



Commission on Aging
Margot Smith, Chair
Richard Castrillon, Commission Secretary

COMMISSION ON AGING MEETING AGENDA

Wednesday, March 15, 2023
North Berkeley Senior Center
1:30 p.m. – 3:30 p.m.

Preliminary Matters

1. Call to Order by Chair Smith
2. Roll Call by Secretary
3. Public Comments
The public may comment about any item not on the agenda. Public comments are limited to two minutes per speaker. Public comments regarding agenda items will be heard while the Commission is discussing the item.
4. Approval of minutes from January 18, 2023 (Attachment A)
5. Approval of minutes from February 15, 2023 (Attachment B)

Presentations

6. Berkeley Rides for Seniors & Disabled's 2023-2024 Program Plan

Discussion/Action Items

The Commission may act related to any subject listed on the Agenda. Public comments regarding agenda items will be heard while the Commission is discussing the item. Public comments are limited to two minutes per speaker.

7. Commissioner Reports
8. Update on Hopkins Corridor project- possible commissioner comment to City Council
9. Multi-generational community programs & projects
10. Possible letter to City Council regarding "Fire Evacuation & Emergency Service Routes" (Attachment C)
11. Outreach from the Commission on Aging for possible community forum on Age-Friendly and policy proposals needed for a graying Berkeley

Information Items

12. Berkeley Population Pyramid (Attachment D)
13. Memo from City Clerk- Return to In-person Meetings (Attachment E)
14. Hopkins Corridor Letter to City Council: Request that Commission on Aging's report be taken into official consideration (Attachment F)

Adjournment

COMMUNICATION ACCESS INFORMATION

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.

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

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 North Berkeley Senior Center located at 1901 Hearst Avenue, during regular business hours. The Commission Agenda and Minutes may be viewed on the City of Berkeley website: <http://www.cityofberkeley.info/commissions>.

Secretary:

Richard Castrillon
Health, Housing & Community Services Department
(510) 981-7777
E-mail: rcastrillon@cityofberkeley.info

Mailing Address:

Commission on Aging/HHCS
Richard Castrillon
1901 Hearst Ave.
Berkeley, CA 94709

Internal



Health, Housing & Community
Services Department
Commission on Aging

COMMISSION ON AGING VIRTUAL MEETING DRAFT MINUTES

Wednesday January 18, 2023
1:30 p.m.

1. Roll Call

Present: (5) Porter; Futran; Collins; Cochran; Smith

Absent: (0)

Excused Absent: (1) Cochran

Staff Present: (2) Richard Castrillon; Tanya Bustamante

Public: (45)

2. Public Comment (5)

Action Items

3. Approval of the Minutes from November 16, 2022 Regular Meeting

M/S: Porter/ Cochran

Ayes: Porter, Collins, Futran, Cochran, Smith

Noes: None

Abstain: None

4. Approval of the Commission on Aging's Regular Meeting Schedule for 2023 every 3rd Wednesday from 1:30pm-3:30pm.

M/S: Porter/ Cochran

Ayes: Porter, Collins, Futran, Cochran, Smith

Noes: None

Abstain: None

5. Amend the letter to City Council regarding Hopkins Corridor

Reconsideration: Request that Commission on Aging's report be taken into official consideration

M/S: Smith/ Cochran

Ayes: Porter, Collins, Futran, Cochran, Smith

Noes: None

Abstain: None

Submit amended letter to City Council regarding Hopkins Corridor

Reconsideration: Request that Commission on Aging's report be taken into official consideration

M/S: Smith/ Porter

Ayes: Porter, Collins, Futran, Cochran, Smith

Noes: None

Abstain: None

Discussion Items

6. Commissioner Reports

Discussion by George Porter; No action taken

Commissioners adjourned at 3:20 p.m.

Minutes Approved on:

Richard Castrillon, Commission Secretary

Internal



Health, Housing & Community
Services Department
Commission on Aging

COMMISSION ON AGING VIRTUAL MEETING DRAFT MINUTES

Wednesday February 15, 2023
1:30 p.m.

