



TRANSPORTATION COMMISSION

REGULAR MEETING

AGENDA

Thursday, November 18th, 2021 at 7:00 pm

Mission: Advise Council on transportation policies, facilities, and services

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

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

To access the meeting remotely from a PC, Mac, iPad, iPhone, or Android device, please use this URL to join: <https://us02web.zoom.us/j/85993857750>

Webinar ID: 859 9385 7750

If you do not wish for your name to appear on the screen, then use the drop-down menu and click on "rename" to rename yourself to be anonymous. To request to speak, use the "raise hand" icon by rolling over the bottom of the screen.

To join by phone: Dial **1-669-900-9128** and enter Meeting ID: **886 9559 3497**. If you wish to comment during the public comment portion of the agenda, Press *9 and wait to be recognized by the Chair. Note: Your phone number will appear on the videoconference screen.

A. PRELIMINARY BUSINESS

1. Call to Order
2. Roll Call
3. Public Comment on items not on the Agenda
4. Approval of Draft Action Minutes of [October 21st, 2021](#)*
5. Approval and Order of Agenda
6. Update on Administration/Staff
7. Announcements

B. DISCUSSION/ACTION ITEMS

- * Written material included in packet
- ** Written material to be delivered at meeting
- *** Written material previously mailed

The public may speak at the beginning of any item.

1. Southside Complete Streets Project*

Update on public engagement and request for comments regarding process improvements and design alternatives

Eric Anderson, Senior Planner

2. GoBerkeley SmartSpace Parking Pilot Draft Proposals*

Presentation and request for Commission input
Gordon B. Hansen, Senior Planner

3. BerkDOT

Update on survey results
Farid Javandel, Deputy Director of Transportation

4. Vision 2050 Infrastructure Bond*

Presentation
Farid Javandel, Deputy Director of Transportation

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

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

1. Subcommittee Reports and Assignments: Verbal Reports from Subcommittees
2. Council Summary Actions 2021**
3. Link to Council and Agenda Committee Agendas and Minutes:
<https://www.cityofberkeley.info/citycouncil/>
4. Transportation Commission Mission Statement*
5. Transportation Commission Work Plan: <http://bit.ly/BerkTCWorkPlan>
6. Transportation Commission Subcommittees and Liaisons*

D. COMMUNICATIONS

1. Charles Siegel – “Divert Through Traffic on Telegraph to Haste” *
2. Walk Bike Berkeley and Bike East Bay Letter re: Southside Complete Streets*
3. Sam Kaplan-Pettus – Southside Complete Streets (public comment) *


E. FUTURE AGENDA ITEMS

F. ADJOURNMENT 10:00 p.m.

Agenda Posted: November 15th, 2021

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

ADA Disclaimer

 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.

SB 343 Disclaimer

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

Communications Disclaimer

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

Commission Secretary: Farid Javandel, Transportation Division Manager
1947 Center St., 4th Floor, Berkeley, CA, 94704
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Email: Fjavandel@cityofberkeley.info



TRANSPORTATION COMMISSION

REGULAR MEETING

MINUTES

Thursday, October 21st, 2021 at 7:00 pm

A. PRELIMINARY BUSINESS

1. Call to Order

Meeting called to order by Chair Ghosh at 7:00pm

2. Roll Call

Commissioners Present: Anthony Bruzzone, Barnali Ghosh, Kate Gosselin, Beverly Greene, Adrian Leung, Karen Parolek, Kim Walton, Sofia Zander

Commissioners Absent: None

Staff Present: Farid Javandel, Beth A. Thomas, Ryan P. Murray, Eric Anderson, Alisha Gard

3. Public Comment on items not on the Agenda: 1 speaker

4. Approval of Draft Action Minutes of [September 16th, 2021](#)

Action: It was Moved/Seconded (Ghosh/Bruzzone) to approve the minutes as written.

Ayes: Bruzzone, Ghosh, Gosselin, Greene, Leung, Parolek, Walton, Zander

Noes: None

Abstain: None

Absent: None

All Ayes – Motion carried 8-0-0-0

5. Approval and Order of Agenda

Action: It was Moved/Seconded (Ghosh/Bruzzone) to approve the order of the Agenda.

Motion carried 8-0-0-0

6. Update on Administration/Staff

7. Announcements

B. DISCUSSION/ACTION ITEMS

1. Southside Complete Streets Project Conceptual Design Alternatives

Eric Anderson, Transportation Division Senior Planner, provided a presentation to the Commissioners. Toole Design Group consultants Cindy Zerger, Ryan Parks, and Craig Schoenberg assisted with the presentation. No action.

2. Bicycle Plan Update

Ryan P. Murray, Associate Planner, provided a presentation. No action.

Transportation Commission Agenda
Thursday, October 21st, 2021

3. **BerkDOT**

Farid Javandel, Deputy Director of Transportation, gave an update on the current legislative engagement process aimed at facilitating change at a state level.
No action.

C. **INFORMATION ITEMS AND SUBCOMMITTEE REPORTS**

1. Subcommittee Reports and Assignments: Verbal Reports from Subcommittees
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<https://www.cityofberkeley.info/citycouncil/>
4. Transportation Commission Mission Statement
5. Transportation Commission Work Plan: <http://bit.ly/BerkTCWorkPlan>
6. Transportation Commission Subcommittees and Liaisons

D. **COMMUNICATIONS**

E. **FUTURE AGENDA ITEMS**

Southside Complete Streets
goBerkeley SmartSpace Parking Pilot
BerkDOT
Vision 2050 Infrastructure Bond

F. **ADJOURNMENT**

Action: It was Moved/Seconded (Parolek/Bruzzone) to adjourn the meeting at 9:35pm.

Ayes: Bruzzone, Ghosh, Gosselin, Greene, Leung, Parolek, Walton, Zander

Noes: None

Abstain: None

Absent: Walton (as of 9:00pm)

Motion carried 7-0-0-1

Public Present: 14

Speakers: 6

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Berkeley Southside Complete Streets Project

Transportation Commission

November 18, 2021



Meeting Agenda

- Public Stakeholder Engagement Status Update
- Transportation Commission Final Comments on Design Alternatives

Project Overview

Project Location



BANCROFT WY

FULTON ST

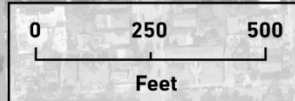
DANA ST

TELEGRAPH AV

- Bancroft Way**
From Piedmont Avenue to Milvia Street
- Fulton Street**
From Bancroft Way to Dwight Way
- Dana Street**
From Bancroft Way to Dwight Way
- Telegraph Avenue**
From Bancroft Street to Dwight Way

