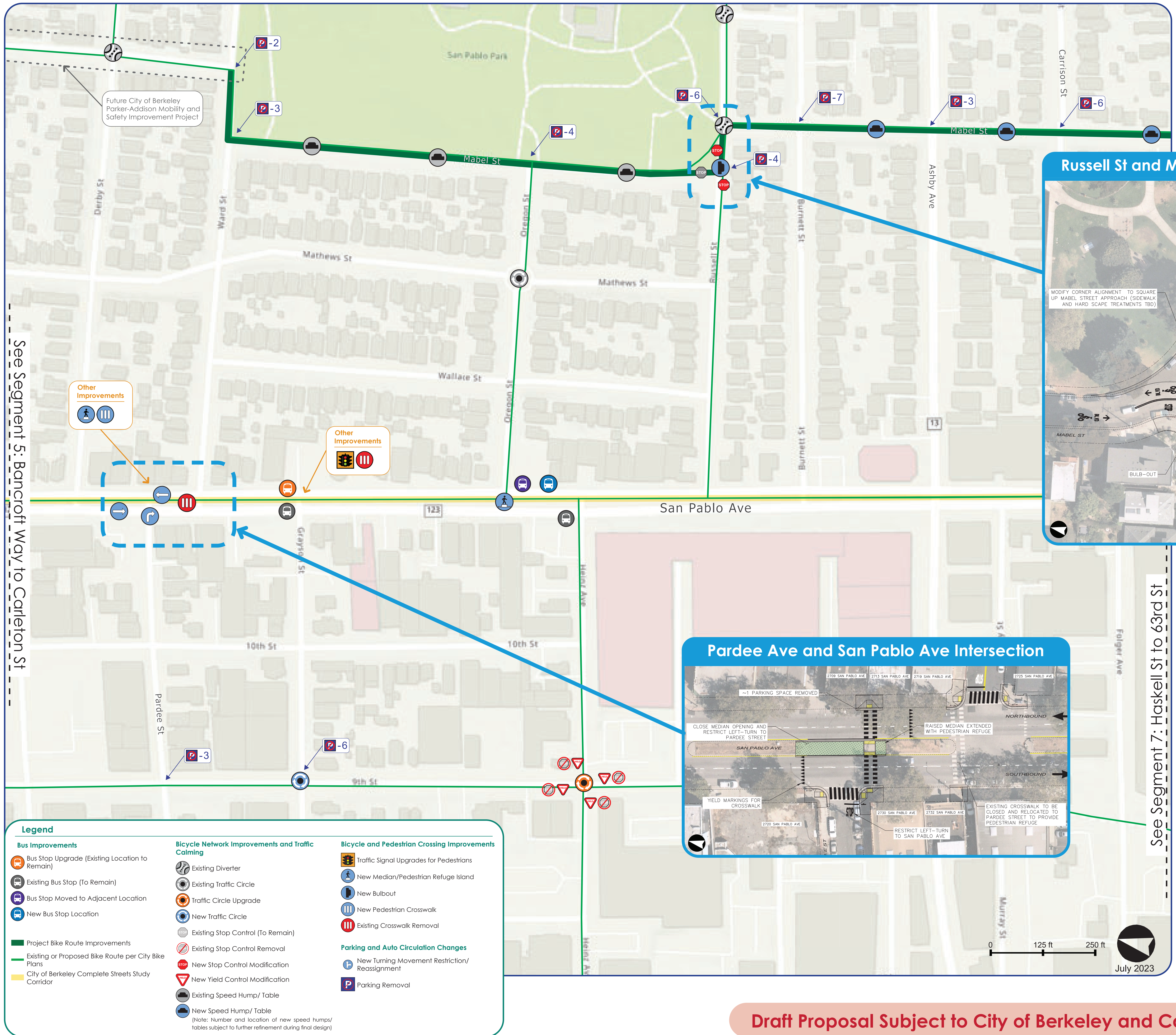
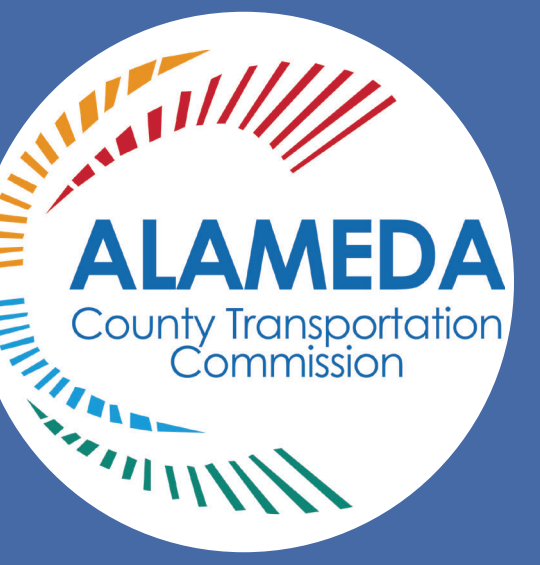
Segment 5: Bancroft Way to Carleton St



Draft Proposal Subject to City of Berkeley and Caltrans Approval

San Pablo Ave Safety Enhancements and Parallel Bike Improvements

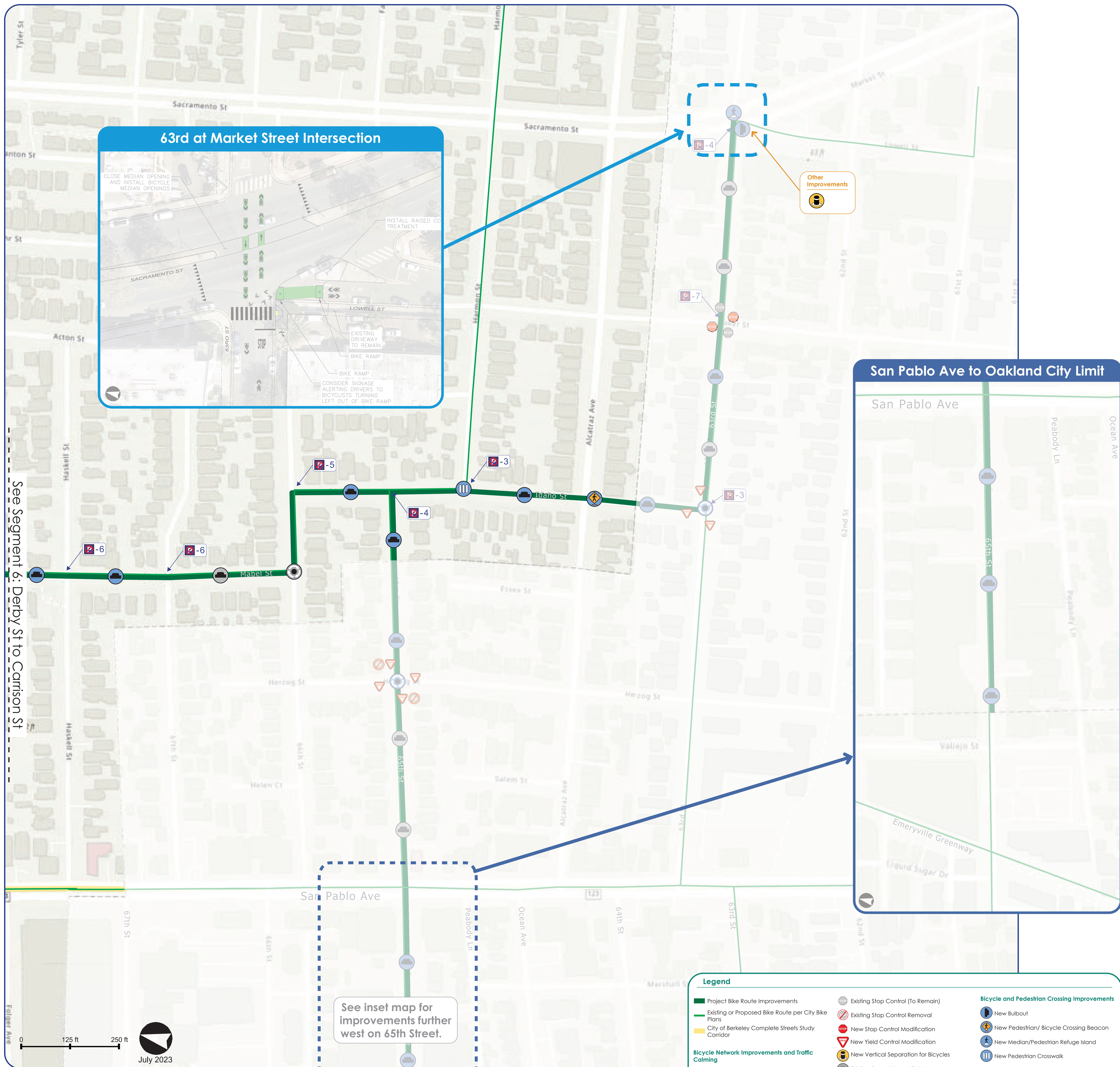
Segment 6: Derby St to Carrison St



Draft Proposal Subject to City of Berkeley and Caltrans Approval

San Pablo Ave Safety Enhancements and Parallel Bike Improvements

Segment 7: Haskell St to 63rd St



Draft Proposal Subject to Cities and Caltrans Approval

July 2023

San Pablo Avenue Safety Enhancements and Parallel Bike Improvements 2022-2023 Outreach Summary

1. History of outreach on SPA Corridor

San Pablo Avenue is a key multimodal arterial street linking the cities of Oakland, Emeryville, Berkeley, and Albany in Alameda County. It is one of the streets with the most collisions and traffic injuries in all of Alameda County, is one of AC Transit's major corridors, is a Caltrans state highway route, and traverses regionally and locally identified Equity Priority Communities and Priority Development Areas.

Since 2017, Alameda CTC has worked with cities, AC Transit, Caltrans and thousands of storefronts, residents and others who rely on the San Pablo Avenue Corridor. Phase 1 of this outreach effort, which ended in 2020, evaluated a wide variety of configurations for San Pablo Avenue, exploring what transportation modes could be accommodated within the limited right-of-way and trade-offs between different concepts.

That in-depth public engagement process revealed that participants placed the highest priorities on making walking safer and the bus more reliable. There was also widespread support for safer bike facilities either on San Pablo Avenue or on nearby bike routes. The greatest support for significant changes to San Pablo Avenue was in Oakland and Emeryville, especially for a bus lane to make bus service faster and more reliable.

By the conclusion of Phase 1 of the San Pablo Avenue Corridor project in 2020, decision-makers in Alameda County determined that the project would eventually include safety enhancements for pedestrians throughout the corridor, dedicated bus lanes and bike lanes in Oakland and Emeryville, and improvements to nearby parallel bike routes in Berkeley and Albany.¹ This project scope was formally adopted by Alameda CTC's Commission in March of 2022.

2. Purpose of this round of outreach

Phase 2 of San Pablo Avenue Corridor project outreach consists of sharing and getting input on the conceptual design details of proposed improvements. Phase 2 outreach is being undertaken in two rounds, with the first round focused on Safety Enhancements and Parallel Bike improvements in Berkeley, Albany, and North Oakland and the second round to focus on Bus and Bike Lane improvements to the south. The first round of Phase 2 of the San Pablo Avenue Corridor outreach process was in 2022-2023. Key stakeholders in this round of outreach included storefronts along San Pablo Avenue, nearby residents, bus-riders and others who travel in the corridor.

¹ Note that none of these geographies are exact; the Bus and Bike Lane project and parallel bikeways extend slightly into adjacent cities in order to end at logical locations.

3. Outreach activities

Project team-members organized, publicized and participated in several activities and gatherings to discuss proposed safety enhancements and parallel bike improvements with stakeholders along the corridor, as follows. Please see Appendix A for notes of these activities:

- **Storefronts:** Proposed safety enhancements on San Pablo Avenue will remove and, in some cases add, on-street parking in front of 62 businesses in Albany and Berkeley. During the weeks of December 5 and 12, 2022, Alameda CTC and consultant staff visited each of these storefronts in person, shared plans of the proposed changes and recorded responses. Additional follow-up with businesses was conducted via phone. Sixteen businesses objected to proposed parking losses, and these businesses were contacted to inform them of decisions regarding their objections.
- **Berkeley Neighborhood Council (BNC):** According to the BNC website, the organization is dedicated to improving the quality of life for all by creating a unified neighborhood voice for promoting livability and resolving problems. On Jan. 14, 2023, Alameda CTC staff met virtually with approximately 20 members of this group. Questions included impacts to trees and emergency access. Appendix A contains notes of the meeting and the online chat interchange.
- **Alameda CTC Active Transportation Working Group (ATWG):** The ATWG includes representatives of walk and bike advocacy groups from throughout Alameda County and is a forum to discuss issues that affect active transportation in the county, including projects like the San Pablo Avenue Corridor project. On Jan. 25, 2023, this project was presented to nine ATWG members, including representatives of Albany Strollers & Rollers, Walk Bike Berkeley and Bike East Bay. Comments about the Safety Enhancements/Parallel Bike Improvements project in Albany and Berkeley included suggesting temporary barriers at daylight curbs, raised crosswalks (none on SPA to avoid interfering with emergency vehicles) and bulbouts on SPA (not included to avoid conflicting with potential for future bike lanes).
- **Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC):** This group advises Alameda CTC on projects that affect bicycle and pedestrian transportation being planned throughout Alameda County. All ten BPAC members participated in the February 9, 2023 meeting. Comments about the project included support for designing median closures to allow emergency access, a request for automatic detection of bikes at pedestrian-activated signals because push-buttons are often difficult for cyclists to reach, and a suggestion that the Brighton/Clay separated bike lanes be at sidewalk level consistent with the existing similar facility farther south on SPA.
- **Albany Chamber of Commerce:** This is a group of businesses in Albany, including many on San Pablo Avenue. On Mar. 1, 2023, Alameda CTC staff discussed the project with 30-40 members of this business group at the Solano Oriental Rug Gallery. Most comments and questions were about changes to bus stops that could reduce on-street parking and places used for informal loading. General concerns about losing on-street parking were also expressed. Staff cleared up confusion that a

lane of traffic would be replaced with a dedicated bus lane, as is proposed in Oakland in Emeryville.

- **Open house:** On Mar. 30, 2023, Alameda CTC hosted a two-hour open house at the Berkeley Adult School on San Pablo Avenue in Berkeley. At this gathering, approximately 100 participants viewed two welcome/overview boards and maps of the corridor through Albany and Berkeley divided into seven zoomed-in boards. Alameda CTC and consultant staff transcribed verbal comments, and participants affixed 234 sticky notes to specific map locations.

4. Communication materials

A variety of materials were developed to communicate plans for San Pablo Avenue and parallel routes in Albany and Berkeley, including the following (see Appendix B):

- Mailer sent to 8,588 households and properties that informed recipients of the projects, directed them to a project website and interactive map (described below), and provided information on how to provide feedback. Mailing radii were based on the City of Berkeley's Public Works Public Engagement Policy (2021).
- Email communicating the same information as the mailer, sent to stakeholders by Alameda CTC, City Council members in Albany and Berkeley and AC Transit
- Flyer left at storefronts that were closed or where no one was available to talk
- Flyers posted at every San Pablo Avenue bus stop in Albany and Berkeley
- Mailer publicizing the Mar. 30, 2023 open house sent to 4,032 households near proposed improvements that alter traffic circulation
- Simplified/non-technical boards showing all planned improvements in Albany and Berkeley and handout explaining the icons used on the boards

5. Feedback tools

Input on the planned safety enhancements and parallel bike improvements was gathered using several mechanisms, including:

- In-person survey of storefront owners and managers
- Online interactive map survey
- Notes of in-person meetings
- Physical sticky notes on project boards
- Chat and recordings of virtual meetings

6. Key themes

The project team received a wide range of input across the various outreach activities, including both general and location-specific comments, input, and concerns. Table 1 below summarizes key themes related to the Safety Enhancements and Parallel Bike projects that emerged across this breadth of feedback. The table also provides information on considerations and actions taken (or to be taken) based on each theme.