1. Roll Call

Present: (5) Porter; Futran; Collins; Cochran; Smith

Absent: (0)

Excused Absent: (0)

Staff Present: (2) Richard Castrillon; Tanya Bustamante

Public: (2)

2. Public Comment (1)

Action Items

3. Approval of the Minutes from January 18, 2023 Regular Meeting: Not Approved. Secretary will request approval in March meeting.

M/S: Porter/ Collins

Ayes: Porter

Noes: Collins, Futran, Cochran, Smith

Abstain: None

4. Election of Commission Chair: Margot Smith

M/S: Collins/ Cochran

Ayes: Collins, Futran, Cochran, Smith

Noes: None

Abstain: None

Election of Commission Vice-Chair: George Porter

M/S: Collins/ Cochran

Ayes: Porter, Collins, Cochran, Smith

Noes: None

Abstain: None

Discussion Items

5. Commissioner Reports

Discussion by George Porter; No action taken

6. Increase of Aging Services funding proportional to increase of growth of senior residents in Berkeley

Discussion by George Porter; No action taken

Internal

7. Letter to Parks & Recreation and Commission for possible senior center outdoor spaces reserved for senior center classes specifically Ohlone park on Bonita Way

Discussion; No action taken

8. Discussion of future options for senior housing, especially as it regards downsizing while aging in community

Discussion; No action taken

Commissioners adjourned at 3:30 p.m.

Minutes Approved on:

Richard Castrillon, Commission Secretary

Internal

Small correction in this DRAFT

Agenda Item: Approve this letter to the Berkeley City Council.

DRAFT: RE- Fire Evacuation & Emergency Service Routes

Dear City Council,

The Commission on Aging urges you to maintain and preserve the Fire Evacuation and Emergency Service Routes the City designated in 2011. Over 24,000 residents of Berkeley live in the Hazardous Fire Area and would need to evacuate via these routes if we had a fire in the hills. This concern particularly pertains to current plans for Hopkins Street and Telegraph Avenue that would block through traffic in emergencies.

According to ABAG,

Vulnerable Populations:

Certain members in the community are more at risk of being harmed by disasters and specifically fires than others, including the very young, the very old, the disabled and the chronically ill, and residents without access to vehicle. These individuals are more susceptible to the extreme conditions created by a disaster and have less mobility to evacuate out of harm's way.

According to [California Fire Code 2019](#), our fire code official, Chief Sprague, is in charge of making sure that Berkeley's streets are safe evacuation routes. According to law, traffic calming devices shall be prohibited unless [approved](#) by the [fire code official](#), **(503.4.1 Traffic Calming Devices)**.

Also, the State of California passed two laws that took effect in January of 2022 (AB 1409 and AB747), mandating that studies of evacuation routes be done under different scenarios. This study is to become part of a revised Local Hazard Mitigation Plan due next year in 2024 and undertaken this year. Here is ABAG guidance: https://abag.ca.gov/sites/default/files/documents/2021-11/Resource_Guide_05_Evacuation_Considerations.pdf

We residents of Berkeley are well aware that we are not immune from fire hazards.

According to the 2019 Local Hazard Mitigation Plan Summary-4,

The high risk of wildland-urban interface (WUI) fire in Berkeley was clearly demonstrated in the 1991 Tunnel Fire, which destroyed 62 homes in Berkeley and more than 3,000 in Oakland. Accounts of major wildfires in Berkeley date back to at least 1905 when a fire burned through Strawberry Canyon and threatened the University campus and the small Panoramic Hill subdivision. Other major fires occurred in the 1970s and 1980s. In 1923, an even more devastating fire burned through Berkeley. It began in the open lands of Wildcat Canyon to the northeast and, swept by a hot September wind, penetrated residential north Berkeley and destroyed nearly 600 structures, including homes, apartments, fraternities and sororities, a church, a fire station and a library. The fire burned downhill all the way to Shattuck Avenue in central Berkeley.