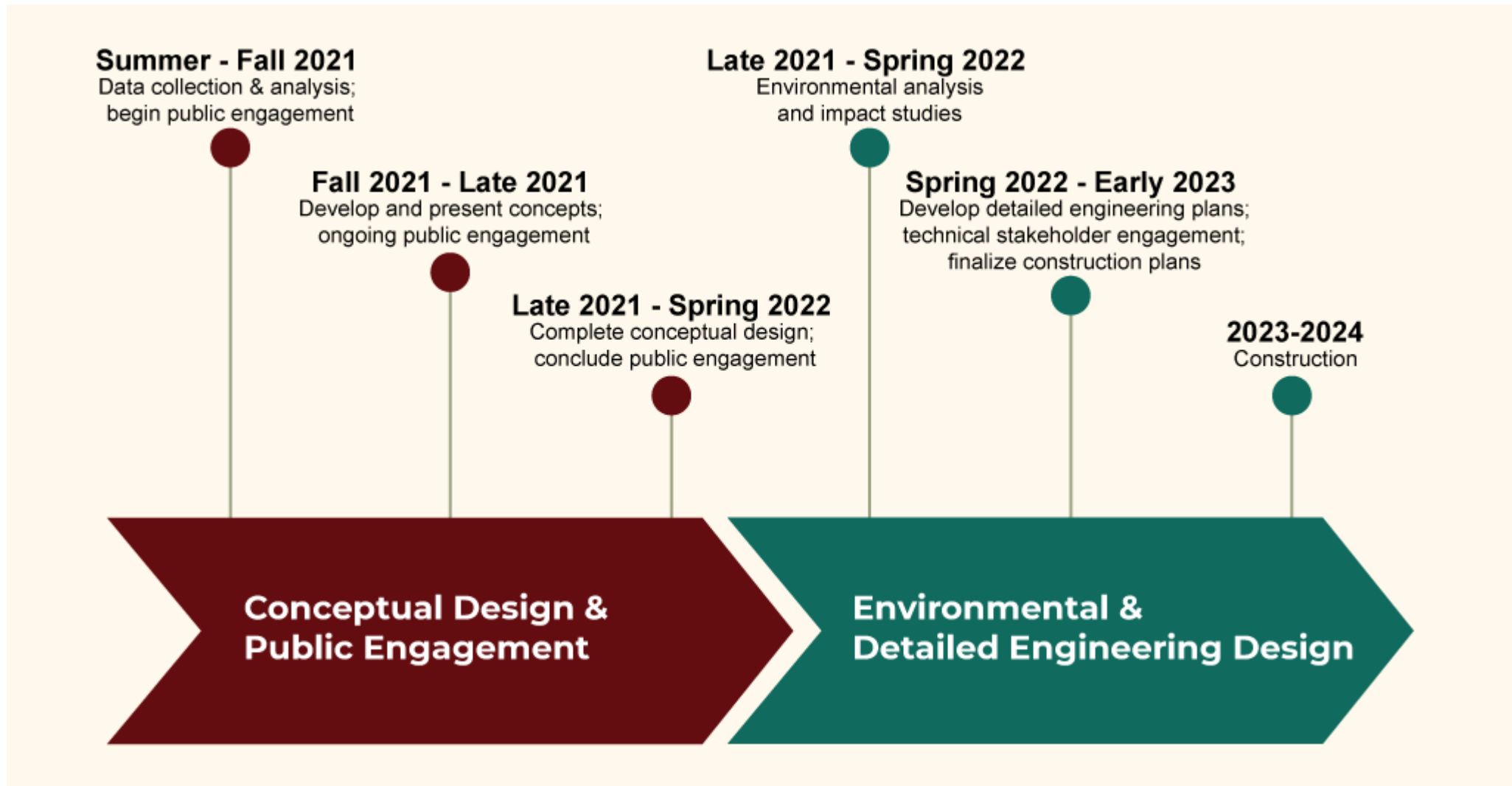
11/19/2021

Berkeley Southside
Complete Streets



Project Goals

- **Safety** for all persons walking, riding bicycles, riding transit, or driving, consistent with the City of Berkeley Vision Zero traffic safety policy
- **Transit** reliability and travel times consistent with the City of Berkeley General Plan Transportation Element Policy T-4 “Transit-First”
- **Economic and cultural vitality** of Berkeley’s Southside neighborhood consistent with the Economic Development goals of the City of Berkeley Southside Plan



Public Engagement Plan



Public Engagement Milestones



Online Public Meeting


Publicity Efforts

To promote general project awareness, encourage attendance at the Online Open House, and promote the online survey, the project team used the following methods:

- 500 Flyers and 1000 postcards dropped/posted at local businesses and residences throughout project area
- 20 sidewalk decals installed on project streets
- Social media campaign
- City press release
- AC Transit, UC Berkeley staff and students, TBID, East Bay Transit Riders' Union, and others who helped get the word out





B-1

 City of Berkeley
@CityofBerkeley

No matter how you travel, everyone should be safe on Berkeley's roads.

Learn about and give your input on how to make four Southside Streets safer for all.

 Attend the online open house:
eventbrite.com/e/berkeley-sou...

 Survey: survey.alchemer.com/s3/6575124/Ber...

cityofberkeley.info/City_Manager/P...

BERKELEY SOUTHSIDE COMPLETE STREETS

Attend online open house on Nov. 10

Complete survey by Nov. 28

Give input on how we can change four streets on the south side of campus to incorporate the needs of bicyclists, pedestrians, bus riders and local businesses.

CITYOFBERKELEY.INFO/NEWS



Online Public Meeting

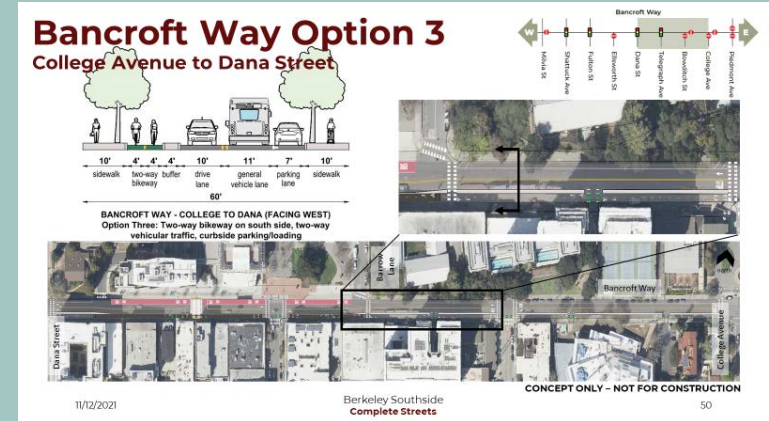
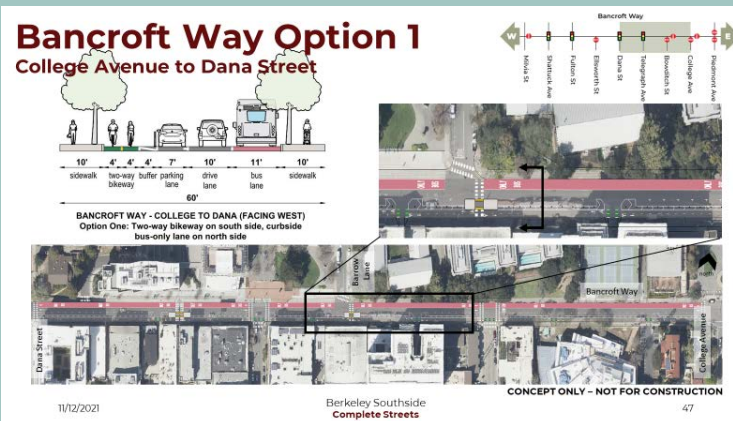
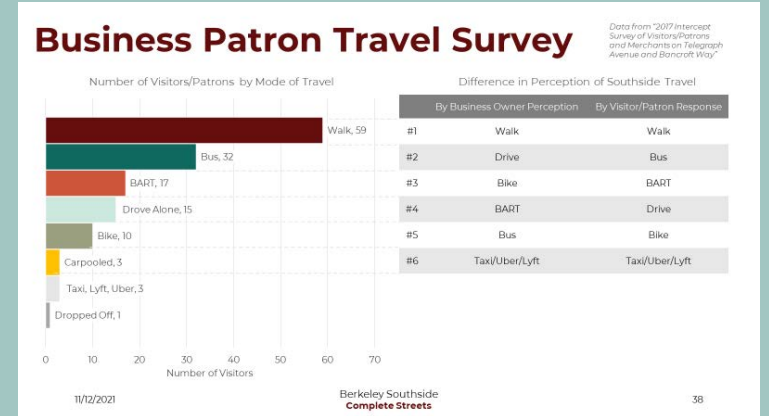
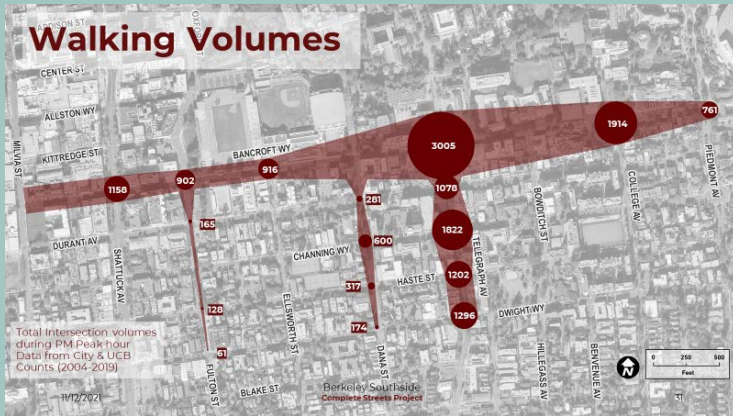
- Held November 10, 2021 from 6pm-8pm via Zoom
- Attendance:
 - 103 RSVPs via Eventbrite
 - 97 total attendees (including 17 City and Consultant staff)