The project team also received comments related to other parts of the San Pablo Avenue corridor and other ongoing projects. Table 2 summarizes key themes and considerations related to other comments.

A companion Location-Specific Design Issues Technical Appendix document provides further details on comments and design refinements made at specific locations.

Table 1: Safety Enhancements and Parallel Bike Comments

Comment Theme	Considerations/Action Taken
Suggestions for changes to routing of parallel bike improvements (e.g. Kains vs Stannage vs Cornell, Idaho vs. Herzog, 10 th vs 9 th); concerns about legibility/ directness of parallel routes east of San Pablo	The parallel bike project streets/routing are based on City's adopted Bicycle Master Plans and prior coordination with City staff and public engagement and analysis from Phase 1, including review by a project Active Transportation Working Group comprised of multimodal transportation advocacy organizations. Routing was revised in several locations based on feedback and coordination with cities (and cities will incorporate revised routing in future Bike Plan updates).
Suggestions for changes to bikeway facility type along parallel routes (e.g. Class II bike lane vs. Class III bike route)	The parallel bike project streets/routing are based on City's adopted Bicycle Master Plans and prior coordination with City staff.
Comments related to level of traffic control device at bike crossings of major/busy streets (e.g. Kains/Marin, Kains/Gilman). Concerns regarding adequacy of flashing beacons at multi-lane crossings, requests to replace RRFBs with PHBs.	Level of traffic control device revised (from RRFB to PHB) and/or additional crossing treatment measures (bulbouts) added at several locations
Suggestions to add more stop-control changes and speed humps to parallel bike streets, to minimize need for cyclists to stop and slow traffic	Stop-control changes and speed humps were included (or not included) in accordance with local design guidelines/adopted policies and design direction from local jurisdiction staff.
Suggestions for signal operations changes (pedestrian recall (no "beg buttons), timing, detection issues)	Suggestions/comments related to signal operations have been shared with cities who operate the signals. At signals to be modified by Alameda CTC, bike detection and signal timing/phasing will be implemented in accordance with the agency responsible for signal operations.
Suggestions for additional improvements at other locations that are not along project streets (e.g. San Pablo/Curtis crossing, Gilman/10 th Crossing, Cerrito Creek bridge)	These suggestions are outside of the geographic scope of Alameda CTC's projects and have been forwarded to the applicable city. In some cases, they overlap with ongoing City projects.
Comments related to ensuring designs are accommodating to people in wheelchairs, mobility devices, and with other disabilities	Design will be in accordance with all applicable laws and codes related to universal design. Project elements such as median refuges, ADA ramp upgrades, and Accessible Pedestrian Signals will improve access for these users.
Concerns regarding traffic redistribution from local circulation changes (diverters, median closures)	Streets proposed for diverters and median closures are low-volume residential streets so the amount of traffic that would use other routes is low.
Location-specific concerns related to parking changes from bus stop relocation and lengthening and new bus stop locations	Considered and incorporated as part of Design Changes listed below. Some bus bulbs shortened to balance lengthening of bus stops with business parking needs. Some stop relocations at signalized intersections not pursued based on existing side street parking prohibitions and driveway constraints siting new farside bus stops.
Location-specific concerns related to crossing designs (e.g. San Pablo/Washington)	Considered and incorporated as part of Design Issues Technical Appendix

Location-specific concerns related to vehicular routing from diverters/median closures (e.g. Pardee/9 th)	Considered and incorporated as part of Design Issues Technical Appendix.
Concerns regarding bus stop nuisance issues (trash, crime).	Project will explore replacing Rapid stop shelters with more open, canopy style shelter that promotes better visibility. Potential for trash receptacles to be discussed with cities during final design. When raised as an objection to a proposed bus stop relocation was not considered a reason not to pursue relocation.
Suggestions related to striping, materials, landscaping, ease of detection of cyclists, and other design details	Will be considered as part of detailed design

Table 2: Other Comments

Comment Theme	Considerations/Action Taken
Support and opposition for extending Bus/Bike Lanes through the entirety of Berkeley and Albany	The San Pablo Avenue Corridor Concept approved by Alameda CTC's Commission in March 2022 calls for bus and bike lanes only in Oakland, Emeryville, and South Berkeley south of Russell/Heinz.
Comments and concerns related to San Pablo Avenue south of Russell/Heinz (Bus/Bike improvements)	Comments will be revisited as part of Bus/Bike project outreach in late 2023.
Comments indicating misconception that traffic and parking lanes would be removed throughout Berkeley/Albany, including concerns related to additional traffic from development, San Pablo Avenue's function as a reliever route, emergency evacuations, and business impacts	Comments generally related to removal of traffic and parking lanes, which are not proposed as part of the Safety Enhancements or Parallel Bike projects.
Comments related to other ongoing City projects (Hopkins St separated bike lanes, Parker-Addison Safety and Mobility Project, Addison St Bike Boulevard, Kains-Adams Bike Boulevard pilot)	Shared with City staff

7. Appendices

Project mailers (attached)

Storefront outreach flyer (attached)

Bus stop flyer (attached)

Online interactive map and survey screen captures (attached)

Open House boards and handouts (available online at www.alamedactc.org/sanpablo under Key Materials tab)

San Pablo Avenue Corridor Projects

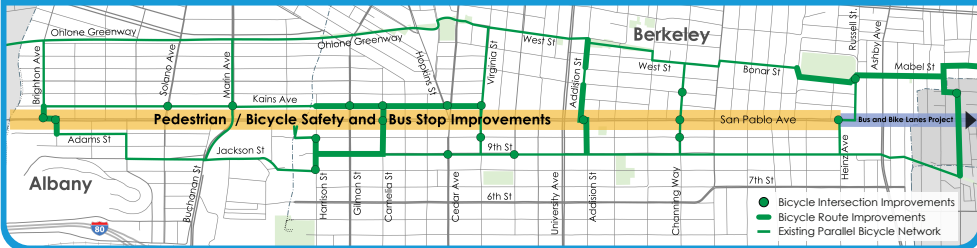
Safety Enhancements & Parallel Bike Improvements



San Pablo Ave. **has the third highest number of collisions** in Alameda County and is the **second-busiest bus corridor** in the County.

Enhancements to make **the street safer and easier to cross** for people walking, biking, and taking the bus, **bus stop improvements**, and **upgraded routes for bikes on parallel streets** are coming soon!

Project Map



For more info:
sanpablo@alamedactc.org
510-208-7400

Si necesita esta información en un formato diferente, llame al (510) 208-7400 o envíe un email a sanpablo@alamedactc.org.

如果您需要其他格式的信息，請致電 (510) 208-7400 或發送電子郵件至 sanpablo@alamedactc.org.

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Go to WWW.ALAMEDACTC.ORG/SANPABLO

to see what's planned for your block and
provide input on proposed improvements!



The project includes:

- Pedestrian and bicycle crossing improvements
- Bus stop upgrades and relocations
- Parallel street improvements, calm traffic and to make biking safer and more comfortable

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San Pablo Avenue Safety Enhancements & Parallel Bike Improvements

Community Open House Announcement



San Pablo Ave. **has the third highest number of collisions** in Alameda County and is the **second-busiest bus corridor** in the County.

Proposed enhancements will make **the street safer and easier to cross** for people walking, biking, and taking the bus, **improve bus stops**, and **upgrade routes for bikes on parallel streets**. In specific locations, the improvements will change traffic routes and remove parking. Preliminary design plans are ready for your review and comment!

We want to hear from you!

Community Open House

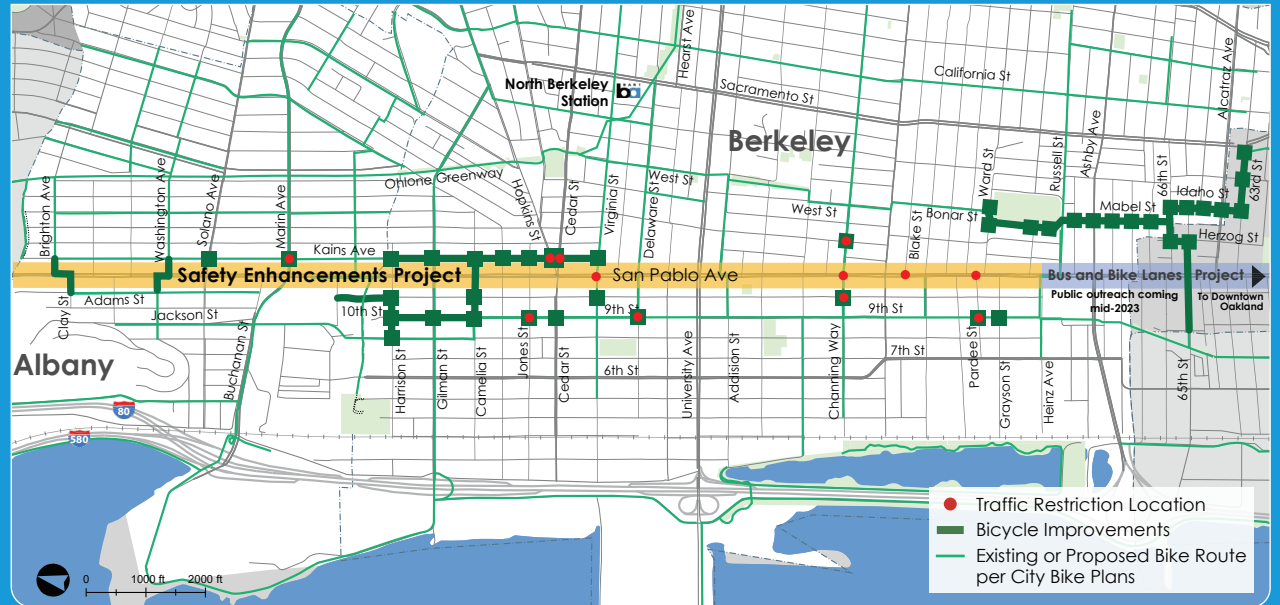
March 30, 2023

at Berkeley Adult School

See reverse for info & online commenting opportunities.



Project Map



For more info:
sanpablo@alamedactc.org
510-208-7400

Si necesita esta información en un formato diferente, llame al (510) 208-7400 ó envíe un email a sanpablo@alamedactc.org.

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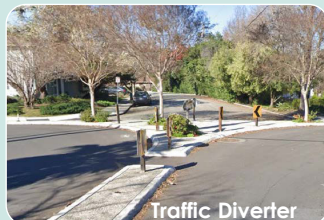


Go to WWW.ALAMEDACTC.ORG/SANPABLO to see what's planned for your block and provide input on proposed improvements!

1.25" x 1.25"
stamp area

Project Improvements Include:

Traffic Diverter on Residential Streets: Restricts through auto passage to calm traffic on bike boulevards.



Median Closure: Restricts left-turns to provide improved crossings for bicycles and pedestrians.



Bus Stop Improvements: Relocates and improves bus stops to make the bus more reliable and safer to access.

Crosswalk Improvements: Provides signals and flashing lights at crosswalks to improve safety.

Other improvements include enhanced lighting at crosswalks, traffic circles to slow traffic and curb ramps to increase accessibility.



You're Invited to an In-Person Open House!

Please come to a community open house to discuss roadway changes proposed to make it safer to walk and bike in the San Pablo Avenue corridor. This event is open to the public.

When:
Thursday,
March 30, 2023
6:00 pm - 8:00 pm

Where:
Berkeley Adult School
1701 San Pablo Ave
Between Virginia and Francisco Streets. (Enter through San Pablo Ave. or Curtis St. parking lots.)

Addressing & Postal Barcode
4.5" x 2.0"

San Pablo Avenue Corridor Safety Enhancements

Storefront Outreach - Project Overview

December 2022



Need for Project

- San Pablo Ave. has one of the highest incidents of injury collisions in Alameda County. **We need to improve safety for all users**, and especially the most vulnerable: people walking and biking, seniors, and children.
- San Pablo Ave. serves as a main commercial street for many diverse communities. **The local economy and growth along the corridor need a street that supports a range of transportation choices.**
- San Pablo Ave. is one of the highest-ridership bus corridors in the East Bay. However, due to congestion, buses are often slow and unreliable because they are stuck in traffic. **Reliable, attractive bus service is critical to efficiently move more people, while minimizing environmental impacts.**

Pedestrian Safety Improvements

Safety treatments for pedestrian crossings will improve visibility and reduce speeding along San Pablo Ave.

Pedestrian Refuges will provide space in the center median for pedestrians to wait to safely cross the second half of the street, while **High Visibility Pavement Markings** will make crossings more visible to drivers. Additional crosswalk signals and beacons will increase the number of drivers that stop for people crossing the street.



Pedestrian Hybrid Beacons are traffic signals that pedestrians or bicyclists activate to turn the signal red for motorists.



Rectangular Rapid Flashing Beacons are flashing lights that warn drivers when pedestrians are in the crosswalk.

Project Map



Legend

- New Bus Bulb (Existing Rapid Stop)
- New Bus Stop Location
- Existing Bus Stop (To Remain)
- ⊗ Bus Stop Moved to Adjacent Location
- Bus Stop Removed
- Pedestrian/ Bicycle Crossing Improvements

We Want to Hear From You!

We're doing outreach to storefronts where planned safety and bus improvements will affect curb space to discuss the project and better understand your loading, parking, and access needs. Please contact us at: **sanpabloave@alamedactc.org | (510) 208-7400**

San Pablo Avenue Corridor Safety Enhancements

Storefront Outreach - Project Improvements

December 2022



Bus Bulbs Improve Transit and Sidewalk Space

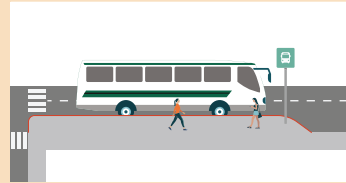


Bus bulbs increase sidewalk space for pedestrians, providing room for a bus shelter and other stop facilities, while increasing sidewalk space for people walking, outdoor seating, or other space for adjacent businesses. The bulb out brings the curb into the street and shortens pedestrian crossing distances.

Images: Google Maps/ Street View

Reduce Bus Travel Time and Enhance Reliability

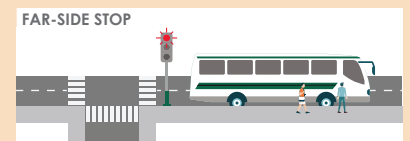
The project proposes improvements that improve bus speed, reliability, convenience and safety for all users along San Pablo Ave. Bus stop improvements include:



Bus bulbs allow buses to spend less time stopped, since they do not need to wait to pull back into traffic. It also increases sidewalk space for pedestrians.