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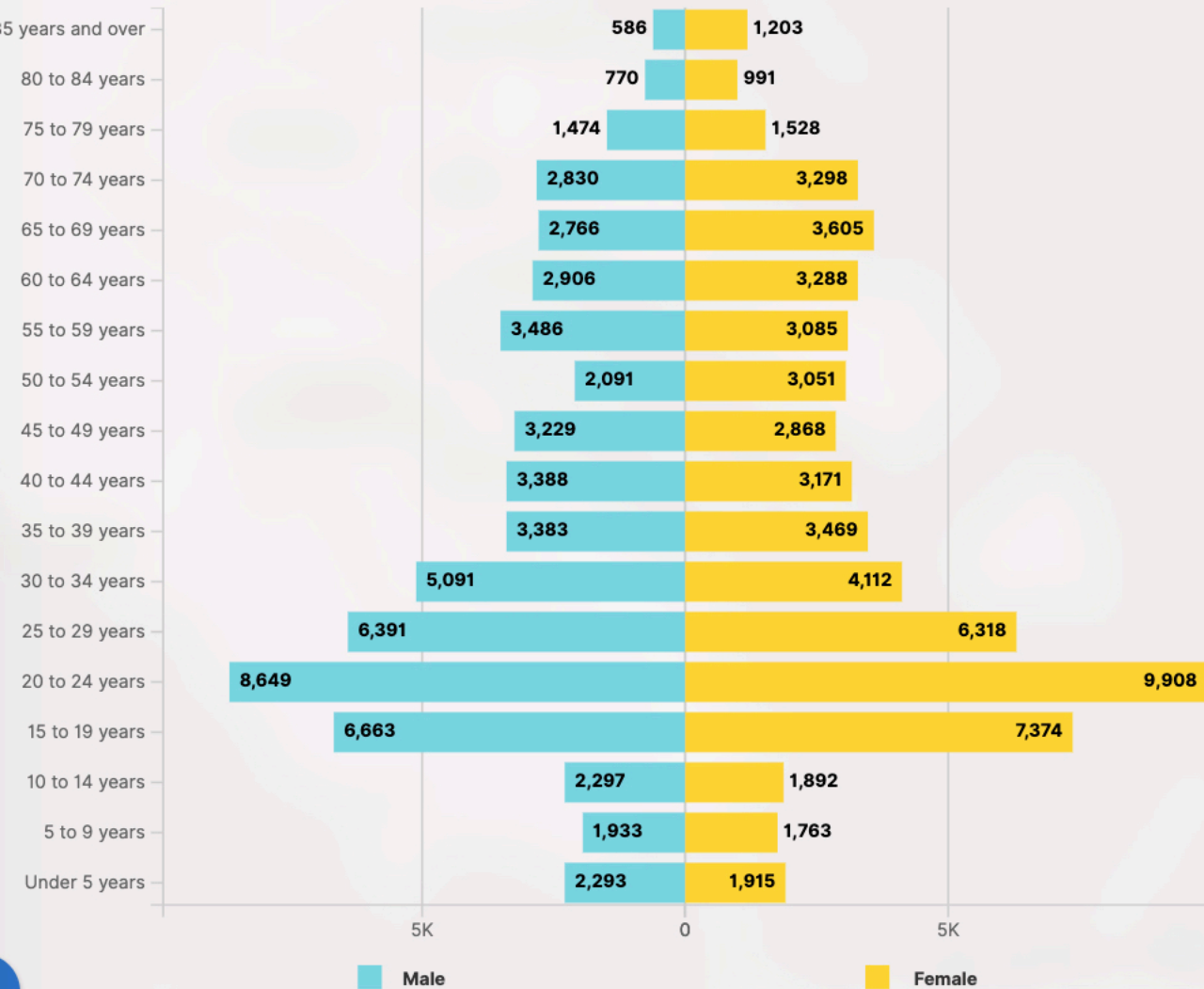
For these reasons, the Berkeley Commission on Aging asks that you, the Berkeley City Council, support the maintenance and preservation of Fire Evacuation Routes by keeping them open and clear of elements that would impair their use in emergencies. Hopkins Street and Telegraph Avenue in particular are needed for Fire Evacuation and Emergency Vehicle use and should be kept safe for all residents of Berkeley, especially the elderly, disabled and very young.