- Location
- Goals
- Timeline

- Bancroft Way
- Telegraph Avenue
- Fulton Street
- Dana Street

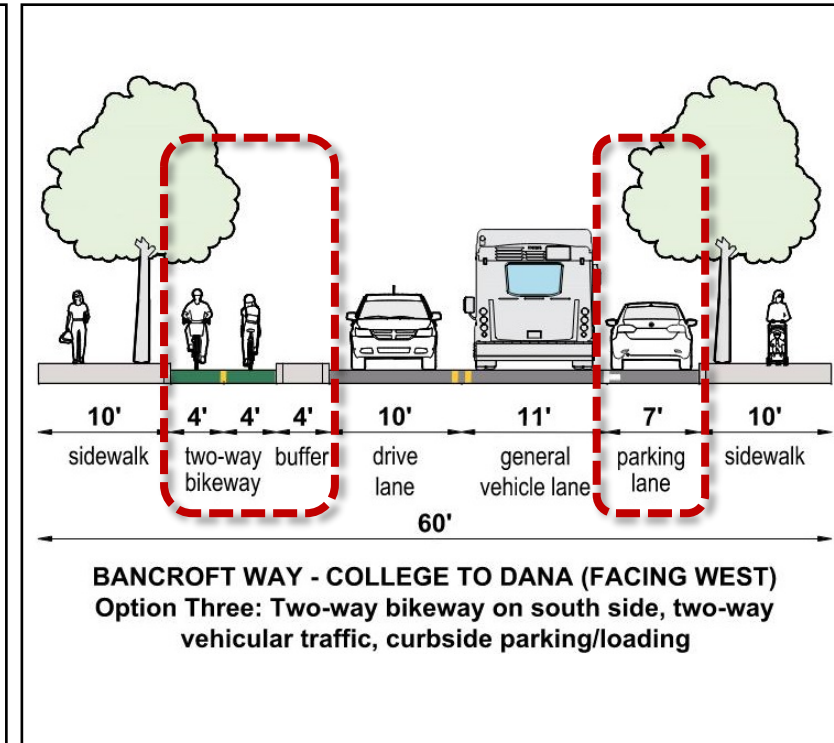
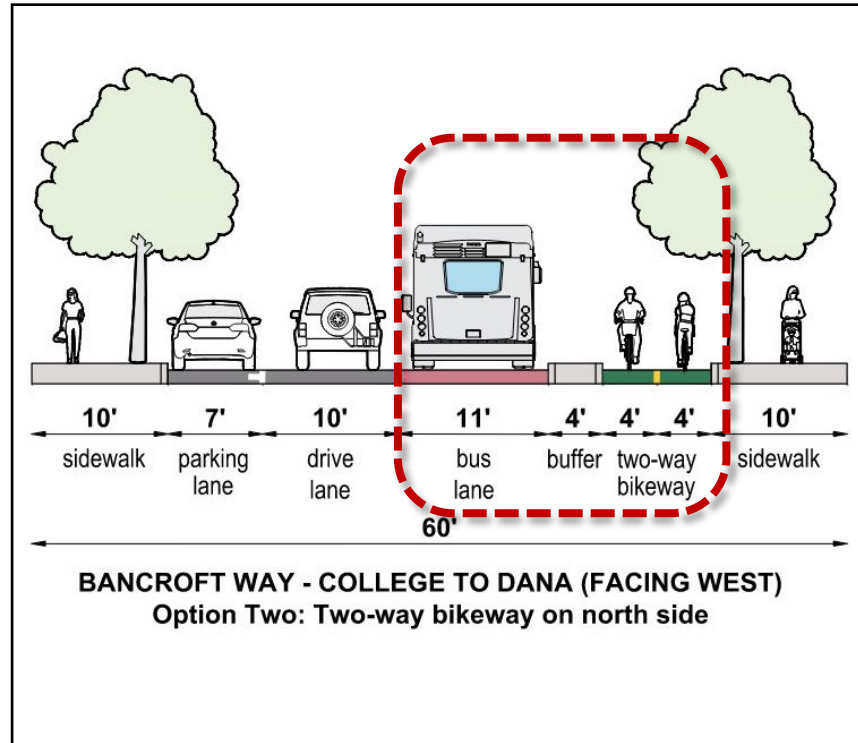
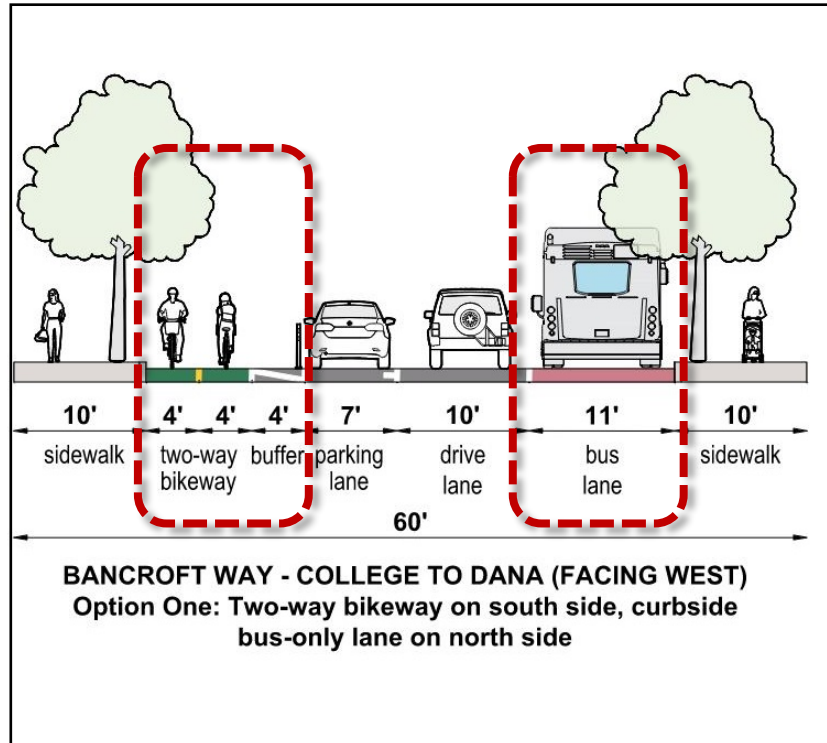
- Discussion and feedback for design options

Existing Conditions Data (sample slides)



Online Open House Example Poll

Bancroft Way Options



Online Open House: Small Group Activity ^{B-1}

Concrete is Option even IMO.

How will people get across from south to north side at intersections? bike signals?

More convenient to have bike lane on campus side

Turn north onto Oxford could also be difficult otherwise

Bike lane should run along the north side continuously--less conflict and need for crossings

Make sure bike lane does not switch back and forth

Concrete is definitely a must for Bancroft

Sidewalk not wide enough for scooters

people go fast downhill, creating risk and dooring > need speed barrier

Yes to widening sidewalk

+1 to wider sidewalks

While encouraging people to forgo driving cars, in preference of transiowalking, why not have people also walk their bikes in some sections? Why the bike riding priority everywhere?

Need for designated passenger drop-off places at Sather gate, Zellerbach and Harmon gym

Remove a high our pai

Bancroft Way Option 2
College Avenue to Dana Street

11/10/2021

Berkeley Complet

CONCEPT ONLY - NOT FOR CONSTRUCTION

Bancroft College A

BANCROFT Option Two

Concept is an improvement, 2 way protected bikeway is lower stress than the existing painted bicycle "Gutter" - bicyclists not really separated from traffic

Look at Hays/ Durant intersection - issues if cyclists want to make a left onto Durant. What is the signal phasing at this intersection?

Improvement over current situation. Two way cycle tracks are great when they are long and uninterrupted. They are somewhat confusing if they're just a few blocks, at intersections they get confusing.