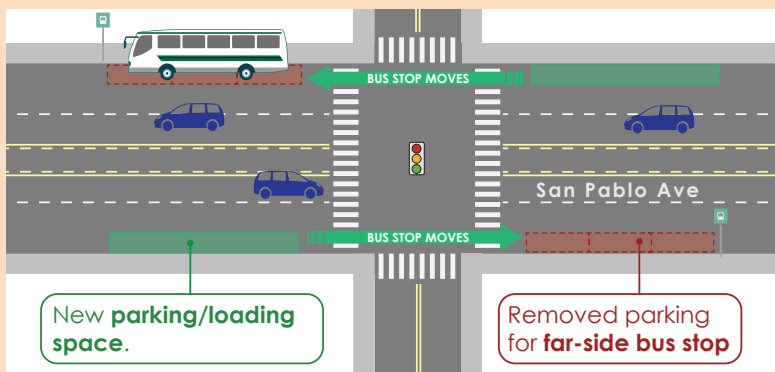


Moving bus stops from near-side to far-side allows buses to get through intersections before stopping, reducing delays for passengers. Other drivers have increased visibility of pedestrians crossing the street as the bus does not block their view anymore.



Changes to Parking & Loading

At locations with relocated or new bus stops, Pedestrian Hybrid Beacons, and/or offset bicycle crossings, some parking and loading spaces will be relocated or removed. New red curbs in advance of pedestrian crossings will improve the overall visibility, which results in some parking loss.

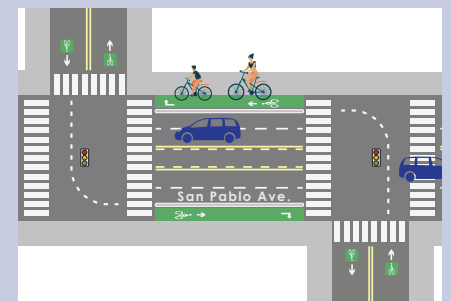


MOVING BUS STOPS FROM NEAR-SIDE TO FAR-SIDE

New space for parking and loading can result when relocating bus stops from the near side to the far-side of the intersection. Bus stop relocations in combination with crosswalk and bicycle improvements will increase pedestrian safety, benefiting customers and everyone else in the community.

Off-Set Bicycle Crossing

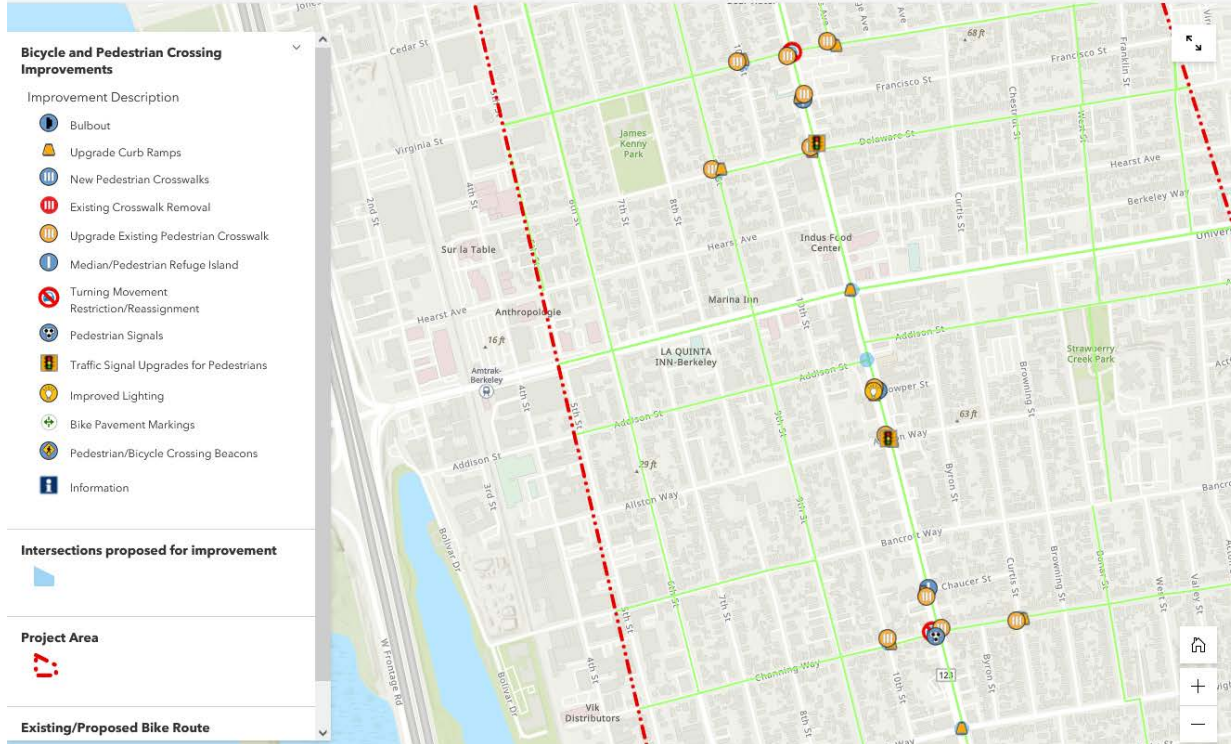
At two locations within the project area, bicycle boulevards cross San Pablo Ave. at offset intersections. The proposed improvements provide safer, protected bikeways on San Pablo Ave. between the intersections, creating a continuous, all ages and abilities bicycle crossing of San Pablo Avenue.



OFF-SET CROSSING DIAGRAM

San Pablo Avenue Safety Enhancements/Parallel Bike Improvements Projects

Interactive Webmap Screen Capture



Sample photos of Improvements:

Bulbout



Curb Ramp Changes



San Pablo Avenue Safety Enhancements and Parallel Bike Improvements City of Berkeley Design Issues Technical Appendix

Introduction

The Alameda County Transportation Commission (Alameda CTC) conducted community outreach to seek input on the design details of the San Pablo Avenue Safety Enhancements and Parallel Bike Improvements projects from December 2022-May 2023. This outreach effort, which was conducted in partnership with the cities of Albany, Berkeley, and Oakland and AC Transit, yielded a number of location-specific suggestions and comments related to the design. This document summarizes these comments and design changes that were made in response to the feedback. The document focuses on locations within the City of Berkeley that generated a significant volume of comments and comments that appeared multiple times and is not intended to be a comprehensive log of all comments received across all project outreach.

City of Berkeley Design Issues

- SB Bus bulbs at Dwight and University – the bus bulb lengths were shortened to 130' of red curb (110' of stop length) to reduce parking loss. At University, the 130' length means no additional parking will be removed. At Dwight, parking loss was reduced from 3 spaces to 2 spaces. The 110' length provides future operational flexibility for multiple bus arrivals, including articulated buses.
- NB bus stop at Cedar and SB bus stop at Allston – the bus stops were retained at their current nearside location, due to existing side street parking prohibition (at Cedar) and driveways in the bus stop area (at Allston). An additional consideration is that these intersections are signalized so there is no concern related to a bus blocking the line of sight to a pedestrian crossing in front of the bus.
- NB bus stop at Oregon – the proposed bus stop location was changed from farside of Oregon to farside of Heinz due to driveway constraints in the bus stop area.
- NB and SB Channing bus stop locations – one or more businesses objected to parking removal associated with a bus stop relocation. It was determined that the benefits to safety and bus operations outweigh the potential business impacts. Considerations include that the intersection is an uncontrolled pedestrian crossing where the nearside stop creates a multiple threat collision scenario.
- Bike boulevard routing between Virginia and Camelia (Kains/Cedar/Hopkins) – the bike boulevard routing was changed from Virginia – Kains to Virginia – Stannage – Camelia – Kains. New traffic circles were added at Virginia/Stannage and Camelia/Stannage and new flashing beacons/bulbouts were added at Stannage/Cedar and Stannage/Hopkins. Proposed traffic circles at Virginia/Kains and bikeway crossing treatments at Kains/Cedar/Hopkins were removed. Considerations included challenges with sight lines and complex, closely spaced traffic movements at the intersections of Kains/Cedar/Hopkins.
- Kains/Gilman– bulbouts were added to supplement the proposed RRFB. It is also noted that the project will change the lane configuration along eastbound San Pablo at Gilman which will eliminate the current merge that happens just east of Gilman (approaching Kains).

- Pardee/9th diverter – although recommended in the 2017 Bike Plan, the diverter was removed due to traffic operations issues with routing more traffic near the Acme bakery which is along a narrow street and has numerous delivery trucks staged.
- Channing/10th diverter – although recommended in the 2017 Bike Plan, this was not included due to the presence of a new proposal for a diverter median closure on San Pablo Avenue which was not anticipated by the Bike Plan. The San Pablo Ave diverter serves the purpose of the Channing/10th diverter originally envisioned in the Bike Plan.
- 9th St n/o Cedar – several comments were received that the bikeway facility should be changed from a Class III to a Class II bikeway north of Cedar Street. The Class III bikeway facility was retained based on the existing good pavement condition and need to do additional pavement surface treatments if striping changes were to be implemented.
- Stop-control changes along bicycle boulevard streets – several comments were received that the project should change stop-control along bicycle boulevard streets. Several additional intersections were changed to be side-street stop control in which traffic along a bicycle boulevard can proceed without stopping. In addition, traffic circle intersections were changed from stop-control to yield-control.
- Additional speed humps – several comments were received that the project should install additional speed humps along bicycle boulevard streets. Speed tables were added along bicycle boulevard streets including Kains St, Camelia St, Stannage St, Mabel St, Idaho St, Harrison St, and 9th Street.
- Mabel/65th St bikeway routing – the parallel bike network routing was changed in the vicinity of Mabel/65th. Parallel Bike segments between along 66th between Mabel and Herzog and along Herzog between 66th and 65th were deleted and a segment was added along 65th between Herzog and Idaho. The change in routing provides for a more direct east-west connection between 65th St and Harmon St, which is a planned City of Berkeley Bike Boulevard route.



Department of Public Works
Transportation Division

July 20, 2023

To: Berkeley Transportation and Infrastructure Commission

From: Eric Anderson, Acting Principal Transportation Planner
Elliott Schwimmer, Associate Transportation Planner

Re: San Pablo Avenue Multimodal Corridor Program: Safety Enhancement and Parallel Bike Improvements Projects

Staff Recommendation

Recommend that the Transportation and Infrastructure Commission (TIC) recommend that the City Council:

1. Approve the conceptual designs for the San Pablo Avenue Multimodal Corridor Program: Safety Enhancement and Parallel Bike Improvements Projects within the City of Berkeley, and
2. Direct city staff to partner with the Alameda County Transportation Commission on final design and implementation of these projects.

Background

The memorandum and materials from the Alameda County Transportation Commission (Alameda CTC) staff report provide extensive background and discussion on this item. As stated in the report, Alameda CTC is leading the development of the San Pablo Avenue Multimodal Corridor Program, which consists of three projects to improve safety and multimodal access. This TIC item concerns the Safety Enhancement and Parallel Bike Improvement projects, which are both partially within the City of Berkeley.

The three projects were identified as part of a multi-year planning effort that began in 2017 and were approved by the Alameda CTC in March 2022. The fundamental purpose of the three projects is to implement project recommendations from Berkeley City Council adopted plans, including the 2017 Bike Plan, the 2020 Pedestrian Plan, the 2022 Transit First Implementation Plan, and the 2020 Vision Zero Action Plan.

Since 2017, beginning with the initial scoping of these projects, City staff has worked closely with Alameda CTC. Throughout the development of these projects, City staff has asked Alameda CTC staff to follow established City of Berkeley and Department of

Public Works processes and workflow, including internal and external technical agency stakeholder review, public stakeholder engagement, TIC review, and eventual recommendation for Berkeley City Council conceptual approval.

Alameda CTC staff have engaged City of Berkeley staff as well as other cities's staff, AC Transit, and Caltrans in seeking technical review and comment. As is typical for City-led transportation projects, Alameda CTC engaged multiple City departments through a series of design review and comment meetings. Where necessary, Alameda CTC and City staff have collaborated to solicit follow-up input and in some cases organized focused follow-up meetings to ensure engagement with all necessary City of Berkeley technical stakeholders. City of Berkeley comments have been incorporated through changes to the conceptual project design.

Through online, mailing, and in-person outreach activities, Alameda CTC has sought feedback from hundreds of merchants, residents, and others who rely on the San Pablo Avenue Corridor. Alameda CTC has hosted outreach activities with stakeholders that have a particular interest in the projects, including the Berkeley Neighborhood Council, the Alameda CTC Bicycle and Pedestrian Advisory Committee, and, on March 30, 2023, a two-hour public open house at the Berkeley Adult School on San Pablo Avenue in Berkeley that included approximately 100 participants, including City of Berkeley and other agency staff. Many public comments were also incorporated through changes to the conceptual project design, which changes were subsequently reviewed by City staff for consistency with the City's previous comments and with City Council adopted plans, policies, and Public Works engineering design practices.

Alameda CTC staff is seeking Berkeley City Council approval of the conceptual project designs before entering the subsequent engineering design phases. City staff anticipates that continued partnership with Alameda CTC on the San Pablo Avenue Multimodal Corridor Program will support the delivery of much-needed traffic safety and transit operations improvements along the San Pablo Avenue corridor.

Paving Policy Overview

January 2022 City Council approved

- *Street Maintenance and Rehabilitation Policy*
- First 3 years of 5-Year Paving Plan

General Policy Items

- Defines priorities for the road surface from curb to curb.
- Conforms with the RWQCB permit requirements
- Supports other City plans and policies
- Utilizes the MTC's required pavement management tool



Paving Policy Overview

Specific Policy Items

- Rehabilitation of contiguous sections of roadway when feasible
- Tree removals to be avoided as much as possible
- Goal of achieving a PCI of 70 for arterial, collector, bus routes, bikeway network
- Equity Zone goal to achieve PCI of 70 ahead of other areas of the City
- 5-Year Plan updated biennially timed with City budget



Paving Policy Overview

Specific Policy Items..... continued

- Develop *Dig Once* Policy and advance range of other City plans
- Pursue funding from heavy vehicles



Paving Policy Overview

On funding, staff are assuming....

- Baseline funding of ~\$7M
- Council approves additional \$8M in General Funds annually, this now becomes part of baseline
- Add'l \$1-2M annually from Zero Waste rates for annual paving project
- Stormwater funds will cover 50% of green infrastructure requirements
- Failure of Measure L, no revenue measure funds are assumed



Paving Policy Overview

Current Status/Timeline

- Current Plan approved first three years
- In third year of construction, finishing approved plan
- Drafting the 5-Year plan for FY 2024-2028
- Including new RWQCB green infrastructure requirements
- Proposing additional coordination with utilities
- Council approval in September/October 2023
- Design begins in October/November 2023
- Project bid in March 2024
- Contract awarded in May 2024
- Construction starts in June 2024



City of Berkeley Street Maintenance and Rehabilitation Policy

Section 1. General Policy

It is the policy of the City of Berkeley to maintain our streets in safe, good condition that protects our environment and to properly maintain the existing investment in City assets. Staff will implement a Citywide road resurfacing plan that will ensure street maintenance and repair in a timely manner, reduce long term-replacement costs, and provide for the safe and efficient use of our streets. The users of the street surface in the public right-of-way include powered vehicles, bicycles, transit, and pedestrians. The right-of-way also provides for storm water conveyance and is the location of many public utilities.

The policy requires that a *5-year Street Rehabilitation Plan* for the entire City be prepared and adopted biannually in line with the City's budget process. Any changes to the *5-year Plan* made in the interim shall be reported to City Council. Streets and their surfacing treatment shall be prioritized using a multi-criteria adaptive planning framework to achieve sustainable, resilient, and integrated solutions for the City's right-of-way and the downstream environments. The criteria shall consider equity, quality of life, safety, opportunities for leadership, resource allocation, environmental impacts, and climate and resilience.