Very Truly Yours,

Margot Smith
510-486-8010 (no text)
510-660-5508 (text)
Margots999@aol.com

Cc: Disaster & Fire Safety Commission

Berkeley city, California





City Clerk Department

January 19, 2023

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

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

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

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

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

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

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

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

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

cc: Department Directors
Commission Secretaries

Internal



Health, Housing &
Community Services Department
Commission on Aging

January 19, 2023

City of Berkeley
Berkeley City Council
2180 Milvia Street, 2nd Floor
Berkeley, CA 94704

Subject: RE: Hopkins Corridor Project: Request that Commission on Aging's report be taken into official consideration.

Honorable Mayor and Councilmembers,

Below is the Commission on Aging's report regarding the Hopkins Corridor Reconsideration. We are asking you here to officially accept this report and take it into consideration before taking any action regarding the proposal.

The Commission on Aging asks that the Berkeley City Council vote against implementing the Hopkins Corridor Project to add restricted Cycle Tracks to the Street and eliminating parking for businesses and residences.

If the current proposals are accepted over 100 homes will lose street parking. Some of their residents are elderly and may be disabled. That their caregivers, family members, service providers will be unable to reach them as needed is just one of our many concerns. In addition, many parking places would be lost near the businesses in the area and this will put these businesses health and their service to the community at serious risk. The CoA is offering an alternative plan in its report.

Background:

On 6/15/21 the Commission on Aging (the CoA) hosted an Older Adult Community Forum focused on the "Age Friendly Initiative" followed by a shortened regular meeting. During that forum and the meeting afterwards, the commission was made very aware of the serious discontent of a large contingent of elders regarding the Hopkins Corridor Project - the vast majority of comments were vehemently opposed to the project and

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speakers argued that the changes proposed ran contrary to the needs of the Elder population from various angles.

Responding to such a situation by investigation in preparation for report to Council is core to the CoA's mission and so it began its work and voted to send a letter to Council informing it of the situation and asking for official referral. Two commissioners even brought this letter and its content to the direct attention of Council at its 7/12 meeting through non-agenda public comment.

The Commission received no response from Council but kept up its investigation and when on 10/11 the project was put on hold for "reconsideration", it reasonably sent yet another letter to Council requesting referral. Even though this was to be a "reconsideration" period, the commission still received no response.

Despite this and despite any supporting resources, the CoA continued forward and has prepared the report below. The commission has had no choice but to proceed in this manner - it is charged with the responsibility of doing so.

At this point not only has the work of the CoA been wasted, but the goals of its mission - to address the needs of our older citizens - have been ignored. To correct this the commission requests here that the CoA's report below be officially accepted and that no action be taken regarding the Hopkins Corridor Project until the information and recommendations it contains have been taken into consideration.

COMMISSION ON AGING: REPORT REGARDING THE HOPKINS CORRIDOR RECONSIDERATION

Mayor and Councilmembers,

As regards the reconsideration of the Hopkins Corridor Project, after examining the situation, receiving much public comment from Berkeley's Elder population (as well as a number of younger citizens) and gathering information from individual commissioners who've attended various public meetings focused on the issue, the Commission on Aging's recommendation is that there should be very little change to the Hopkins corridor from Mc Gee St to San Pablo Ave. We strongly feel that the simple repaving of the corridor should move forward, but that an investment should be made in a few relatively minor additions.

Our recommendation:

Those additions mention above are -

1. A stop sign on Hopkins at McGee St.
2. A signal at the corner of Monterey and Hopkins that allows for pedestrian crossing (as well a cyclists who choose to dismount their bikes) for an extended period in all directions at once, including diagonally.
3. Signage and pavement markings that encourage the use of Ada St. for through east-west cycling.
4. A highly visible “Hawk” signal at the corner of Sacramento and Ada.