Generally like the design, shifting the bike lane to west side is a somewhat improvement. Off to shift the parking & loading to the east side, because most of the uses that drivers are using are on the west side. So people who park would have to cross the street.

As a cyclist, the bus boarding islands feel more comfortable. Haven't used them as a transit rider, but likely less stressful for transit drivers.

Big fan of bus boarding islands

Dana Street AC Transit P
Haste Street to Dwight Way

Existing Street Section

Proposed Typical Street Section

Dana Street

Bancroft Way

Durant Ave

Channing Way

Haste St

Dwight Way

Sidewalk improvements along Dana St. and along passenger loading zone on Haste St.

Relocated bus stop 2 Passenger Loading Zone

For more information:
<https://www.actransit.org/rapid-corridors/dana-street>

Pay Parking

Residential Permit Parking

Accessible Parking Space (Blue Zone)

Bus Boarding Island

Bus Stop Removal

Traffic Signal Improvement

Berkeley Southside Complete Streets

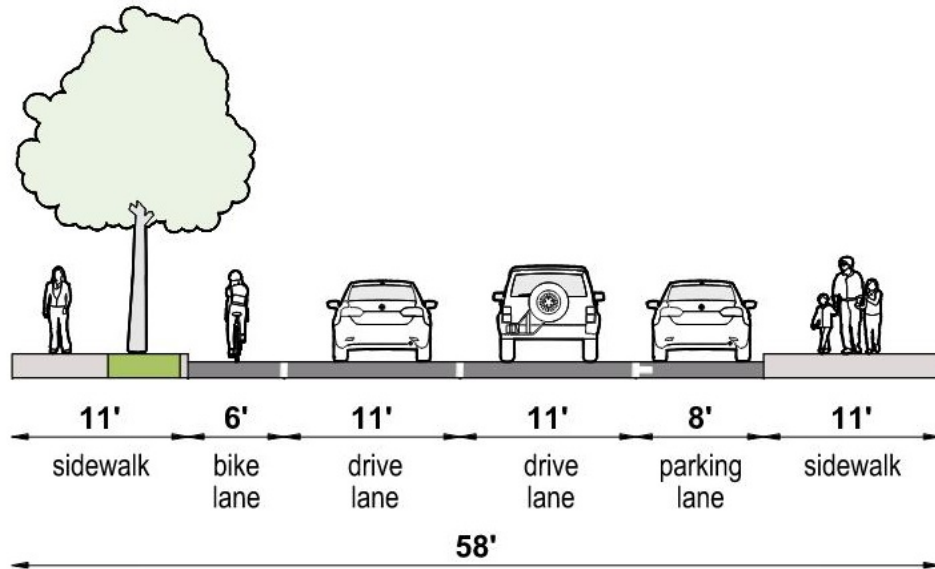
What we heard

Public Meeting General Takeaways

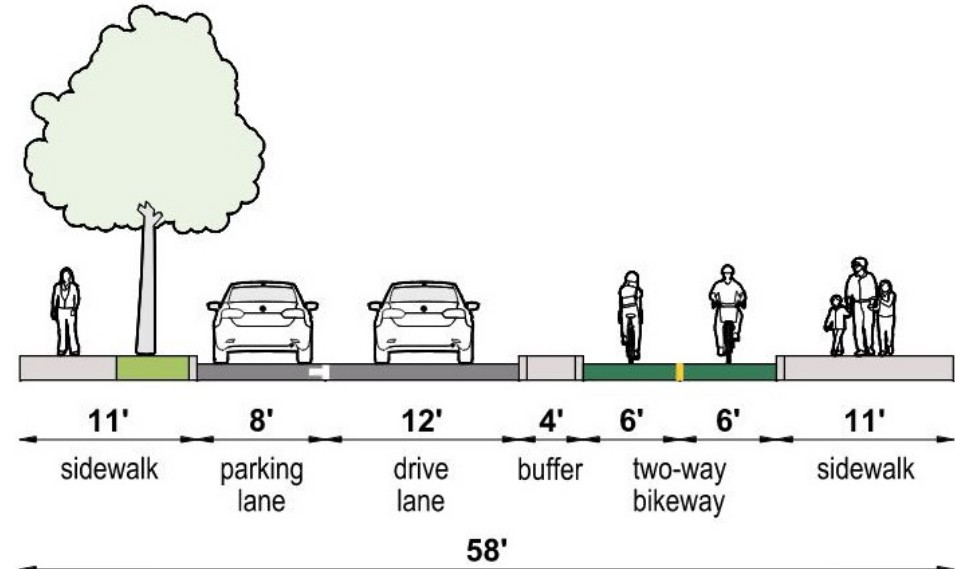
- Enthusiasm for improvements that support **dedicating space in the public right of way to people walking, biking, and riding transit**
- Importance of improvements within the project area **connecting to larger citywide bike and transit networks**
- Some concerns around **merchant access** and **accommodating pick-up and drop-off for deliveries/rideshare** (primarily focused on Telegraph Ave)

Design Options Feedback

Dana St: General support for both pilot and permanent options.



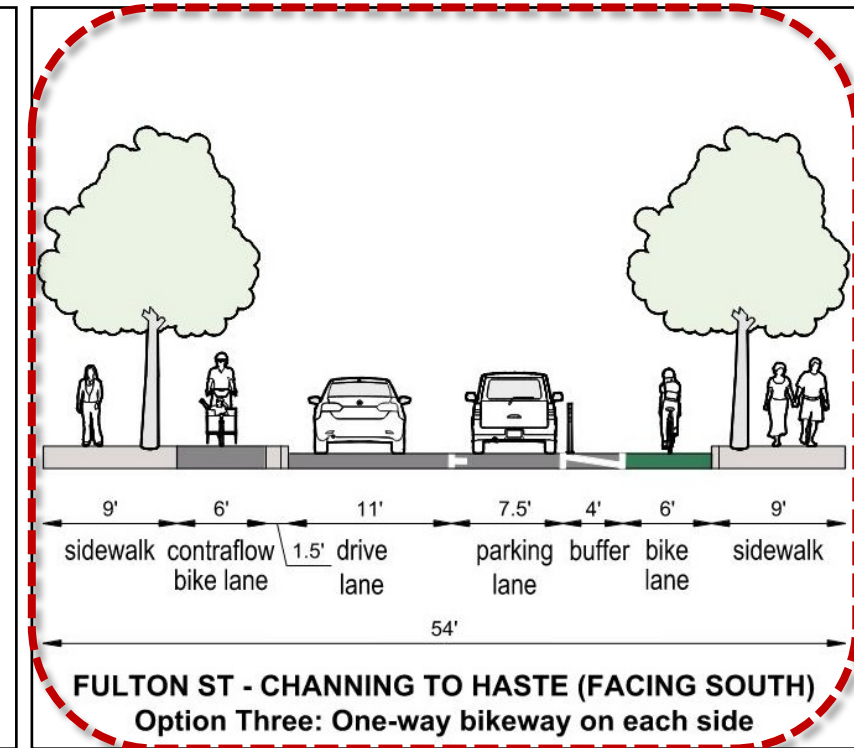
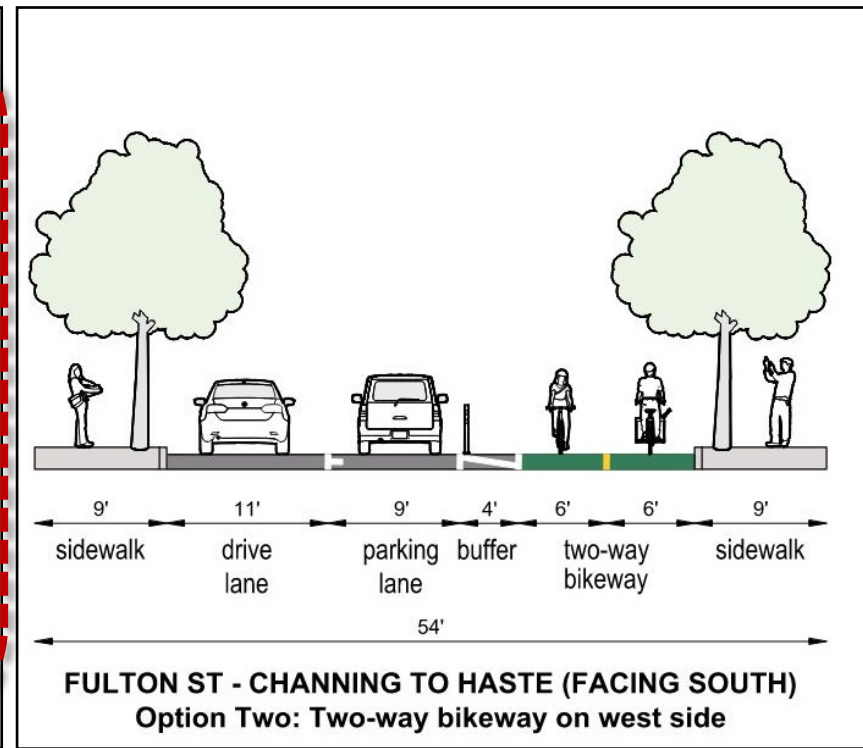
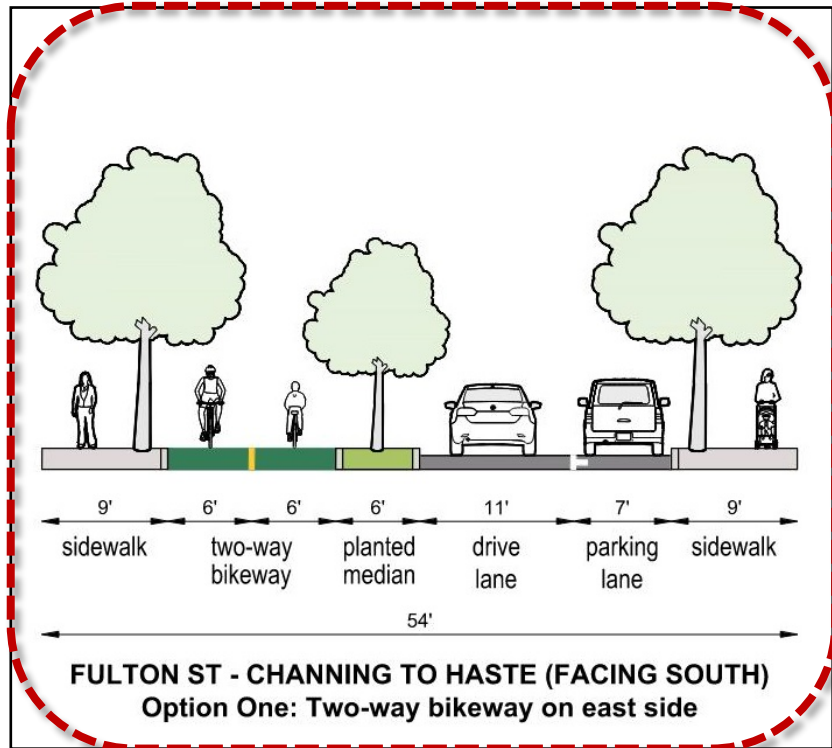
DANA STREET - HASTE TO DWIGHT (FACING SOUTH)
Existing