Section 2. Assumptions

This section of the policy defines basic assumptions that inform the goals, objectives, and outcomes of the *5-year plan*.

1. This policy defines the priorities for managing the road surface infrastructure from curb to curb. This policy does not provide guidance on how to prioritize sidewalks or other infrastructure associated with complete streets planning.
2. Streets include arterial, collector, residential, and commercial/industrial streets as defined in Berkeley's General Plan.
3. Consistency with the City's General Plan policy of encouraging use of forms of transportation other than automobiles.
4. Conformance with the Regional Water Quality Control Board's stormwater permit requirements.
5. Support of the City's plans and updates thereto, including the City's Climate Action Plan, Green Infrastructure Plan, Resilience Strategy, Vision Zero Policy and Action Plan, Undergrounding Plan, Complete Streets Policy, Vision 2050 framework, Pedestrian Plan, Transit First Policy, Strategic Transportation Plan, public realm and/or other localized transportation plans, and Bicycle Plan.
6. Poorly maintained streets have a disproportionate impact on certain members of the community:
 - a) Low-income residents are more seriously impacted by higher vehicle repair costs than higher income residents;
 - b) Those with mobility or visual impairments face greater challenges of unequal access and safety compared to those without such challenges;
 - c) Bicyclists and pedestrians face greater danger than those driving; and
 - d) Poorly maintained streets in dense, more populous neighborhoods are detrimental to more users than poorly maintained streets in less dense neighborhoods.

7. Utility trench and pothole repair work shall be done in accordance with permit conditions, standard details, and/or standard operating procedures adopted by the Public Works Department.
8. To the extent practical, the City shall use life cycle cost analysis to evaluate different road surfacing options.
9. Runoff from roadways carry pollutants that negatively impact public health, creeks and streams, and the Bay.
10. Street trees are valuable part of the landscape, as they sequester carbon, soak up stormwater, improve land values, and add greenery.
11. The Metropolitan Transportation Commission requires the use of a Pavement Management Tool (such as StreetSaver). Pavement Management Tools are used to optimize road surface conditions through the use of a Pavement Condition Index (PCI) performance metric.

Section 3. Funding

The *Five-year Street Rehabilitation Plan* shall identify all available funding and the sources used to deliver the proposed road improvement projects. This shall include Federal, State, County and City funding sources. In the event that the planned projects are not able to achieve the City's desired roadway condition level of service, the *Five-year Plan* should identify the level of funding and activities needed to expand roadway improvements to achieve the stated goals of this policy. Bond funds shall strive to be used for long-lasting capital improvements (projects with a useful life that meets or exceeds the duration of the bond repayment schedule) or to accelerate road work that will result in long-term cost savings for ratepayers.

Section 4. Specific Policy

The Street Rehabilitation Program shall be based on the following objectives:

1. , Planning
 - a) The *5-year Street Rehabilitation Plan* shall be supported by a 30-year road surfacing projection, where roadway improvement projects are forecast over a long-term planning period. The first five years of the projection will become the first draft of the *5-year Plan*.
 - b) To the extent financially practical, implementation of the paving plan shall advance plans identified in section 2.5.
 - c) Rehabilitation of contiguous sections of roadway, rather than one block at a time, shall be preferred, when feasible.
 - d) Tree removals shall only be permitted as a last resort consistent with BMC 12.44.020, with the approval of both the Director of Parks and Waterfront and Director of Public Works. If tree removal is necessary, replacement trees shall be planted where and when feasible in accordance with BMC 12.44.010.
2. Equity
 - a) The benefits of good infrastructure shall be distributed equitably throughout the entire community regardless of the income, political influence, or demographic characteristics of the

residents in each area. Equity means that disadvantaged residents with more pressing needs experience benefits sooner than others, as defined by the City within the adopted *5-Year Plan*.

- b) A new *Equity Zone* shall be established. This Zone shall be prioritized to meet an average PCI of 70 sooner than the remainder of the City. This Zone contains historically underserved neighborhoods that have experienced decades of underinvestment, and the residents in this zone experience more pressing needs and receive benefits sooner.
- c) Over the longer term, road surfacing activities shall be planned within Pavement Analysis Zones. A Pavement Analysis Zone shall consist of a logical set of street segments, excluding the arterials, collectors, bus routes, bicycle boulevards and non-representative demonstration projects.
 - a. The department may revise the pavement analysis zone boundaries from time to time, consistent with the other goals of this policy. Any changes to pavement analysis units shall be proposed within the biannually updated *5-year Street Rehabilitation Plan* submitted to City Council.
 - b. It shall be the goal of the City to seek parity of street condition between pavement analysis zones, except in regards to the *Equity Zone*.

3. Performance Metrics

- a) The City will strive to maintain all roads within the primary transportation network at a standard no less than the following PCI targets for any stretch of roadway¹:
 - a. Arterial - 70,
 - b. Collector - 70,
 - c. Bus Routes - 70,
 - d. Existing and proposed low-stress bikeway network - 70.
 - i. Bikeways shall be surfaced with a treatment that emphasizes smoothness of the road surface.
 - e. Equity Zone- 70.
- b) Funding should be prioritized towards maintenance activities to achieve the goals of item 4.2a.
- c) The biannually updated *5-year plan* shall report on these performance metrics, PCI measurements for each street segment in the City, and percent of overall funding dedicated to each of the following: arterials, collectors, bus routes, existing and proposed low-stress bikeway network, equity zone, and residential streets.

4. Dig Once

- a. Street rehabilitation shall conform with a dig once approach. This includes coordinating with sewer, water, electrical, telecom, undergrounding and other activities to minimize the cost and maintain the quality of the street surface.
- b. In order to protect the City's investment on street improvements, the City shall place a moratorium on recently paved streets that prohibits digging through them for up to five years, excluding emergency work².

5. Demonstration Projects and Use of New Technologies

- a. To the extent practical, the City shall evaluate the use of permeable pavement, concrete pavement, and other street surface technologies using life cycle cost analysis.

¹ PCI of 70 is the lower threshold of what is considered "Good." Streets that fall below a "good" condition require much more expensive repair process.

² As cited in Berkeley Municipal Code 16.12.030 and documented on the City website

- b. The use of new technologies that provide enhanced durability, lower cost, and more environmentally beneficial impacts shall be evaluated and reviewed in the biannually adopted 5 Year *Street Rehabilitation Plan*.

Section 5. Plan and Policy Development and Update

The plan and policy development shall be as follows:

1. Every two years, in line with the City's budgeting process, the *5-year Street Rehabilitation Plan* adopted by City Council shall include a funding sufficiency analysis based on the existing deferred maintenance at that point to determine what level of funding is required to maintain our streets in safe, good condition that protects our environment and properly maintains the existing investment in City assets.
2. Identify new funding sources such as:
 - a. Heavy vehicles, which have a disproportionate impact on the degradation of paved assets, and
 - b. Transportation Network Company (TNC) vehicles.
3. At a minimum, this *Street Maintenance and Rehabilitation Policy* shall be reviewed and adopted by the City Council every five years, with advice of the Public Works and Transportation Commission.

ORDINANCE NO. 6207 -N.S.

AMENDING SECTIONS 1 AND 2 OF ORDINANCE NO. 4363-N.S. (BERKELEY MUNICIPAL CODE SECTIONS 16.12.010 AND 16.12.030), REPEALING SECTION 11 (BERKELEY MUNICIPAL CODE SECTION 16.12.020) AND ADDING NEW SECTION 11; REPEALING ORDINANCE NO. 1592-N.S. (BERKELEY MUNICIPAL CODE SECTIONS 16.12.130, 16.12.140, 16.12.150 AND 16.12.160).

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

Section 1. That Sections 1 and 2 of Ordinance No. 4363-N.S. (B.M.C. Sections 16.12.010 and 16.12.030) are hereby amended to read as follows:

Section 1. Work in Public Right-of-Way Unlawful Without Permit - City Authority to Regulate Standards.

It is unlawful for any person, firm or corporation to lay down pipes or conduits in the public streets or thoroughfares of the City, or to open or tear up any roadway, street or thoroughfare therein for such purpose, except under the direction of the Director of Public Works and in accordance with the provisions of this Chapter.

The Director of Public Works is authorized to promulgate regulations for the permit procedures for, and location, size, depth, and pavement rehabilitation of, excavations authorized herein as the Director may deem necessary for the public welfare.

Section 2. Permit - Required - Application Time and Contents - Fees.

A. Whenever any person, firm, or corporation desires to excavate in the public streets or thoroughfares for the purpose of placing therein main or lateral pipes or conduits, such person, firm, or corporation shall make application in writing and obtain a permit from the Public Works Department not less than forty-eight hours in advance of said excavation, except in case of accident or emergency, in which case written notice shall be given within twenty-four hours after any such opening; provided, however, that if said notice cannot be given because the Public Works Department is closed, then written notice shall be given within eight hours after the Public Works Department is open for business.

B. The application for the permit shall give the names of the streets in which trenches are to be opened and names of the cross streets between which said trenches are to be made.

C. Permits to excavate in streets paved less than five years before the date of application for a permit shall be granted subject to the following conditions:

1. If a street has been paved less than two years before the date of the application for a permit to excavate in said street, excavation shall be allowed only upon proof that such excavation is necessary due to an emergency that demands immediate action to preserve life, health or property.

2. If a street has been paved two years or more but less than five years before the date of the application for a permit to excavate in said street, excavation shall be allowed only for the reason set forth in Section C.1 above or upon a showing that the adverse impact on the user of the facility for whom the excavation is performed outweighs the harm to the public that would result from the excavation of the street.

3. Regardless of the age of the pavement, the following reasons for excavating a street are hereby deemed to be circumstances under which the adverse impact from failure to excavate outweighs the harm to the public from excavation: to mitigate any interruption of essential utility service; to provide new lateral service connections; or to perform work that is mandated by city, state or federal legislation.

D. A permit fee will be charged in accordance with the Public Works Master Fee Schedule, as adopted by resolution of the City Council, for each permit issued hereunder, except, however, that such fee shall not be charged against any entity exempt by law from the payment of such fees. Engineering fees will be as set forth in the Public Works Master Fee Schedule.

E. Any entity excavating in a street which has been paved less than five years from the date of the permit application shall either resurface the area in the manner and to the extent set forth in the regulations promulgated by the Director of Public Works hereunder or, at the discretion of the Director of Public Works, pay fees in lieu of such resurfacing. Said fees shall be based upon the estimated cost to the City to perform such resurfacing work in accordance with the regulations, and shall be as set forth in the Public Works Master Fee Schedule.

Section 2. That Section 11 of Ordinance 4363-N.S. (B.M.C. Section 16.12.020) is hereby repealed.

Section 3. That new Section 11 is hereby added to Ordinance No. 4363-N.S. to read as follows:

Section 11. Lighting and Barricading

A. Longitudinal Excavation - Barriers and Light Required Where.

It shall be the duty of every person, firm or corporation making any longitudinal excavation in any public street, sidewalk, alley or other public place, to place and maintain barriers at each end of such excavation and at such places as may be reasonably necessary along the excavation to prevent accidents, and also to place and maintain flashing yellow beacons and such other safety devices as may be required by the City Engineer at each end of such excavation and at distances of not more than fifty feet apart along the line thereof, from sunset each day to sunrise of the next day, until such excavation is entirely refilled.

B. Transverse Excavation Barriers and Lights Required Where.

It shall be the duty of every person, firm or corporation making any transverse excavation in any public street, sidewalk, alley or other public place, to place and maintain barriers on each side of such excavation along the full length thereof, and at each end thereof, if end barricades are reasonably necessary to prevent accidents, and also to place and maintain flashing yellow beacons and such other safety devices as may be required by the City Engineer at each end of such excavation, and at distances of not more than five feet apart along the line thereof, from sunset each day to sunrise of the next day, until such excavation is entirely refilled.

C. Obstructions in Public Places - Lights Required.

It shall be the duty of every person, firm or corporation placing or maintaining, or causing or permitting to be placed or maintained any obstruction in any street, sidewalk, alley or other public place, to maintain flashing yellow beacons at or upon such obstruction in such manner as to reasonably apprise any person using such street, sidewalk, alley or public place of the existence of such obstruction, and such flashing yellow beacons shall be maintained from sunset each day to sunrise of the next day, until such obstruction is removed.

D. Flashing Yellow Beacons - Specifications.

The flashing yellow beacons referred to in this article shall conform to the rules and regulations established in the current issue of the "Manual of Traffic Controls" published by the State of California Department of Transportation.

Section 4. That Ordinance No. 1592-N.S. (Berkeley Municipal Code Sections 16.12.130, 16.12.140, 16.12.150 and 16.12.160) are hereby repealed.

Section 5. Copies of this bill are hereby ordered published by posting with the vote thereon for two (2) days at the ten (10) prominent places in the City of Berkeley as designated by Chapter 1.08 of the Berkeley Municipal Code.

At a regular meeting of the Council of the City of Berkeley, held on the twenty-first day of September, 1993, this Bill was passed to print and ordered published by posting by the following vote:

Ayes: Councilmembers Collignon, Dean, Maio, Olds, Shirek, Spring, Wainwright, Woodworth and President Hancock.

Noes: None.

Absent: None.

ATTEST: RENATE TUBMAN
Acting City Clerk and Clerk of the Council

In effect: October 28, 1993

At a regular meeting of the Council of the City of Berkeley, on the twenty-eighth day of September, 1993, this Ordinance was finally adopted by the following vote:

Ayes: Councilmembers Collignon, Dean, Maio, Olds, Shirek, Spring, Wainwright, Woodworth and President Hancock.

Noes: None.

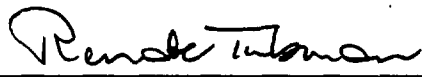
Absent: None.

ATTEST: RENATE TUBMAN
Acting City Clerk and Clerk of the Council

Approved this 28th day of September, 1993

LONI HANCOCK
Mayor and President of the Council

This is to certify that the foregoing is a true and correct copy of Ordinance No. 6207-N.S., and the same was finally adopted on September 28, 1993, and that it was duly and regularly posted as provided by law.