As supplement to these additions the Commission also considered these possibilities:

5. Making Ada St. one way running to the east from Ordway to Sacramento for safer cycling while preserving residential parking.
 6. A protected bike lane from Ordway to the Ohlone Greenway on the south side of Hopkins.
 7. A stop sign at the corner of Ordway and Hopkins.
 8. Designated areas near the corner of Hopkins and Monterey where cyclists can safely park and lock their bikes.
 9. Designating the commercial area as a historical district, installing signage indicating this and imposing a 15 mph speed limit in the area.
 10. Requiring bicyclist and EPTD users to dismount and walk through the commercial area.
-

The Existing Situation:

The commercial strip near the corner of Hopkins and Monterey was built out many years ago near an intersection that has become somewhat of a transportation bottleneck over those years as automobile traffic predominately from Gilman and Sacramento Streets has increased. That said, even during rush hour the combination of

through traffic, the local traffic generated by the long-lived shops and markets as well as pedestrian traffic and the needed parking process remains manageable in this vibrant area.

As far as bicycle and EPTD traffic goes, through traffic seems to be predominately choosing various alternative, less crowded routes to avoid the area closest the most dangerous of its intersection - the intersection of Hopkins and Sacramento. For example, those coming down Monterey St. will take Posen to Peralta to access the Ohlone Greenway or areas further west. Those trying to reach North Berkeley Bart will turn left at Monterey (or McGee) and simply continue on California St., a designated bicycle boulevard.

As far as bicyclists and EPTD riders visiting the shops goes, there is very little impediment for doing so from anywhere east of Sacramento St. or south of Hopkins. Access from the remaining quadrant is compromised by the busy stretch of Hopkins from Gilman to Monterey and, equally important, by Gilman Street itself which is narrow and highly congested along its entire run. (See CoA's 3, 4, 5 and 7 above).

Community input and CoA concerns regarding currently proposed new development:

The vast majority of input the CoA has received regarding the Hopkins Corridor Project from our elder (as well as number of younger) citizens has essentially taken an "if it isn't broken, don't fix it" point of view. In addition, there is also a widespread sense of exasperation that this position has been characterized as indicative of an incalitrant and fearful resistance to change that is part and parcel of the aging process. Having examined the situation as a commission, we generally agree with that position on the corridor itself and certainly share the indignation at the agist characterization. Indeed, though there may be a disproportionate number of elders who have spoken out against the Hopkins Corridor Project, elders are certainly not the only ones raising objections, just the most vocal, and perhaps aren't even the majority of those holding that position. This attempt to sway public opinion using the characterization of "old-person thinking" is particularly alarming to the CoA and a serious threat to the health and well being of the entire community.

The resistance in this instance is not simply "resistance to change" nor is it out of animosity to bicycle riders or bike lanes. Indeed, CoA commissioners (and many who have made public comment to it) applaud bicyclists' good sense from both the individual health and fighting climate-change angles and support protected bike lanes to ensure their safety wherever practical. Instead it is resistance to the imposition of poorly thought through and narrow-minded change that results in public policies that do more harm than good.

In this case, the long-lived Hopkins Corridor business district currently remains a healthy and economically high functioning area for nearby residents and locally-based businesses both. The commerce there not only serves those nearby residents but draws in a large number of patrons from adjoining neighborhoods and those further afield. It does so even though it was constructed in an earlier era - the small business district lacks the “convenient access” and “ample parking” of more modern strip malls or large stores or even our own Elmwood District which is in a much more highly-traveled area and more supported by off-street parking. Despite this, the businesses continue to draw a large number of regular customers, the majority of which seem to be elder or soon to be elder - Berkeley’s older population is growing rapidly as established residents age into that demographic.

To the CoA’s observation, the current amount of curbside and lot parking is by and large adequate. The patrons of the businesses know that there will be times when near in parking will be readily available and other times when it is so crowded they will need to circle round and round or, for the more hale, spill out further into the adjoining neighborhoods. Some of this is just hit or miss, but in general this follows a pattern during the day and patrons have adapted accordingly as have the neighborhood residents. Of course, this functional balance can be thrown off a bit by inclement weather, whether rain or extreme heat, resulting in more overcrowding at times and it can take a few days for things to “return to normal”, but, again, current parking is adequate. Indeed, if anything a bit more curbside and lot parking is needed if these businesses want to grow appreciably.