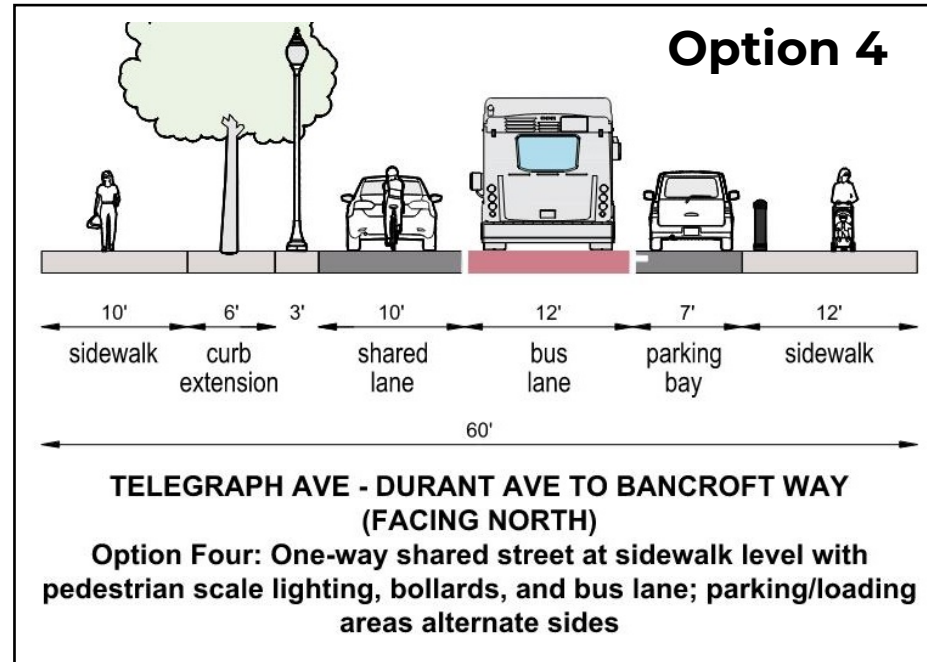
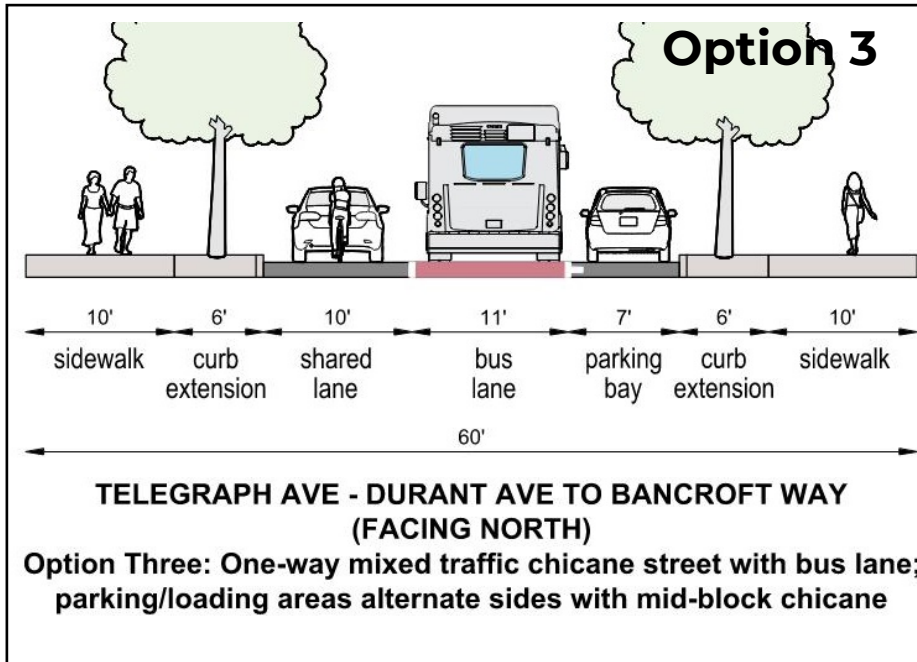
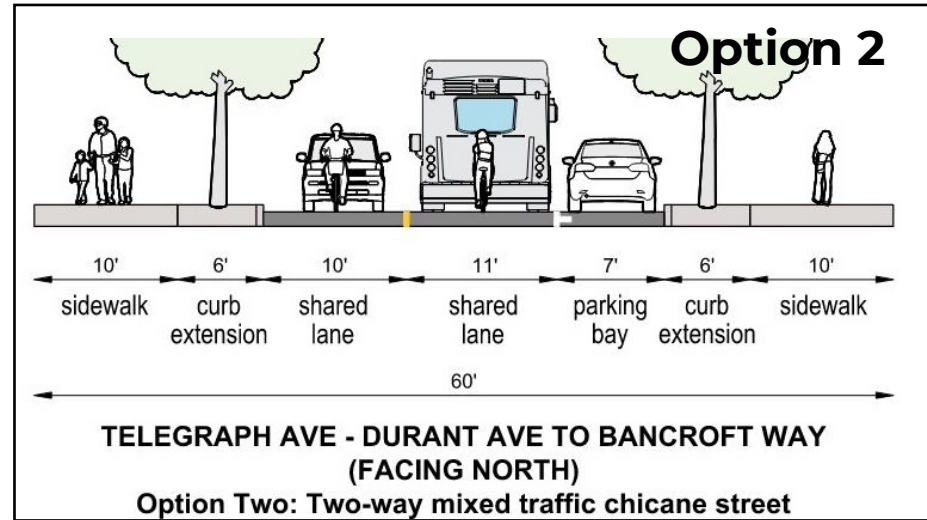
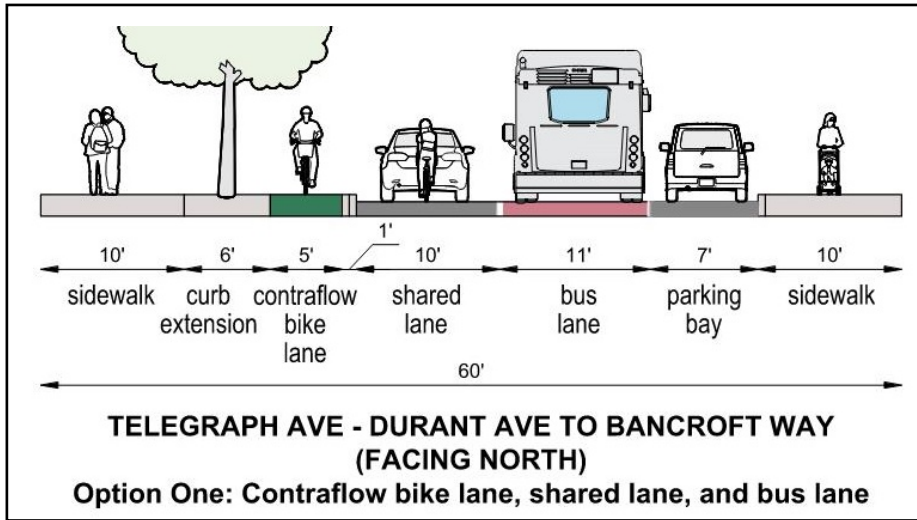
DANA STREET - HASTE TO DWIGHT (FACING SOUTH)
Selected Design: Two-way bikeway on west side