ATTEST: 
Acting City Clerk and Clerk of the Council

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2024	7TH ST	HARRISON ST	CAMELIA ST	R	Heavy Rehab	\$ 420,000		1	Y	N	0.26	19	N/A	
2024	7TH ST	CAMELIA ST	VIRGINIA ST	R	Heavy Rehab	\$ 674,400		1	Y	N	0.38	35	4/1/2001	MILL AND OVERLAY W/FABRIC
2024	7TH ST	VIRGINIA ST	UNIVERSITY	R	Heavy Rehab	\$ 550,000		1	Y	N	0.31	30	11/1/1990	MILL AND OVERLAY W/FABRIC
2024	10TH ST	CAMELIA ST	CEDAR ST	R	Heavy Mtce	\$ 123,600		1	Y	N	0.25	62	4/1/2001	RECONSTRUCT STRUCTURE
2024	10TH ST	CEDAR ST	VIRGINIA ST	R	Heavy Rehab	\$ 228,000		1	Y	N	0.13	45	4/1/2001	MILL AND OVERLAY W/FABRIC
2024	10TH ST	VIRGINIA ST	DELAWARE ST	R	Reconstruct	\$ 454,800		1	Y	N	0.13	10	9/1/1991	MILL AND OVERLAY W/FABRIC
2024	10TH ST	DELAWARE ST	UNIVERSITY AVE	R	Reconstruct	\$ 647,200		1	Y	N	0.18	11	9/1/1991	MILL AND OVERLAY W/FABRIC
2024	ACROFT CT	ACTON ST	DEAD END	R	Heavy Mtce	\$ 12,000		2	Y	N	0.05	60	11/1/1988	RECONSTRUCT SURFACE
2024	ACTON CIRCLE	DEAD END	ACTON	R	Reconstruct	\$ 57,920		2	Y	N	0.02	25	N/A	
2024	ACTON CRESCENT	ACTON ST	EAST DEAD	R	Reconstruct	\$ 179,853		2	Y	N	0.09	27	N/A	
2024	ACTON ST	ADDISON ST	UNIVERSITY	R	Heavy Rehab	\$ 102,667		2	Y	N	0.06	41	8/10/1998	MILL AND OVERLAY W/FABRIC
2024	ACTON ST	ADDISON ST	BANCROFT WAY	R	Heavy Rehab	\$ 372,000		2	Y	N	0.26	42	12/1/1987	RECONSTRUCT SURFACE
2024	ACTON ST	BANCROFT WAY	DWIGHT WAY	R	Reconstruct	\$ 884,480		2	Y	N	0.25	17	10/1/1992	MILL AND THICK OVERLAY
2024	ACTON ST	DWIGHT WAY	BLAKE ST	R	Heavy Rehab	\$ 114,400		2	Y	N	0.06	36	6/16/2000	RECONSTRUCT SURFACE
2024	ACTON ST	BLAKE ST	PARKER ST	R	Reconstruct	\$ 231,200		2	Y	N	0.06	12	N/A	
2024	ACTON ST	PARKER ST	WARD ST	R	Reconstruct	\$ 635,120		2	Y	N	0.17	15	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	CAMELIA ST	8TH ST	SAN PABLO AVE	R	Reconstruct	\$ 697,680		1	Y	3E	0.20	19	4/1/2001	RECONSTRUCT SURFACE
2024	CHANNING WAY	SAN PABLO AVE	SACRAMENTO	R	Heavy Rehab	\$ 914,500		2	Y	3E	0.53	50	9/2/2008	MILL AND THICK OVERLAY
2024*	CORNELL AVE	NORTH CITY	GILMAN ST	R	Heavy Rehab	\$ 102,000		1	N	N	0.14	40	11/1/1986	MILL AND OVERLAY W/FABRIC
2024	DERBY ST	MABEL ST	SACRAMENTO ST	R	Heavy Rehab	\$ 456,020		2	Y	3E	0.25	32	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	EUCLID AVE	GRIZZLY PEAK	MARIN AVE	C	Heavy Mtce	\$ 311,242		6	N	C	0.58	73	11/30/2001	RECONSTRUCT STRUCTURE
2024	EUCLID AVE	MARIN AVE	REGAL RD	R	Heavy Mtce	\$ 96,667		6	N	C	0.11	69	11/21/2001	RECONSTRUCT STRUCTURE
2024	EUCLID AVE	REGAL RD	CRAGMONT	C	Heavy Mtce	\$ 180,778		6	N	C	0.28	71	11/30/2001	RECONSTRUCT STRUCTURE
2024	GILMAN ST	SAN PABLO AVE	SANTA FE AVE	A	Heavy Rehab	\$ 683,116		1	N	4*, C	0.27	48	10/2007	MILL AND OVERLAY
2024	HEARST AVE	6TH ST	SAN PABLO AVE	C	Reconstruct	\$ 1,306,200		1	Y	N	0.31	25	10/1/1994	MILL AND OVERLAY W/FABRIC
2024	KEITH AVE	SPRUCE ST	EUCLID AVE	C	Heavy Mtce	\$ 106,759		6	N	N	0.28	70	6/5/2016	SLURRY SEAL
2024	KEITH AVE	EUCLID AVE	SHASTA RD	C	Heavy Mtce	\$ 181,120		6	N	N	0.49	74	6/5/2016	SLURRY SEAL
2024	MABEL ST	DWIGHT WAY	PARKER ST	R	Heavy Rehab	\$ 236,400		2	Y	3E	0.12	31	9/1/1993	MILL AND OVERLAY W/FABRIC
2024	MABEL ST	PARKER ST	DERBY ST	R	Reconstruct	\$ 468,400		2	Y	3E	0.12	21	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	MABEL ST	DERBY ST	WARD ST	R	Heavy Rehab	\$ 97,400		2	Y	3E	0.06	33	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	MC KINLEY AVE	ADDISON ST	DWIGHT WAY	R	Heavy Rehab	\$ 1,014,800		4	N	N	0.51	35	7/1/1993	RECONSTRUCT SURFACE
2024	SPRUCE ST	GRIZZLY PEAK	ALTA RD	C	Heavy Mtce	\$ 80,090		56	N	3C, C	0.15	70	8/12/2005	RECONSTRUCT STRUCTURE
2024	SPRUCE ST	ALTA RD	MARIN AVE	C	Light Mtce	\$ 183,713		56	N	3C, C	0.83	76	8/12/2005	RECONSTRUCT STRUCTURE
2024	SPRUCE ST	MARIN AVE	ARCH ST	C	Light Mtce	\$ 94,599		56	N	3C, C	0.33	72	8/12/2005	RECONSTRUCT STRUCTURE
2024	SPRUCE ST	EUNICE ST	ROSE ST	C	Heavy Mtce	\$ 126,430		56	N	3C, C	0.26	66	6/15/2016	ARAM CAPE SEAL
2024	SPRUCE ST	ROSE ST	VINE ST	R	Heavy Mtce	\$ 56,865		56	N	3C	0.13	69	12/1/2017	ARAM CAPE SEAL
2024	SPRUCE ST	VINE ST	CEDAR ST	R	Heavy Mtce	\$ 54,809		56	N	3C	0.13	67	6/15/2016	ARAM CAPE SEAL
2024	SPRUCE ST	CEDAR ST	VIRGINIA ST	R	Light Mtce	\$ 35,171		6	N	3C	0.13	87	10/10/2016	RECONSTRUCT SURFACE
2024	SPRUCE ST	VIRGINIA ST	HEARST AVE	R	Heavy Mtce	\$ 91,696		6	N	3C	0.20	64	6/15/2016	SLURRY SEAL
2024	VIRGINIA ST	SAN PABLO AVE	ACTON ST	R	Light Mtce	\$ 86,000		1	N	3E	0.47	82	8/29/2008	MILL AND THICK OVERLAY
2024	VIRGINIA ST	ACTON ST	SACRAMENTO	R	Heavy Mtce	\$ 91,367		1	N	3E	0.13	74	8/29/2008	MILL AND THICK OVERLAY
2024	VIRGINIA ST	SACRAMENTO	MC GEE AVE	C	Heavy Rehab	\$ 502,440		1	N	3E	0.24	48	7/21/1997	MILL AND OVERLAY W/FABRIC
2024	VIRGINIA ST	MC GEE AVE	GRANT ST	C	Heavy Mtce	\$ 79,180		1	N	3E	0.13	60	6/1/1995	MILL AND OVERLAY W/FABRIC
2024	VIRGINIA ST	GRANT ST	MARTIN	C	Light Mtce	\$ 38,800		1	N	3E	0.13	78	6/1/1995	MILL AND OVERLAY W/FABRIC
2024	UTILITY COORDINATION					\$ 365,000								
	CONTINGENCY					\$ 1,406,188								
	MRP REQUIREMENTS					\$ -								
	TOTAL FUNDING				16884585	\$ 15,833,070					10.14			
						32%		bike/ped						

* in Fiscal Year column denotes coordination with EBMUD project

35%

bike/ped not incl contingency or MRP reqts

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
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FISCAL YEAR 2024 TOTALS

Total Estimated Cost and Miles					\$15,833,070	10.14	miles		
	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	0.27	\$683,116	5%	3%	1	\$6,684,783	3.65	\$6,001,667	3.38
Collectors	4.00	\$3,191,352	22%	39%	2	\$4,762,360	2.10	\$4,762,360	2.10
Residentials	5.87	\$10,187,414	71%	58%	3	\$0	0.00	\$0	0.00
					4	\$1,014,800	0.51	\$1,014,800	0.51
Bikeways	4.79	\$5,074,676	35%	47%	5	\$298,253	0.91	\$298,253	0.91
Curb Ramps		\$774,000	5%		6	\$1,301,686	2.97	\$1,301,686	2.97
Total		\$5,848,676	41%		7	\$0	0.00	\$0	0.00
					8	\$0	0.00	\$0	0.00
Equity Zone	4.24	\$9,864,240	68%	42%		\$14,061,882	10.14	\$13,378,766	9.87
Equity Zone w/Arterials	4.24	\$9,864,240	68%	42%					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2025	ALLSTON WAY	MILVIA ST	SHATTUCK AVE	R	Heavy Rehab	\$ 228,800		4	N	N	0.14	37	11/1/1990	MILL AND THIN OVERLAY
2025	ARLINGTON AVE	NORTH CITY	THOUSAND	C	Heavy Mtce	\$ 343,375		5	N	3C,C	0.51	65	1/21/2005	RECONSTRUCT STRUCTURE
2025	ARLINGTON AVE	THOUSAND	THE CIRCLE	C	Heavy Mtce	\$ 420,916		5	N	3C,C	0.56	65	1/21/2005	RECONSTRUCT STRUCTURE
2025	BANCROFT WAY	SAN PABLO AVE	WEST ST	R	Heavy Mtce	\$ 121,920		2	Y	N	0.29	54	12/1/1987	RECONSTRUCT SURFACE
2025	BANCROFT WAY	WEST ST	SACRAMENTO	R	Heavy Mtce	\$ 89,680		2	Y	N	0.21	69	12/1/1987	RECONSTRUCT SURFACE
2025	BANCROFT WAY	SACRAMENTO	MARTIN	R	Heavy Rehab	\$ 940,800		4	N	N	0.50	33	11/1/1990	MILL AND THIN OVERLAY
2025	CALIFORNIA ST	OREGON ST	ASHBY AVE	R	Heavy Rehab	\$ 363,667		3	Y	3E	0.18	34	10/1/1994	MILL AND OVERLAY W/FABRIC
2025	EUCLID AVE	BAYVIEW PL	CEDAR ST	C	Heavy Rehab	\$ 695,412		6	N	3C, C	0.36	28	11/1/1990	MILL AND OVERLAY W/FABRIC
2025	EUCLID AVE	CEDAR ST	HEARST AVE	C	Heavy Rehab	\$ 614,509		6	N	3C, C	0.31	41	11/1/1990	MILL AND OVERLAY W/FABRIC
2025	HARMON ST	IDAHO ST	SACRAMENTO	R	Reconstruct	\$ 829,900		2	Y	3E	0.19	15	9/1/1991	MILL AND OVERLAY W/FABRIC
2025	HASTE ST	PIEDMONT AVE	COLLEGE AVE	A	Heavy Rehab	\$ 270,400		7	N	VZ	0.12	43	8/1/1993	MILL AND OVERLAY W/FABRIC
2025	HASTE ST	COLLEGE AVE	BOWDITCH ST	A	Heavy Rehab	\$ 313,947		7	N	VZ	0.13	41	8/1/1993	MILL AND OVERLAY W/FABRIC
2025	HASTE ST	BOWDITCH ST	FULTON ST	A	Heavy Rehab	\$ 1,304,756		47	N	VZ	0.51	35	8/1/1993	MILL AND OVERLAY W/FABRIC
2025	HASTE ST	FULTON ST	SHATTUCK AVE	A	Heavy Rehab	\$ 241,280		4	N	VZ	0.11	29	8/1/1993	MILL AND OVERLAY W/FABRIC
2025	IDAHO ST	66TH ST	ALCATRAZ AVE	R	Reconstruct	\$ 547,888		2	Y	3E	0.16	18	5/1/1996	THIN AC OVERLAY
2025	MABEL ST	WARD ST	RUSSELL ST	R	Heavy Rehab	\$ 388,790		2	Y	3E	0.23	29	9/1/1991	MILL AND OVERLAY W/FABRIC
2025	MABEL ST	RUSSELL ST	ASHBY AVE	R	Heavy Rehab	\$ 178,360		2	Y	3E	0.10	32	9/1/1991	MILL AND OVERLAY W/FABRIC
2025	MABEL ST	ASHBY AVE	66TH ST	R	Heavy Mtce	\$ 111,480		2	Y	3E	0.24	71	6/30/2010	MILL AND THIN OVERLAY
2025	MATHEWS ST	WARD ST	RUSSELL ST	R	Heavy Rehab	\$ 392,560		2	Y	N	0.23	25	11/1/1990	MILL AND THIN OVERLAY
2025	MENDOCINO AVE	ARLINGTON AVE	LOS ANGELES	R	Reconstruct	\$ 721,600		5	N	N	0.31	22	N/A	
2025	MENDOCINO PL	MENDOCINO AVE	LOS ANGELES	R	Reconstruct	\$ 52,116		5	N	N	0.02	21	N/A	
2025	OREGON ST	SAN PABLO AVE	MABEL ST	R	Reconstruct	\$ 537,740		2	Y	3E	0.15	18	11/1/1990	MILL AND THIN OVERLAY
2025	OREGON ST	CALIFORNIA ST	GRANT ST	R	Reconstruct	\$ 895,264	Y	3	Y	N	0.25	10	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	OREGON ST	GRANT ST	MARTIN LUTHER KING	R	Heavy Rehab	\$ 156,000		3	Y	N	0.09	31	6/16/2000	RECONSTRUCT SURFACE
2025	PARK ST	WARD ST	BURNETT ST	R	Reconstruct	\$ 894,128	Y	2	Y	N	0.26	18	9/1/1991	MILL AND OVERLAY W/FABRIC
2025	RUSSELL ST	SAN PABLO AVE	PARK ST	R	Reconstruct	\$ 815,755	Y	2	Y	3E	0.23	29	9/1/1991	MILL AND OVERLAY W/FABRIC
2025	SACRAMENTO ST	UNIVERSITY AVE	DWIGHT WAY	A	Light Mtce	\$ 224,075		24	Y	C,VZ	0.57	69	12/2/2011	MILL AND THICK OVERLAY
2025	SACRAMENTO ST (SB)	DWIGHT WAY	OREGON ST	A	Light Mtce	\$ 98,560		23	Y	C,VZ	0.44	75	11/21/2011	RECONSTRUCT STRUCTURE
2025	SACRAMENTO ST (NB)	OREGON ST	DWIGHT WAY	A	Light Mtce	\$ 101,640		23	Y	C,VZ	0.44	82	11/21/2011	RECONSTRUCT STRUCTURE
2025	SACRAMENTO ST	OREGON ST	ASHBY AVE	A	Light Mtce	\$ 97,764		23	Y	C,VZ	0.19	86	11/21/2011	RECONSTRUCT STRUCTURE
2025	SACRAMENTO ST	ASHBY AVE	SOUTH CITY LIMIT	A	Light Mtce	\$ 184,662		2	Y	C,VZ	0.41	84	6/26/2013	MILL AND OVERLAY
2025	WALLACE ST	WARD ST	RUSSELL ST	R	Reconstruct	\$ 790,089		2	Y	N	0.23	17	11/1/1990	MILL AND THIN OVERLAY
2025	WILDCAT CANYON RD	GRIZZLY PEAK	SUNSET LANE	C	Light Mtce	\$ 121,347		6	N	3C	0.71	78	7/25/2014	MILL AND OVERLAY
2025	WILDCAT CANYON RD	SUNSET LN	THE SPIRAL	C	Light Mtce	\$ 72,734		6	N	3C	0.45	78	7/25/2014	MILL AND OVERLAY
2025	WILDCAT CANYON RD	THE SPIRAL	EAST CITY	C	Light Rehab	\$ 682,411		6	N	3C	0.68	71	7/25/2014	MILL AND OVERLAY
2025	UTILITY					\$ 800,000								
	CONTINGENCY					\$ 1,484,432								
	MRP REQUIREMENTS					\$ 1,125,000								
					18269887	\$18,253,757					10.49			
						37%			bike/ped					
						43%			bike/ped not incl contingency or MRP reqts					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
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FISCAL YEAR 2025 TOTALS