As far as patrons arriving on bicycles or EPTDs goes, as mentioned above there are currently few impediments to doing so from most directions though out of prudence less experienced riders might want to dismount and effectively become pedestrians in the busiest sections. The riders, though, could use more space to park and lock their bikes. (See CoA’s 8 above.)

For those arriving on foot, yes, crossing at the corner of Hopkins and Monterey can be trying and pedestrians need to be careful, but is currently doable and to the best of the CoA’s knowledge there have been few pedestrian/auto accidents reported in the busiest blocks of the Hopkins Business District proper for the past few years. That elders in particular might currently prefer to park on the south side of Hopkins for safety’s sake is quite understandable though. (See CoA’s 1, 3, 8 and 9 above).

Rational behind the CoA’s objection to the current proposal:

In accordance to previous discussion by the CoA as well as examination of newly

arriving public comment, objections to the current proposal generally fall into two interrelated categories: equitable access to the area as tied to the health of the existing businesses and general public safety.

1) Equitable access / health of existing businesses:

Put simply, curbside and lot parking is currently far from ample, but just barely adequate for the current level of commerce in the district. The removal of any curbside parking will reduce the access to the businesses for those who come by car and this has a disproportionately negative effect on the elder and mobility limited population who are understandably more dependent on private vehicles. The same is true for anyone who comes from a distance not reasonably walkable or bikeable or served by frequent and convenient public transportation. In addition, patrons of the businesses that make purchases that can't be easily carried away or put in a bicycle's basket will be seriously discouraged from frequenting the area - such patrons account for the lion's share of the area's business. Building a two-way bike lane that will remove a substantial amount of that parking - especially the close in parking that those with strength and mobility issues prefer - will inevitably damage the businesses and the community both.

As far as bicycle and EPTD access goes, as mentioned above there are currently few serious impediments for riders to frequent the businesses in the area itself except for one quadrant and options other than the proposed bike lanes can address this. (See CoA's 3, 4, 5 and 7 above). That somehow the increased bicycle traffic will make up for the lost business due to the loss of parking seems unlikely given that these won't appreciably increase its existing access. Again, there is little stopping cyclists from frequenting the area now. That the proposed bike lanes could provide a better through route for cyclists is true, but that the possible "stopping along the way" by those who have "discovered the area" could make anything more than a small dent in that loss seems very, very unlikely in this instance.

2) Public Safety

The CoA strongly feels that for anyone standing at the corner of Gilman and Hopkins and looking up and down the streets, it is quite clear - especially during rush-hours - that for public safety's sake the last thing these sections of roadway need are more rolling vehicles even if all street parking was removed and the bicycles and EPTDs are separated from the automobile traffic by protected lanes. Add to this the pedestrian traffic in the area concentrated at the corner of Hopkins and Monterey and the public safety concerns are ratcheted up greatly. Both these intersections and their adjoining sections of roadway simply were not built to safely accommodate the proposed new level of congestion - too many things for all involved to watch out for - and this clearly evident safety problem will in all likelihood be exacerbated for the foreseeable future as the automobile traffic becomes greater due to the current push to increase population density in the Bay Area.

Though getting the citizenry out of cars and onto bicycles will help solve this intractable problem, the speed of this change is unlikely to even keep pace with that growth until considerable public funds are dedicated to improving local transportation infrastructure - the automobile provides us all the freedom to go to the market in the rain, to drive over to a friend's house across town in the dark for a dinner party, to go to a Doctor's appointment in an adjoining City without spending half a day on public transportation, etc.. It will take a long, long while (if ever) for the citizenry to give this up. Given this, the CoA strongly believes it would be wiser to divert bicycle and EPTD through-traffic away from these intersections and, as suggested above, use Ada St. instead.