Design Options Feedback

Fulton St: Preference for *Options 1 and 3*, but desire for protected bike facility that can connect easily to Oxford Street.

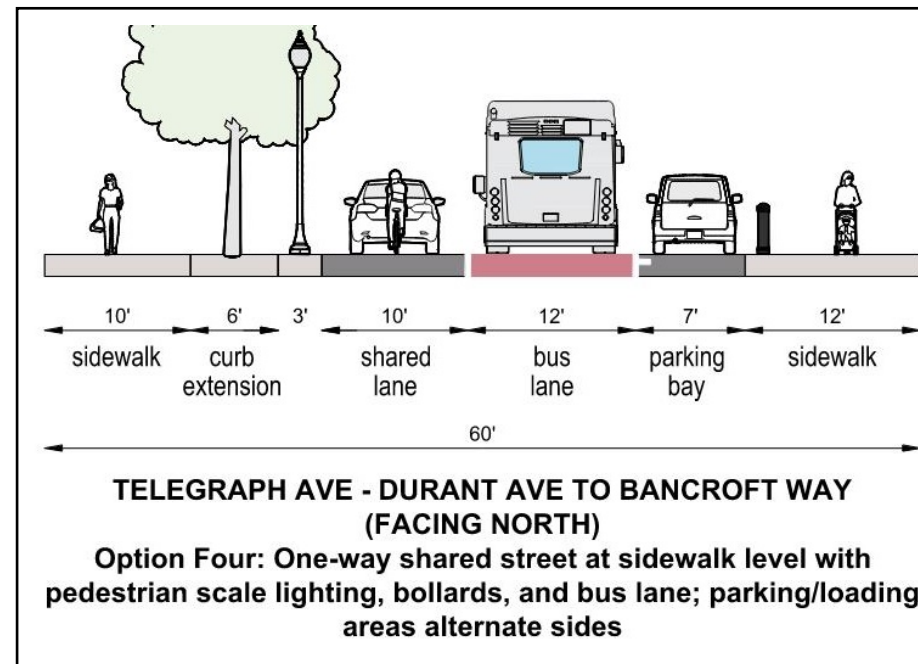


Design Options Feedback



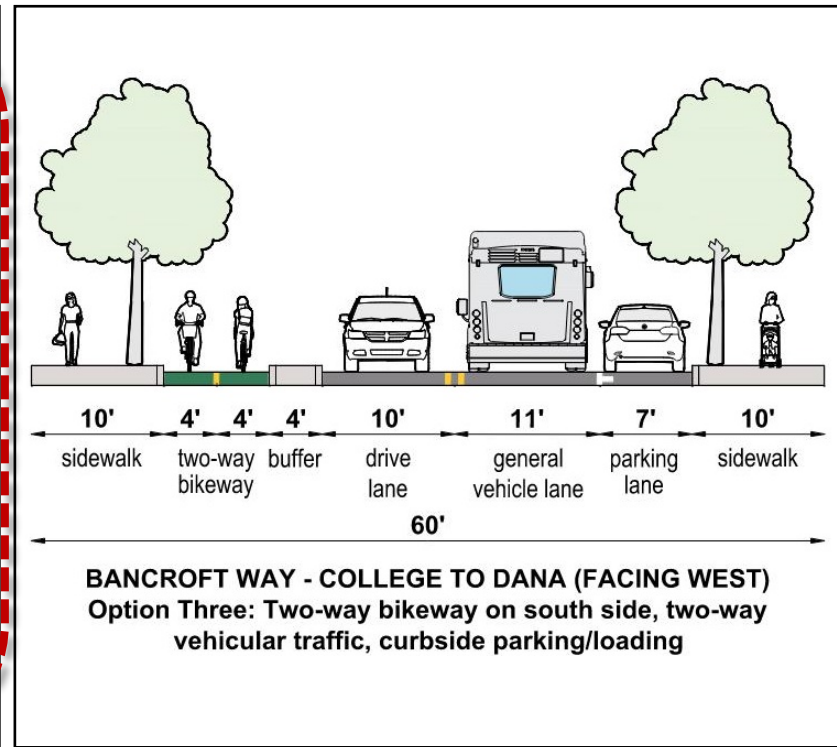
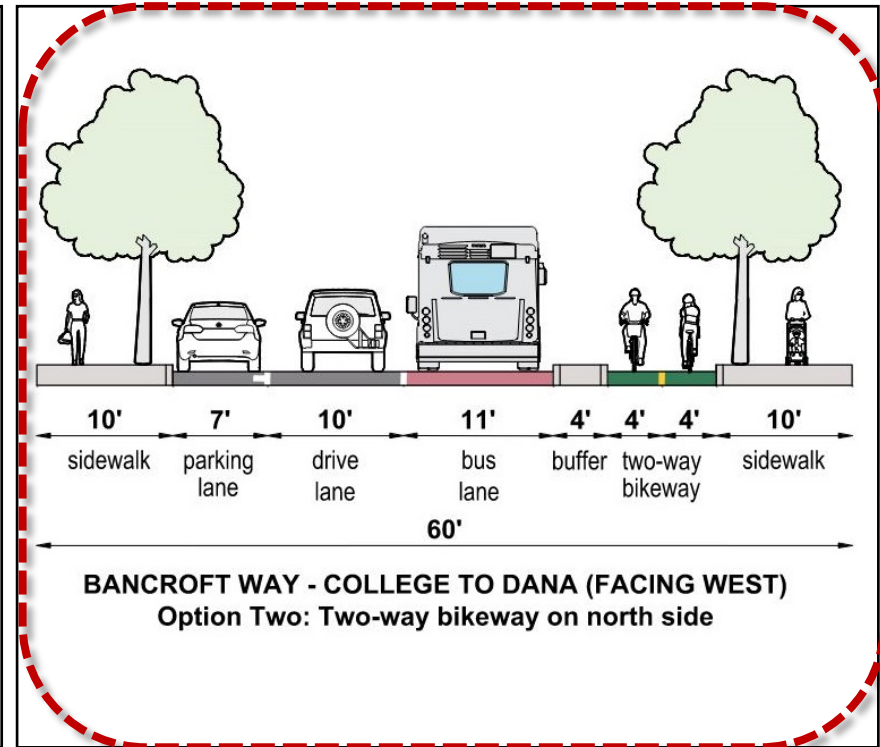
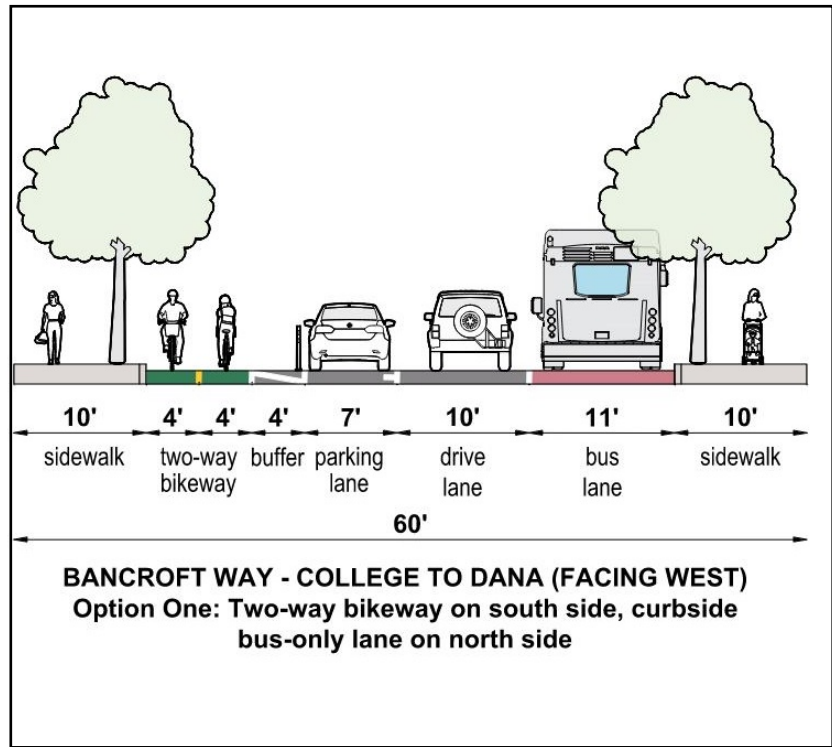
Design Options Feedback