Total Estimated Cost and Miles

\$18,253,757

10.49 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	2.91	\$2,837,084	18%	28%	1	\$0	0.00	\$0	0.00
Collectors	3.57	\$2,950,704	19%	34%	2	\$6,143,972	3.74	\$5,698,290	2.51
Residentials	4.00	\$9,056,536	58%	38%	3	\$1,563,913	1.05	\$1,414,931	0.51
					4	\$2,175,296	1.28	\$1,169,600	0.64
Bikeways	5.05	\$6,724,284	43%	48%	5	\$1,538,007	1.40	\$1,538,007	1.40
Curb Ramps		\$450,000	3%		6	\$2,186,413	2.51	\$2,186,413	2.51
Total		\$7,174,284	46%		7	\$1,236,725	0.50	\$0	0.00
					8	\$0	0.00	\$0	0.00
Equity Zone	2.53	\$6,901,621	44%	24%		\$14,844,324	10.49	\$12,007,240	7.57
Equity Zone w/Arterials	4.57	\$7,608,322	49%	44%					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2026	ACTON ST	WARD ST	RUSSELL ST	R	Reconstruct	\$ 781,024		2	Y	N	0.22	16	10/1/1992	MILL AND OVERLAY W/FABRIC
2026	ACTON ST	RUSSELL ST	ASHBY AVE	R	Light Mtce	\$ 16,183		2	Y	N	0.09	77	6/15/2016	ARAM CAPE SEAL
2026	ADDISON ST	AQUATIC PARK	RRX	R	Heavy Mtce	\$ 42,898		2	N	3E	0.09	69	2/24/2012	RECONSTRUCT STRUCTURE
2026	ADDISON ST	RRX	4TH ST	R	Light Mtce	\$ 13,304		2	N	3E	0.06	80	8/27/1987	MILL AND OVERLAY W/FABRIC
2026	ADDISON ST	4TH ST	6TH ST	R	Reconstruct	\$ 470,580		2	Y	3E	0.13	18	8/27/1987	MILL AND OVERLAY W/FABRIC
2026*	ADDISON ST	6TH ST	SAN PABLO AVE	R	Reconstruct	\$ 1,146,652		2	Y	3E	0.31	16	8/27/1997	MILL AND OVERLAY W/FABRIC
2026	ADDISON ST	SAN PABLO AVE	CURTIS ST	R	Reconstruct	\$ 485,880		2	Y	3E	0.14	23	8/18/1997	MILL AND OVERLAY W/FABRIC
2026	ALCATRAZ AVE	SACRAMENTO ST	ADELINE ST	C	Heavy Mtce	\$ 224,284		3	Y	2B	0.35	65	N/A	
2026	ALCATRAZ AVE	ADELINE ST	CITY LIMIT	C	Light Mtce	\$ 63,833		3	N	2A	0.17	91	8/14/2015	MILL AND OVERLAY
2026	COLUSA AVE	SOLANO AVE	MARIN AVE	C	Heavy Mtce	\$ 90,462		5	N	2A	0.13	68	12/1/1989	RECONSTRUCT STRUCTURE
2026	DOHR ST	WARD ST	RUSSELL ST	R	Reconstruct	\$ 791,520		2	Y	N	0.22	19	10/1/1992	MILL AND OVERLAY W/FABRIC
2026	DOHR ST	RUSSELL ST	ASHBY AVE	R	Reconstruct	\$ 202,035		2	Y	N	0.09	21	10/1/1992	MILL AND OVERLAY W/FABRIC
2026	FRANCISCO ST	SACRAMENTO	MARTIN	R	Reconstruct	\$ 1,796,160		1	N	N	0.49	19	10/1/1995	RECONSTRUCT SURFACE
2026	GRIZZLY PEAK BLVD	HILL RD	EAST CITY LIMIT	C	Heavy Rehab	\$ 841,827		6	N	3C, C	0.48	50	11/1/1986	THICK OVERLAY W/FABRIC
2026	HARMON ST	SACRAMENTO ST	ADELINE ST	R	Heavy Mtce	\$ 249,800		3	Y	3E	0.38	63	12/1/1989	RECONSTRUCT STRUCTURE
2026	MARIN AVE	WEST CITY LIMIT	THE ALAMEDA	A	Light Mtce	\$ 160,300		5	N	2A,VZ	0.31	81	11/30/2011	MILL AND THICK OVERLAY
2026	MARIN AVE	THE ALAMEDA	THE CIRCLE	A	Light Mtce	\$ 111,800		5	N	2A,C,VZ	0.22	79	11/30/2011	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	YOLO AVE	CEDAR ST	A	Heavy Mtce	\$ 313,200		5	N	C,VZ	0.49	52	8/11/2008	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	CEDAR ST	UNIVERSITY AVE	A	Heavy Mtce	\$ 496,440		14	N	C,VZ	0.56	61	8/11/2008	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	UNIVERSITY AVE	ADDISON ST	A	Heavy Rehab	\$ 246,412		4	N	C,VZ	0.06	90	3/26/2022	SLURRY SEAL
2026	MARTIN LUTHER KING	ADDISON ST	ALLSTON WAY	A	Heavy Rehab	\$ 461,067		4	N	C,VZ	0.13	53	8/11/2008	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	ALLSTON WAY	DWIGHT WAY	A	Light Rehab	\$ 997,920		4	N	C,VZ	0.38	62	8/11/2008	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	DWIGHT WAY	ASHBY AVE	A	Light Rehab	\$ 1,705,032		3	Y	C,VZ	0.64	55	8/11/2008	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	ASHBY AVE	WOOLSEY/ADELINE	A	Heavy Mtce	\$ 192,075		3	Y	C,VZ	0.19	65	8/11/2008	MILL AND THICK OVERLAY
2026	MONTEREY AVE	MARIN AVE	THE ALAMEDA	C	Light Mtce	\$ 27,111		5	N	C	0.08	85	11/30/2011	MILL AND THICK OVERLAY
2026	OREGON ST	PARK ST	SACRAMENTO	R	Reconstruct	\$ 640,912		2	Y	N	0.19	24	11/1/1990	MILL AND THIN OVERLAY
2026	RUSSELL ST	PARK ST	SACRAMENTO	R	Reconstruct	\$ 685,276		2	Y	3E	0.19	25	8/1/1993	MILL AND OVERLAY W/FABRIC
2026	SACRAMENTO ST	HOPKINS ST	ROSE ST	A	Heavy Mtce	\$ 127,212		15	N	VZ	0.15	59	12/1/1989	RECONSTRUCT STRUCTURE
2026	SACRAMENTO ST	ROSE ST	CEDAR ST	A	Heavy Mtce	\$ 167,310		15	N	VZ	0.16	60	8/26/2008	MILL AND THICK OVERLAY
2026	SACRAMENTO ST	CEDAR ST	VIRGINIA ST	A	Heavy Rehab	\$ 530,613		2	N	C,VZ	0.13	44	8/26/2008	MILL AND THICK OVERLAY
2026	SACRAMENTO ST	VIRGINIA ST	UNIVERSITY	A	Light Mtce	\$ 169,280		2	N	C,VZ	0.30	84	8/14/2015	MILL AND OVERLAY
2026	SOLANO AVE	TULARE AVE	COLUSA AVE	C	Light Mtce	\$ 80,710		5	N	4*,C	0.14	79	8/9/2005	RECONSTRUCT STRUCTURE
2026	SOLANO AVE	COLUSA AVE	THE ALAMEDA	C	Light Mtce	\$ 52,850		5	N	4*,C	0.14	78	8/9/2005	RECONSTRUCT STRUCTURE
2026	SOLANO AVE	THE ALAMEDA	CONTRA COSTA	C	Heavy Mtce	\$ 62,043		5	N	4*,C	0.10	70	12/1/2017	SLURRY SEAL
2026	NORTHBRAE TUNNEL	CONTRA COSTA	DEL NORTE ST	C	Light Mtce	\$ 38,728		5	N	4*,C	0.27	92	11/30/2017	RECONSTRUCT STRUCTURE
2026	THE ALAMEDA	SOLANO AVE	MARIN AVE	A	Light Mtce	\$ 91,000		5	N	4*,C	0.18	92	11/30/2017	MILL AND THICK OVERLAY
2026	THE ALAMEDA	MARIN AVE	HOPKINS ST	A	Light Mtce	\$ 134,827		5	N	4*,C	0.26	92	11/30/2017	MILL AND THICK OVERLAY
2026	THE ALAMEDA	HOPKINS ST	YOLO AVE	A	Heavy Mtce	\$ 41,580		5	N	C	0.04	69	12/1/2017	SLURRY SEAL
2026	THOUSAND OAKS	COLUSA AVE	VINCENTE AVE	C	Heavy Mtce	\$ 36,006		5	N	N	0.07	74	6/15/2016	SLURRY SEAL
2026	THOUSAND OAKS	VINCENTE AVE	THE ALAMEDA	C	Heavy Mtce	\$ 82,133		5	N	N	0.16	68	6/15/2016	SLURRY SEAL
2026	THOUSAND OAKS	THE ALAMEDA	ARLINGTON	C	Heavy Mtce	\$ 139,843		5	N	N	0.30	73	6/15/2016	SLURRY SEAL
2026	UTILITY					\$ 900,000								
	CONTINGENCY					\$ 1,500,812								
	MRP REQUIREMENTS					\$ -								
					17412997	\$17,408,935					9.18			
						29%		bike/ped						
						32%		bike/ped not incl contingency						

* in Fiscal Year column denotes coordination with EBMUD project

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
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FISCAL YEAR 2026 TOTALS