Skilled cyclists and EPTD riders will, of course, retain the right to ride with the flow of traffic through the area if they so choose. There are also a number of other arterial routes on slower streets to be taken. As for crossing streets, cyclists uncomfortable in doing so can simply dismount and become pedestrians pushing their bikes aside them.

In addition, the CoA has both received and been present at meetings where elder residents in particular have raised concerns about the behavior of cyclists, e-bike and - more often - e-scooter users. The battery assisted devices themselves are more troubling because they accelerate more quickly than bicycles, the E-bikes are quite heavy and both are more silent - it is hard to hear them coming, especially for those with hearing impairments. In the specific case of E-scooter riders, they tend to be younger, less cautious and - using our downtown area as example - often seem unaware that they are not allowed to ride on sidewalks. The danger? A 45 year old could be knocked down by a scooter and recover in a few days. For even a healthy 75 year old, the healing time could take weeks. For the more impaired? - simply falling down can start a chain of events that can make this a "life altering injury".

And in addition to all this, two individual commissioners have brought up concerns that were not previously discussed by the full CoA:

1. That there is an inadequate buffer zone between drivers exiting their cars and automobile traffic. The end result is that though the bike lanes may protect riders from being "doored", it puts drivers at greater risk of being hit by a car and that this is obviously and unacceptable trade-off.
2. That the Hopkins Corridor is a designated evacuation route and that this new configuration may compromise its effectiveness. To the best of this commissioner's knowledge the Berkeley Fire Department has not publicly addressed the issue and nor has the Disaster and Fire Safety Commission been asked to weigh in. This suggests an avoidance of the topic.

Given these two concerns in addition to all the others, it might be wiser to simply require cyclists and EPTD users to dismount and walk their vehicles through the busiest

sections of the commercial area.

CoA conclusions and recommendation for future action:

The CoA is fully aware of the existential threat to all of humanity due to climate change and of the need to change our transportation systems to address this. We are also aware of the part policy decisions from the local level all the way up to global agreements will play in this needed change. As stated above, the commission appreciates that encouraging bicycle and EPTD usage is part of this needed change and support investment in the infrastructure needed to move in this direction where and when appropriate.

In this specific instance, we strongly believe the proposed plan is inappropriate for the reasons stated above and have accordingly made the recommendations at the beginning of this report to best serve the laudable goals of that proposal while addressing these concerns.

As far as future action goes, for years the CoA has suggested to the Transportation Commission that an integrated system of small shuttles buses on secondary streets be developed to reduce around town car usage, but this seems to have fallen on deaf ears. Tellingly, in the City's Vision 2050 Framework shuttle buses appear twice in the narrative "A Street Corner View of Berkeley in 2050". To the best of the CoA's knowledge, though the idea of shuttle buses has been bandied about, no actual proposals or even feasibility studies have been made to support this truly progressive infrastructure change.

Regarding Bicycles, E-bikes and E-scooters in general, the potential of these vehicles for "last mile" access to more wide ranging public transportation is very real (it is important to note here that whatever is decided regarding the Hopkins Corridor it will have minimal effect on riders access to North Berkeley BART - the California St. Bicycle Boulevard, Virginia St. and the Ohlone Greenway have that covered in the area). That said, myopically focusing on the use of personal transportation devices to solve the problem of around town transportation for daily business is largely ineffective - other than CAL students, the demographic that will use these and actually give up cars will never be all that great, the weather and time of day will discourage usage (how many will be willing to ride these in rain or in the dark or even on a cold, foggy morning, etc.?) and this list goes on.

Indeed, this inappropriate focus may even get in the way of developing a more functionally integrated combination of personal and public transit usage. Though bike lanes are relatively inexpensive and therefore "low-hanging fruit", other options must be simultaneously developed and the rights of those who have a reasonable need to use

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their privately owned cars must continue to be protected - at heart, at this point in time it is a crucial part of their right to fully participate in society. This is particularly true for our elder population and all those with mobility issues as well as anyone with a need for a more protected travel environment. In this case it has been these latter groups that have been the most vocal.

For now, please consider then support the compromise position the CoA has suggested for this thorny issue.

Sincerely,
George Porter
Chair, Commission on Aging