Telegraph Ave: Huge support for a car-free Telegraph Ave (with *Option 4* seen as the best option otherwise). Strong desire for dedicated/protected bike facility.



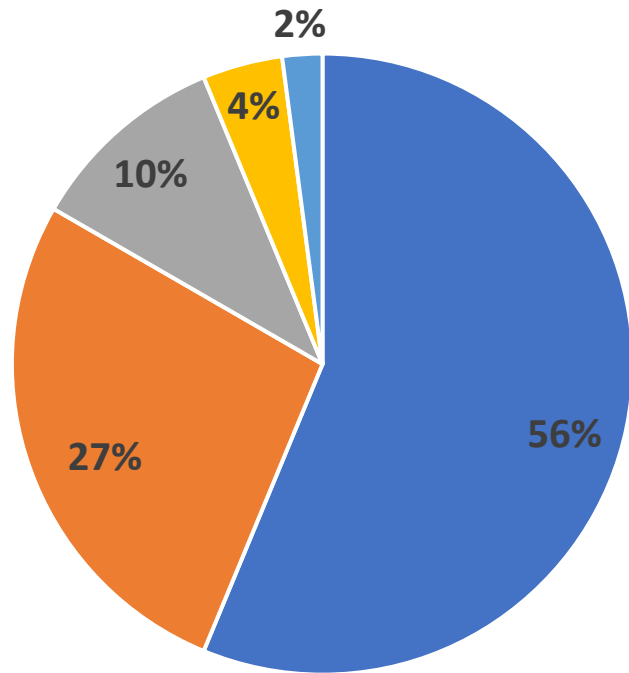
Design Options Feedback

Bancroft Way: Preference for *Option 2*, interest expressed in wider sidewalks, concrete protection for cyclists, location of bike lane (next to campus). Concerns over driveway access.



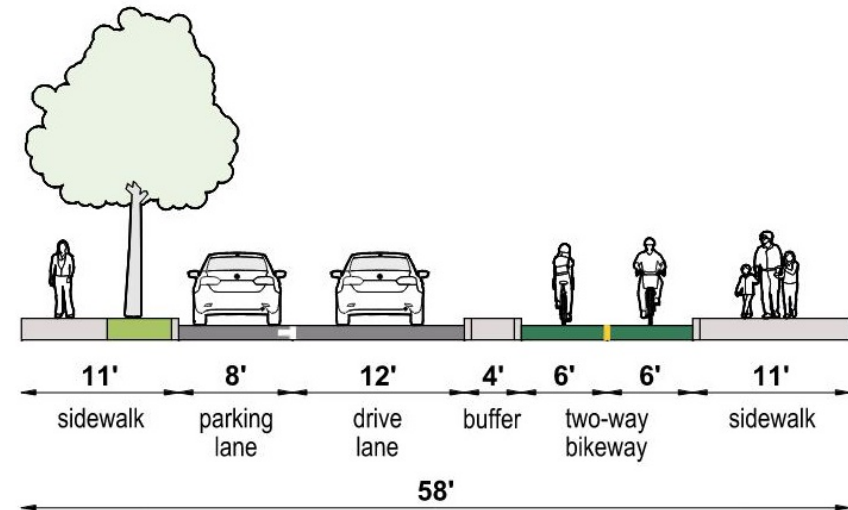
Public Meeting Poll Results: Dana Street

What do you think of the proposed design for Dana Street? (48 responses)



■ Strongly Support
 ■ Somewhat Support
 ■ Neutral
■ Strongly Oppose
 ■ Somewhat Oppose

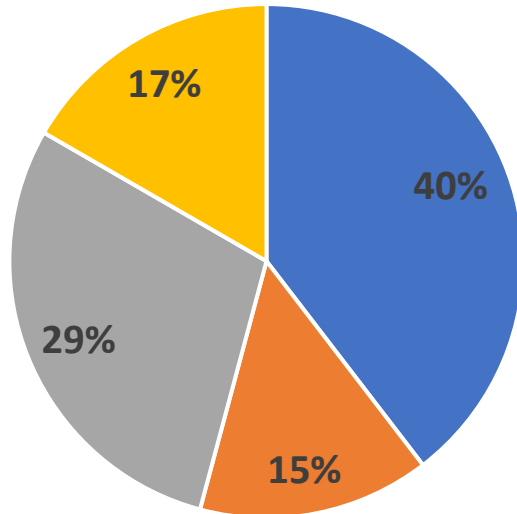
- Majority **strongly support** proposed design
- Top polled priorities for the street included:
 - Supporting local businesses
 - Safer, more comfortable, low-stress bike lanes
 - Building missing bikeway connections



DANA STREET - HASTE TO DWIGHT (FACING SOUTH)
 Selected Design: Two-way bikeway on west side

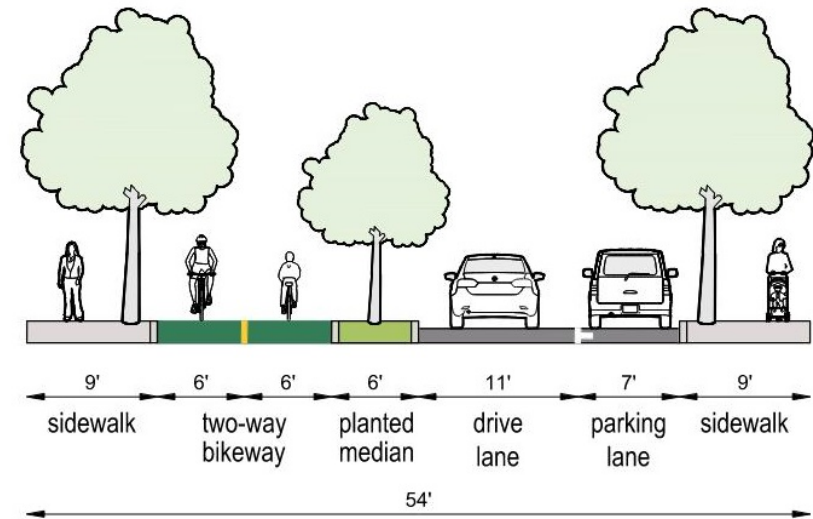
Public Meeting Poll Results: Fulton Street