Total Estimated Cost and Miles

\$17,408,935

9.18 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	4.19	\$5,946,067	37%	46%	1	\$2,191,641	0.93	\$1,796,160	0.49
Collectors	2.39	\$1,739,831	11%	26%	2	\$5,976,158	2.16	\$5,276,265	1.73
Residentials	2.60	\$7,322,225	46%	28%	3	\$2,435,025	1.72	\$2,435,025	1.72
					4	\$1,953,618	0.84	\$0	0.00
Bikeways	4.04	\$5,047,055	32%	44%	5	\$1,609,854	3.05	\$609,886	1.39
Curb Ramps		\$480,000	3%		6	\$841,827	0.48	\$841,827	0.48
Total		\$5,527,055	35%		7	\$0	0.00	\$0	0.00
					8	\$0	0.00	\$0	0.00
Equity Zone	2.31	\$5,694,147	36%	25%		\$15,008,123	9.18	\$10,959,163	5.82
Equity Zone w/Arterials	3.13	\$7,591,254	48%	34%					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2027	6TH	CAMELIA ST	CEDAR ST	C	Heavy Mtce	\$ 217,778		1	Y	2B, VZ	0.25	74	8/31/2004	MILL AND OVERLAY W/FABRIC
2027	6TH	CEDAR ST	VIRGINIA ST	C	Heavy Rehab	\$ 446,925		1	Y	2B, VZ	0.13	54	4/1/2001	MILL AND OVERLAY W/FABRIC
2027	6TH	VIRGINIA ST	UNIVERSITY AVE	C	Light Rehab	\$ 729,619		1	Y	2B, VZ	0.31	63	4/1/2001	MILL AND OVERLAY W/FABRIC
2027	8TH ST	GILMAN ST	CAMELIA ST	R	Heavy Rehab	\$ 212,445		1	Y	3E	0.12	35	4/1/2001	MILL AND OVERLAY W/FABRIC
2027	8TH ST	CAMELIA ST	PAGE ST	R	Heavy Rehab	\$ 144,978		1	Y	N	0.08	42	4/1/2001	MILL AND OVERLAY W/FABRIC
2027	8TH ST	PAGE ST	JONES ST	R	Reconstruct	\$ 293,378	Y	1	Y	N	0.09	16	9/1/1991	MILL AND OVERLAY W/FABRIC
2027	8TH ST	JONES ST	VIRGINIA ST	R	Reconstruct	\$ 710,367	Y	1	Y	N	0.21	19	9/1/1991	MILL AND OVERLAY W/FABRIC
2027	8TH ST	VIRGINIA ST	UNIVERSITY AVE	R	Reconstruct	\$ 1,131,612	Y	1	Y	N	0.31	17	11/1/1990	MILL AND THIN OVERLAY
2027	BATAAN AVE	7TH ST	8TH ST	R	Reconstruct	\$ 144,294		1	Y	N	0.06	16	N/A	
2027	BELROSE AVE	DERBY ST	CLAREMONT	C	Light Mtce	\$ 30,289		8	N	4*,C	0.12	91	10/10/2016	RECONSTRUCT
2027	BOWDITCH ST	BANCROFT WAY	DURANT AVE	R	Reconstruct	\$ 221,880		7	N	2A	0.06	14	11/1/1990	MILL AND THIN OVERLAY
2027	BOWDITCH ST	DURANT AVE	HASTE ST	R	Reconstruct	\$ 450,660		7	N	2A	0.13	17	11/1/1990	MILL AND THIN OVERLAY
2027	BOWDITCH ST	HASTE ST	DWIGHT WAY	R	Heavy Rehab	\$ 123,000		7	N	2A	0.06	40	7/1/1988	MILL AND OVERLAY W/FABRIC
2027	CAMELIA ST	6TH ST	8TH ST	R	Reconstruct	\$ 406,720		1	Y	N	0.12	24	4/1/2001	RECONSTRUCT SURFACE
2027	CHANNING WAY	SHATTUCK AVE	FULTON ST	R	Light Mtce	\$ 37,720		4	N	2B	0.11	87	8/7/2015	MILL AND OVERLAY
2027	CHANNING WAY	FULTON ST	DANA ST	R	Light Mtce	\$ 87,880		47	N	2B	0.25	87	8/7/2015	MILL AND OVERLAY
2027	CHANNING WAY	DANA ST	BOWDITCH ST	R	Light Mtce	\$ 92,644		7	N	2B	0.25	78	8/7/2015	MILL AND OVERLAY
2027	CHANNING WAY	BOWDITCH ST	COLLEGE AVE	R	Heavy Mtce	\$ 81,844		7	N	2B	0.13	76	8/7/2015	MILL AND OVERLAY
2027	CHANNING WAY	COLLEGE AVE	PIEDMONT AVE	R	Heavy Mtce	\$ 72,000		7	N	2B	0.12	72	8/7/2015	MILL AND OVERLAY
2027	CLAREMONT AVE	EAST CITY LIMIT	RUSSELL ST	C	Reconstruct	\$ 497,733	Y	8	N	VZ	0.11	21	7/1/1994	MILL AND OVERLAY W/FABRIC
2027	CLAREMONT AVE	RUSSELL ST	ASHBY AVE	C	Reconstruct	\$ 506,511	Y	8	N	4,VZ	0.08	18	7/1/1994	MILL AND OVERLAY W/FABRIC
2027	CLAREMONT AVE	ASHBY AVE	SOUTH CITY	C	Heavy Rehab	\$ 1,790,524		8	N	4,VZ	0.57	53	7/1/1994	MILL AND OVERLAY W/FABRIC
2027	CLAREMONT BLVD	BELROSE AVE	CLAREMONT	C	Light Mtce	\$ 38,772		8	N	4,C	0.17	91	10/10/2016	RECONSTRUCT
2027	DELAWARE ST	6TH ST	9TH ST	C	Heavy Mtce	\$ 117,147		1	Y	N	0.18	71	12/1/2017	SLURRY SEAL
2027	DELAWARE ST	9TH ST	SAN PABLO AVE	C	Heavy Mtce	\$ 93,887		1	Y	2A	0.13	73		
2027	DERBY ST	COLLEGE AVE	PIEDMONT AVE	R	Heavy Rehab	\$ 268,765		8	N	3E	0.12	31	8/1/1996	MILL AND OVERLAY W/FABRIC
2027	DERBY ST	PIEDMONT AVE	WARRING ST	R	Heavy Rehab	\$ 114,903		8	N	3E	0.06	27	N/A	
2027	DERBY ST	WARRING ST	BELROSE AVE &	A	Light Mtce	\$ 59,940		8	N	4*,C	0.23	90	10/10/2016	RECONSTRUCT
2027	DWIGHT WAY	MILVIA WAY	SHATTUCK AVE	A	Heavy Mtce	\$ 80,940		4	N	C	0.13	55	12/10/1998	MILL AND OVERLAY W/FABRIC
2027	DWIGHT WAY	SHATTUCK AVE	FULTON ST	A	Light Mtce	\$ 32,000		4	N	N	0.11	86	6/27/2013	MILL AND OVERLAY
2027	DWIGHT WAY	FULTON ST	DANA ST	A	Light Mtce	\$ 70,667		47	N	N	0.25	84	6/27/2013	MILL AND OVERLAY
2027	DWIGHT WAY	DANA ST	TELEGRAPH	A	Heavy Mtce	\$ 85,296		7	N	C	0.13	75	6/27/2013	MILL AND OVERLAY
2027	DWIGHT WAY	TELEGRAPH AVE	BOWDITCH ST	A	Light Mtce	\$ 31,680		78	N	N	0.13	80	8/7/2015	MILL AND OVERLAY
2027	DWIGHT WAY	BOWDITCH ST	COLLEGE AVE	A	Light Mtce	\$ 31,680		78	N	N	0.13	87	8/7/2015	MILL AND OVERLAY
2027	DWIGHT WAY	COLLEGE AVE	PIEDMONT AVE	A	Light Mtce	\$ 37,200		78	N	N	0.15	87	8/30/2015	MILL AND OVERLAY
2027*	FOREST AVE	COLLEGE AVE	CLAREMONT BLVD	R	Heavy Rehab	\$ 618,000		8	N	N	0.36	45	8/1/1996	RECONSTRUCT STRUCTURE (AC)
2027	FRANCISCO ST	SAN PABLO AVE	CHESTNUT ST	R	Reconstruct	\$ 760,933		1	N	N	0.26	17	8/1/1993	RECONSTRUCT SURFACE
2027	FRANCISCO ST	CHESTNUT ST	DEAD END	R	Reconstruct	\$ 629,733		1	N	N	0.21	24	7/1/1995	MILL AND OVERLAY W/FABRIC
2027	GRANT ST	NORTH END	ROSE ST	R	Heavy Rehab	\$ 99,393		5	N	3C	0.06	48	6/1/1995	MILL AND OVERLAY W/FABRIC
2027	GRANT ST	ROSE ST	CEDAR ST	R	Heavy Mtce	\$ 136,806		5	N	3C	0.25	61	6/1/1995	MILL AND OVERLAY W/FABRIC
2027	GRANT ST	CEDAR ST	LINCOLN ST	R	Light Rehab	\$ 66,337		1	N	3C	0.06	55	7/22/1997	MILL AND THICK OVERLAY
2027	GRANT ST	LINCOLN ST	VIRGINIA ST	R	Heavy Rehab	\$ 114,593		1	N	3C	0.06	47	7/22/1997	MILL AND THICK OVERLAY
2027	GRANT ST	VIRGINIA ST	FRANCISCO ST	R	Reconstruct	\$ 232,801		1	N	3C	0.06	24	7/22/1997	MILL AND THICK OVERLAY
2027	GRANT ST	FRANCISCO ST	OHLONE PARK	R	Light Mtce	\$ 42,680		1	N	3C	0.10	97	10/11/2019	MILL AND THICK OVERLAY
2027	GRANT ST	HEARST AVE	UNIVERSITY	R	Heavy Mtce	\$ 72,354		1	N	3C	0.11	63	12/15/2004	RECONSTRUCT SURFACE
2027	GRANT ST	UNIVERSITY AVE	ADDISON ST	R	Light Mtce	\$ 24,700		4	N	3C	0.06	90	12/15/2004	RECONSTRUCT STRUCTURE
2027	GRANT ST	ADDISON ST	ALLSTON WAY	R	Heavy Rehab	\$ 260,686		4	N	3C	0.13	37	9/13/2000	MEDIUM AC OVERLAY
2027	GRANT ST	ALLSTON WAY	BANCROFT WAY	R	Light Mtce	\$ 37,432		4	N	3C	0.13	85	12/15/2004	RECONSTRUCT STRUCTURE
2027	GRANT ST	BANCROFT WAY	CHANNING WAY	R	Heavy Rehab	\$ 262,552		4	N	3C	0.13	41	9/13/2000	MEDIUM AC OVERLAY
2027	GRANT ST	CHANNING WAY	DWIGHT WAY	R	Light Mtce	\$ 31,246		4	N	3C	0.13	77	12/15/2004	RECONSTRUCT STRUCTURE

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2027	HEARST AVE	SACRAMENTO	CALIFORNIA ST	C	Heavy Mtce	\$ 55,200		1	N	VZ	0.11	61	8/14/2015	FIBER MICROSURFACING
2027	HEARST AVE	CALIFORNIA ST	MC GEE AVE	C	Heavy Mtce	\$ 84,120		1	N	4*,VZ	0.13	65	8/14/2015	FIBER MICROSURFACING
2027	HEARST AVE	MC GEE AVE	MARTIN	C	Heavy Mtce	\$ 171,460		1	N	4*,VZ	0.26	64	8/14/2015	FIBER MICROSURFACING
2027	PIEDMONT AVE	AT END OF	BANCROFT WAY	C	Heavy Mtce	\$ 110,193		7	N	2A,C,VZ	0.14	68	10/1/2012	RECONSTRUCT STRUCTURE
2027	PIEDMONT AVE	BANCROFT WAY	DWIGHT WAY	C	Light Mtce	\$ 126,147		7	N	4,C,VZ	0.26	68	8/17/2006	RECONSTRUCT STRUCTURE
2027	PIEDMONT AVE	DERBY ST	STUART ST	R	Heavy Rehab	\$ 290,646		8	N	3C	0.16	41	7/8/2003	RECONSTRUCT SURFACE
2027	PIEDMONT AVE	STUART ST	RUSSELL ST	R	Light Rehab	\$ 120,128		8	N	3C	0.09	54	7/8/2003	RECONSTRUCT SURFACE
2027	PIEDMONT AVE	RUSSELL ST	ASHBY AVE	R	Light Rehab	\$ 83,717		8	N	N	0.06	76	12/15/2004	RECONSTRUCT SURFACE
2027	PIEDMONT CRESCENT	DWIGHT WAY	WARRING ST	C	Light Mtce	\$ 19,133		8	N	3C,C,VZ	0.05	91	10/10/2016	RECONSTRUCT
2027	VIRGINIA ST	2ND ST	6TH ST	R	Heavy Rehab	\$ 460,250		1	Y	3E	0.25	35	N/A	
2027	VIRGINIA ST	6TH ST	SAN PABLO AVE	R	Heavy Rehab	\$ 543,500		1	Y	3E	0.31	33	4/1/2001	MILL AND OVERLAY W/FABRIC
2027	WARRING ST	DWIGHT WAY	DERBY ST	C	Light Mtce	\$ 76,617		8	N	3C,C,VZ	0.29	90	10/10/2016	RECONSTRUCT
2027	WOOLSEY ST	COLLEGE AVE	CLAREMONT AVE	R	Reconstruct	\$ 851,400	Y	8	N	3A/3C	0.24	29	N/A	
2027	UTILITY					\$ 1,000,000								
	CONTINGENCY					\$ 1,587,644								
	MRP REQUIREMENTS					\$ 1,500,000								
					20189151	\$19,964,080					10.02			
						50%			bike/ped					

* in Fiscal Year column denotes coordination with EBMUD project

59% bike/ped not incl contingency

FISCAL YEAR 2027 TOTALS

Total Estimated Cost and Miles

\$19,964,080

10.02 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	1.25	\$429,403	3%	12%	1	\$7,883,113	3.90	\$7,883,113	3.90
Collectors	3.28	\$5,112,054	30%	33%	2	\$0	0.00	\$0	0.00
Residentials	5.48	\$10,334,979	61%	55%	3	\$0	0.00	\$0	0.00
					4	\$846,549	1.18	\$698,276	0.80
Bikeways	6.83	\$9,874,389	59%	68%	5	\$236,199	0.31	\$236,199	0.31
Curb Ramps		\$648,000	4%		6	\$0	0.00	\$0	0.00
Total		\$10,522,389	62%		7	\$1,493,217	1.73	\$1,322,308	1.28
					8	\$5,417,359	2.90	\$5,307,139	2.48
Equity Zone	2.54	\$5,652,899	33%	25%		\$15,876,436	10.02	\$15,447,033	8.77
Equity Zone w/Arterials	2.54	\$5,652,899	33%	25%					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2028	5TH ST	UNIVERSITY AVE	DWIGHT WAY	R	Reconstruct	\$ 1,852,471	Y	2	Y	N	0.57	23	11/1/1990	MILL AND THIN OVERLAY
2028	7TH ST	UNIVERSITY AVE	BANCROFT WAY	R	Reconstruct	\$ 1,137,520	Y	2	Y	N	0.32	28	8/28/1997	MILL AND OVERLAY W/FABRIC
2028	7TH ST	BANCROFT WAY	DWIGHT WAY	R	Heavy Rehab	\$ 431,600		2	Y	N	0.25	32	11/1/1990	MILL AND THIN OVERLAY
2028	7TH ST	DWIGHT WAY	GRAYSON ST	C	Heavy Mtce	\$ 193,210		1	N	C	0.35	69	7/7/2008	MILL AND THICK OVERLAY
2028	7TH ST	GRAYSON ST	HEINZ AVE	C	Heavy Mtce	\$ 76,700		1	N	C	0.13	74	7/7/2008	MILL AND THICK OVERLAY
2028	7TH ST	HEINZ AVE	ASHBY AVE	C	Light Mtce	\$ 57,622		1	N	C	0.19	78	10/23/2003	MILL AND THICK OVERLAY
2028	10TH ST	CARLETON ST	HEINZ AVE	R	Reconstruct	\$ 916,160	Y	2	Y	N	0.26	16	6/15/2000	RECONSTRUCT SURFACE
2028	CURTIS ST	UNIVERSITY AVE	DWIGHT WAY	R	Reconstruct	\$ 2,009,440	Y	2	Y	N	0.57	9	8/18/1997	MILL AND THICK OVERLAY
2028	FRANCISCO ST	MARTIN LUTHER	MILVIA ST	R	Reconstruct	\$ 451,520		4	N	N	0.13	24	10/1/1995	RECONSTRUCT SURFACE
2028	FRANCISCO ST	MILVIA ST	SHATTUCK AVE	R	Reconstruct	\$ 463,520		4	N	N	0.13	25	10/1/1995	RECONSTRUCT SURFACE
2028	FULTON ST	KITTREDGE ST	BANCROFT WAY	A	Heavy Mtce	\$ 83,971		47	N	4*	0.06	77	9/13/2002	RECONSTRUCT STRUCTURE
2028	GRANT ST	DWIGHT WAY	OREGON ST	R	Heavy Rehab	\$ 876,506		34	Y	3C	0.43	31	7/1/1993	RECONSTRUCT SURFACE
2028	GRANT ST	NORTH END	RUSSELL ST	R	Heavy Rehab	\$ 62,849		3	Y	3C	0.04	37	6/1/1995	MILL AND OVERLAY W/FABRIC
2028	KITTREDGE ST	MILVIA ST	SHATTUCK AVE	R	Heavy Rehab	\$ 225,600		4	N	N	0.13	40	9/1/1984	SLURRY SEAL
2028	OXFORD ST	HEARST AVE	BERKELEY WAY	A	Light Mtce	\$ 41,293		47	N	4*	0.05	80	9/13/2002	RECONSTRUCT STRUCTURE
2028	OXFORD ST	BERKELEY WAY	UNIVERSITY	A	Heavy Mtce	\$ 82,005		47	N	4*	0.06	71	9/13/2002	RECONSTRUCT STRUCTURE
2028	OXFORD ST	UNIVERSITY AVE	ADDISON ST	A	Heavy Mtce	\$ 81,816		47	N	4*	0.07	74	9/13/2002	RECONSTRUCT STRUCTURE
2028	OXFORD ST	ADDISON ST	KITTREDGE ST	A	Heavy Mtce	\$ 258,487		47	N	4*	0.19	77	9/13/2002	RECONSTRUCT STRUCTURE
2028	SHATTUCK AVE	WARD ST	ASHBY AVE	C	Heavy Mtce	\$ 181,709		3	N	4, C, VZ	0.29	58	11/24/2008	MILL AND THICK OVERLAY
2028	STUART ST	SACRAMENTO ST	MARTIN LUTHER KING	R	Reconstruct	\$ 1,601,680	Y	3	Y	N	0.46	19	9/1/1993	RECONSTRUCT SURFACE
2028	UNIVERSITY AVE	6TH ST	SAN PABLO AVE	A	Heavy Mtce	\$ 368,694		12	Y	4, C, VZ	0.31	66	9/1/2009	RECONSTRUCT STRUCTURE
2028	UNIVERSITY AVE	SAN PABLO AVE	SACRAMENTO	A	Heavy Mtce	\$ 613,793		12	Y	4, C, VZ	0.56	55	11/25/2009	RECONSTRUCT STRUCTURE
2028	UNIVERSITY AVE	SACRAMENTO	MCGEE AVE	A	Heavy Mtce	\$ 292,502		14	N	4, C, VZ	0.25	70	6/10/2010	RECONSTRUCT STRUCTURE
2028	UNIVERSITY AVE	MCGEE AVE	MARTIN	A	Heavy Mtce	\$ 253,508		14	N	4, C, VZ	0.25	68	9/30/2010	RECONSTRUCT STRUCTURE
2028	VIRGINIA ST	MARTIN LUTHER	MILVIA ST	R	Heavy Mtce	\$ 54,400		4	N	3E	0.13	71	6/30/2010	MILL AND THIN OVERLAY
2028	VIRGINIA ST	MILVIA ST	SHATTUCK AVE	R	Light Mtce	\$ 19,680		4	N	3E	0.12	81	6/30/2010	MILL AND THIN OVERLAY
2028	VIRGINIA ST	SHATTUCK AVE	SPRUCE ST	R	Light Rehab	\$ 250,000		46	N	3E	0.19	64	9/13/2002	MILL AND OVERLAY W/FABRIC
2028	VIRGINIA ST	SPRUCE ST	ARCH ST	R	Heavy Mtce	\$ 66,000		6	N	3E	0.09	66	9/13/2002	MILL AND OVERLAY W/FABRIC
2028	VIRGINIA ST	ARCH ST	EUCLID AVE	R	Heavy Mtce	\$ 132,800		6	N	3E	0.20	65	9/13/2002	MILL AND OVERLAY W/FABRIC
2028	WARD ST	ACTON ST	SACRAMENTO ST	R	Reconstruct	\$ 476,912		2	Y	N	0.14	14	9/1/1993	RECONSTRUCT SURFACE
2028	WARD ST	SACRAMENTO ST	MARTIN LUTHER KING	R	Reconstruct	\$ 1,622,672	Y	3	Y	N	0.46	22	9/1/1993	RECONSTRUCT SURFACE
2028	UTILITY COORDINATION					\$ 700,000								
	CONTINGENCY					\$ 1,523,664								
	MRP REQUIREMENTS					\$ 3,000,000								
					20473590	\$20,460,304					7.35			
						18%			bike/ped					
						23%			bike/ped not incl contingency					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
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FISCAL YEAR 2028 TOTALS

Total Estimated Cost and Miles					\$20,460,304	7.35	miles		
	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials
Arterials	1.80	\$2,076,069	13%	20%	1	\$1,091,780	1.36	\$1,091,754	0.67
Collectors	0.96	\$509,241	3%	10%	2	\$7,315,346	2.53	\$6,824,103	2.10
Residentials	4.59	\$12,651,330	80%	50%	3	\$3,907,163	1.45	\$3,907,163	1.45
					4	\$2,324,764	1.41	\$1,777,973	0.94
Bikeways	3.28	\$3,720,013	23%	36%	5	\$0	0.00	\$0	0.00
Curb Ramps		\$546,000	3%		6	\$323,800	0.38	\$323,800	0.38
Total		\$4,266,013	27%		7	\$273,786	0.22	\$0	0.00
					8	\$0	0.00	\$0	0.00
Equity Zone	3.48	\$10,987,810	69%	38%		\$15,236,640	7.35	\$13,924,793	5.54
Equity Zone w/Arterials	4.35	\$11,970,296	75%	47%					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
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FISCAL YEAR 2024-2028 TOTALS

Total Estimated Cost and Miles

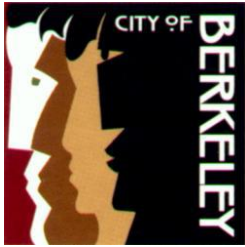
\$91,920,146

47.17 miles

	Mileage	Estimated Cost	% Cost	% Mileage	District	Cost	Miles	Cost w/o Arterials	Miles w/o Arterials	
Arterials	10.43	\$11,971,740	14%	22%	1	\$17,851,317	9.84	\$16,772,694	8.45	
Collectors	14.20	\$13,503,182	16%	30%	2	\$24,197,836	10.53	\$22,561,018	8.44	
Residentials	22.54	\$49,552,484	57%	48%	3	\$7,906,100	4.23	\$7,757,118	3.69	
					4	\$8,315,027	5.22	\$4,660,648	2.89	
Bikeways	23.98	\$30,440,417	35%	51%	5	\$3,682,313	5.67	\$2,682,345	4.01	
Curb Ramps		\$2,898,000	3%		6	\$4,653,725	6.33	\$4,653,725	6.33	
Total		\$33,338,417	38%		7	\$3,003,729	2.45	\$1,322,308	1.28	
					8	\$5,417,359	2.90	\$5,307,139	2.48	
Equity Zone	15.09	\$39,100,716	45%	32%		\$75,027,405	47.17	\$65,716,995	37.57	
Equity Zone w/Arterials	18.83	\$42,687,011	49%	40%						
						Total Funding	\$91,920,146			

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

*Proposed bike facilities from 2017 Bike Plan.



Public

TRANSPORTATION and INFRASTRUCTURE COMMISSION

ACTION CALENDAR
October __, 2023

To: Honorable Mayor and Members of the City Council
From: Transportation and Infrastructure Commission
Submitted by: Karen Parolek, Chair, Transportation and Infrastructure Commission
Subject: Transportation and Infrastructure Commission Recommendations for the Five-Year Paving Plan

RECOMMENDATION

Adopt a resolution that recommends approval of the Five-Year Paving Plan for FY2024 to FY2028, with specific advisories.

SUMMARY

The most recent 5-year paving plan was presented to Council on January 25, 2022. The plan was for FY2023 to FY2027 and Council approved the first three years of the plan. The Council also adopted an updated Street Maintenance and Rehabilitation Policy (Street Policy) on January 25, 2022.

This report to Council summarizes changes to the adopted paving plan and provides recommendations for a new 5-year paving plan for FY2024 to FY2028. This report is comprised of the following sections:

1. Changes to the City's adopted 5-year paving plan
2. Review of the new 5-year paving plan
3. Need to increase funding for street improvements
4. Importance of implementing the Vision 2050 recommendations

FISCAL IMPACTS OF RECOMMENDATION

The projected funding for street paving will increase from historical levels of \$7.0 – 7.5 million/year to about \$20 million/year. Tables 1 and 2 show the funding sources for the Five-Year Street Rehabilitation Plan (Five-Year Plan). The City recognizes the importance of improving street paving and has new allocations from the Zero Waste Fund, Storm Water Fund and the General Fund.

Table 1: Current Year and Five-Year Paving Program Funding Source Allocations by Year, in \$					
Fund Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
State Transportation Tax	495,303	495,303	495,303	495,303	495,303
Measure B – Local Streets & Roads	1,190,135	0	0	0	0
Measure BB – Local Streets & Roads	2,980,000	2,980,000	2,980,000	2,980,000	2,980,000
Measure F Vehicle - Registration Fee	155,000	155,000	155,000	155,000	155,000
Capital Improvement Fund	2,127,562	1,925,000	1,925,000	1,925,000	1,925,000
Road Repair and Accountability Act of 2017	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000
Zero Waste Fund	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000
Storm Water Fund	0	1,125,000	0	1,500,000	1,500,000
General Fund	2,902,000	8,937,022	9,205,132	9,481,286	9,765,725
TOTAL	12,550,000	18,317,325	17,460,435	19,236,589	20,521,028

Table 2: Other Funding Source Allocations by Year, in \$					
Fund Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Measure T1 Hopkins	3,050,000	0	0	0	0

CURRENT SITUATION AND ITS EFFECTS

This section describes the changes to the City's adopted 5-year paving plan, review of the new 5-year paving plan and other information relevant to improving Berkeley's streets.

Changes to the City's Adopted 5-year Paving Plan

The following changes have required the existing plan to be modified and a new plan established:

- Funding:** Council adopted the first three years of the 5-year paving plan for FY2023 to FY2027 on January 25, 2022. Since approving the plan, Council approved a policy on July 26, 2022 for adequate annual General Fund (GF) contribution for street maintenance to prevent deterioration of pavement condition. The policy states:

“A fiscal policy is hereby established requiring the allocation of \$8 million dollars annually from the General Fund to the Street Maintenance Fund, in addition to

the existing baseline \$7.3 million allocation, for a total amount of \$15.3 million to adjusted annually for inflation ...”

- **Street Policy:** The updated Street Maintenance and Rehabilitation Policy was adopted on January 25, 2022 and will be applied to the new planning process.
- **New stormwater permit** -- Another change is the implementation of State requirements in the Municipal Regional Stormwater NPDES Permit (MRP). Municipalities have to require post-construction stormwater controls as part of their obligations under Provision C.3 of the MRP. This is a National Pollutant Discharge Elimination System (NPDES) permit issued by the San Francisco Bay Regional Water Quality Control Board, allowing municipal stormwater systems to discharge to local creeks, San Francisco Bay, and other water bodies. Requirements for stormwater control measures went into effect on July 1, 2022

The following provides a summary of the changes to the approved plan:

Fiscal Year 2023

- Bancroft Way from Milvia Street to Fulton Street and from Telegraph Avenue to Piedmont Avenue delayed until FY 2024 as part of Southside Complete Streets Project
- Dana Street from Bancroft Way to Dwight Way delayed until FY 2024 as part of Southside Complete Streets Project
- Telegraph Avenue from Bancroft Way to Dwight Way, initially part of Southside Complete Streets Project, delayed as part of Telegraph Avenue Streetscape Improvements, currently unfunded
- Hopkins Street from San Pablo Avenue to Sutter Street delayed

Fiscal Year 2024

- All streets except for Grizzly Peak Boulevard from North City Limit to Marin Avenue accelerated to FY 2023.
- Grizzly Peak Boulevard from North City Limit to Marin Avenue delayed due to EBMUD pipeline replacement project

Fiscal Year 2025

- Derby Street from Sacramento Street to Telegraph Avenue accelerated to FY 2023
- Gilman Street from San Pablo Avenue to Santa Fe Avenue accelerated to FY 2024
- Hearst Avenue from 6th Street to San Pablo Avenue accelerated to FY 2024
- Curtis Street from University Avenue to Dwight Way moved to FY 2028 for incorporation of green infrastructure (GI)

Fiscal Years 2024 through 2028

- Streets added due to infusion of additional funding from:

- General Fund - \$8 million per year with escalation factor
- Zero Waste Fund - \$1-2 million per year
- Storm Water Fund contribution for GI elements
- Annual set aside of \$700,000 to \$1 million for leveraging/coordination with outside utility paving
- Municipal Regional Stormwater Permit (MRP) requirements for GI elements for reconstruction projects >1 acre at an estimated \$750,000 per acre

Review of the New 5-Year Paving Plan

The Transportation and Infrastructure Commission (TIC) has reviewed the use of the Street Saver tool to categorize street treatments, the new Street Policy, coordination with other utility work and other factors. The TIC concurs with the new 5-year paving plan, with the following specific recommendations:

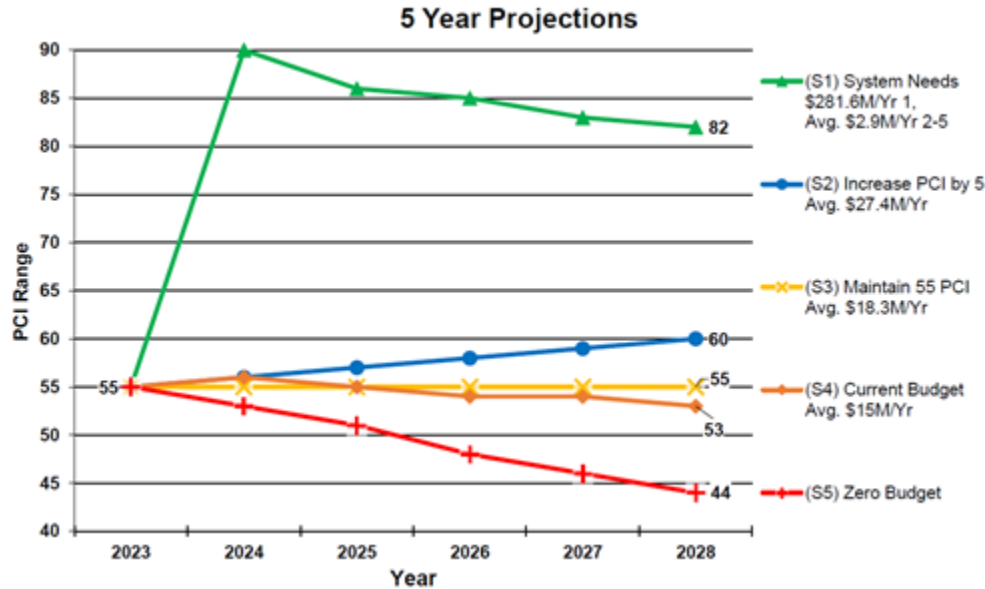
1. Paving of Hopkins Street was included in FY23 in the previous plan but is not scheduled in the new plan. This should be scheduled in the new plan.
2. Continuity of paving upgrade to existing and proposed low stress bikeway network should be considered, consistent with the new Streets Policy. For example, the popular Milvia bikeway has a section from Hearst to Rose with very rough pavement (and PCI <31) and should be repaired.
3. Recommend continuing with street maintenance treatments to extend the useful life of paving.

Need to Increase Funding for Street Improvements

The Pavement Condition Index (PCI) is a rating from 0 to 100 of the severity and extent of distress observed on a pavement surface. A PCI of 100 would correspond to a pavement at the beginning of its life cycle. A PCI of 0 would correspond to a badly deteriorated pavement with virtually no remaining life. Examples of typical pavement surface distress are spalling, rutting, scaling, and cracking. The following summarizes the street condition with PCI levels.

- Very good to excellent: PCI 80 - 100
- Good: PCI 70 - 79
- Fair: PCI 60 - 69
- At risk: PCI 50 - 59
- Poor: PCI 25 - 40
- Failed: PCI 0 - 24

Berkeley's current citywide PCI is about 57. The figure below illustrates the projected average PCI for the city at various levels of funding.



With the new 5-year paving plan, the citywide PCI is projected to go from 57 in 2024 to 57 in 2028. In other words, the increased funding is catching up with the backlog of work and additional funding is needed to increase the overall street quality.

The need to increase funding for street maintenance is well stated in a Council budget referral on March 14, 2023 by Councilmember Rashi Kesarwani (author) and Councilmembers Mark Humbert, Terry Taplin and Susan Wengraf. The writeup refers to an estimated \$286 million in deferred street maintenance in 2023 and a need of \$24 million annually to keep the citywide Pavement Condition Index (PCI) at about 62.

Importance of Implementing the Vision 2050 Recommendations

The Vision 2050 initiative was about building a future for Berkeley that will last for future generations. The recommendations focused on better coordination, integrated project delivery, utilizing new financing mechanisms, and broad principles and strategies for our infrastructure needs. By 2050, we want to design and create a public realm that is sustainable, resilient and equitable. We would like to emphasize the importance of implementing the following recommendations.

- **Strategy 1: use integrated and balanced planning** – Recent projects have shown the importance of using integrated and balanced planning for our City's streets. We need to incorporate the needs of emergency vehicles as well as the needs of pedestrians, bicyclists, vehicles and other users as we work towards safer and more sustainable streets.
- **Strategy 2: manage infrastructure from cradle to grave** – Council approved a Strategic Asset Management Plan in 2022. The plan is to properly maintain the City's infrastructure throughout its useful life. It is important to fully implement an Asset Management Program.

This report on the 5-year paving plan and to forward it to Council was discussed by the Transportation and Infrastructure Commission at its _____, 2023 meeting.

Action: M/S/C ()

Vote: (_ Ayes: ; _ Noes; _ Absent; _ Abstain)

ENVIRONMENTAL SUSTAINABILITY

To be added

RATIONALE FOR RECOMMENDATION

To be added

ALTERNATIVE ACTIONS CONSIDERED

None

CITY MANAGER REPORT

To be added

CONTACT PERSON

Karen Parolek, Chair, Transportation and Infrastructure Commission
Ron Nevels, Interim Manager of Engineering

Attachments:

1. Resolution
2. Five-Year Street Rehabilitation Plan for FY2024 to FY2028
3. Map of proposed roadway surfacing projects