Which option do you prefer for Fulton Street? (48 responses)



- Option 1
- Option 2
- Option 3
- I don't have a preference/I would prefer something else

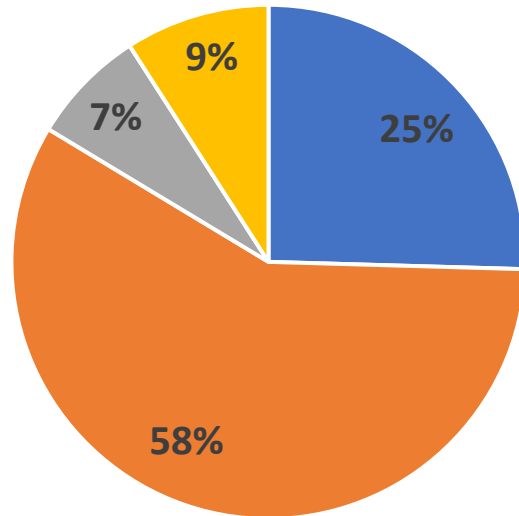
- Preference for **Option 1**
- Top polled priorities for the street included:
 - Safer, more comfortable, low-street bike lanes
 - Building missing bikeways connections
 - Trees and greenery



FULTON ST - CHANNING TO HASTE (FACING SOUTH)
Option One: Two-way bikeway on east side

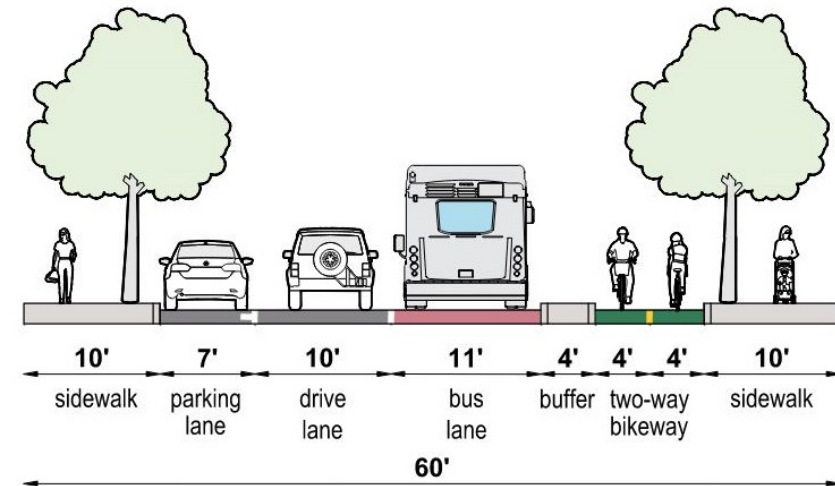
Public Meeting Poll Results: Bancroft Way ^{B-1}

Which option do you prefer for Bancroft Way? (55 responses)



- Option 1
- Option 2
- Option 3
- I don't have a preference/I would prefer something else

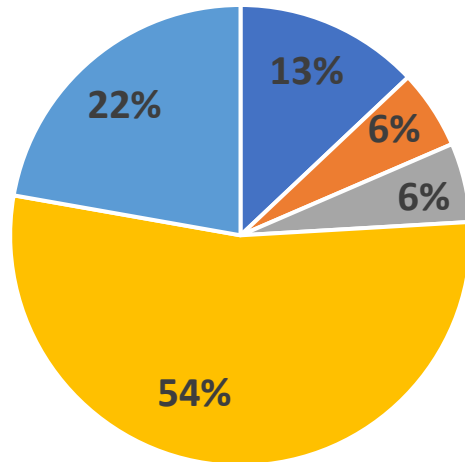
- Safer, more comfortable, low-street bike lanes
- Building missing bikeways connections
- Faster, more efficient transit service



BANCROFT WAY - COLLEGE TO DANA (FACING WEST)
Option Two: Two-way bikeway on north side

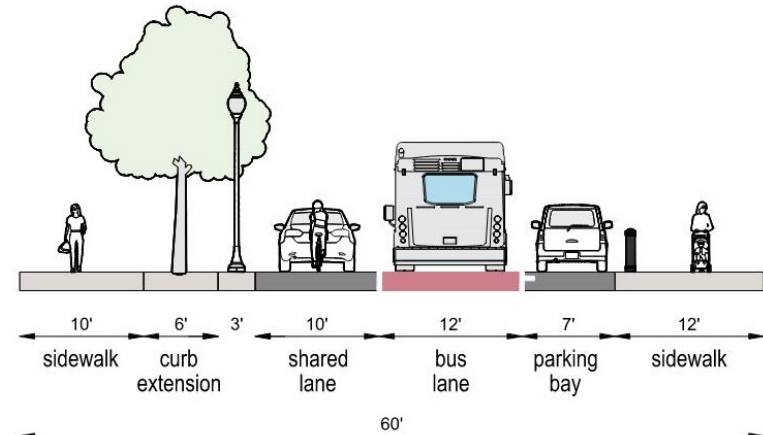
Public Meeting Poll Results: Telegraph Ave

Which option do you prefer for Telegraph Avenue? (54 responses)



- Option 1
- Option 2
- Option 3
- Option 4
- I don't have a preference/I would prefer something else

- Supporting local businesses
- Safer, more comfortable, low-stress bike lanes
- Building missing bikeway connections

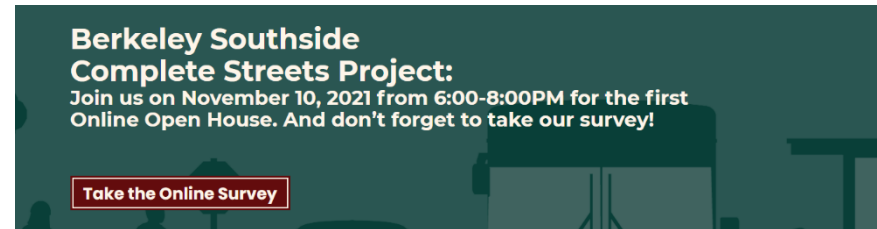


TELEGRAPH AVE - DURANT AVE TO BANCROFT WAY (FACING NORTH)
Option Four: One-way shared street at sidewalk level with pedestrian scale lighting, bollards, and bus lane; parking/loading areas alternate sides

Online Survey

Online Survey

- 518 responses as of November 12
- 73% of respondents are Berkeley residents
- Survey opened on October 27
- Survey will close on November 28
- Following slides summarize responses through last Friday, November 12



Berkeley Southside Complete Streets Project Survey

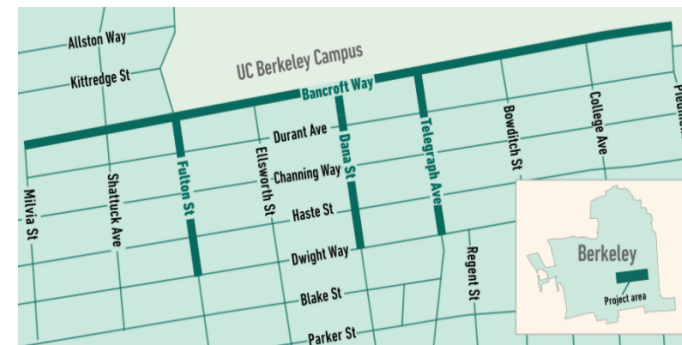
Welcome!

Thank you for participating in the **Berkeley Southside Complete Streets Project Survey**. This survey is being conducted by the City of Berkeley.

The Southside Complete Streets project will bring improvements for people walking, bicycling, taking transit, and supporting local businesses along Telegraph Avenue, Bancroft Way, Fulton Street, and Dana Street (see map below).

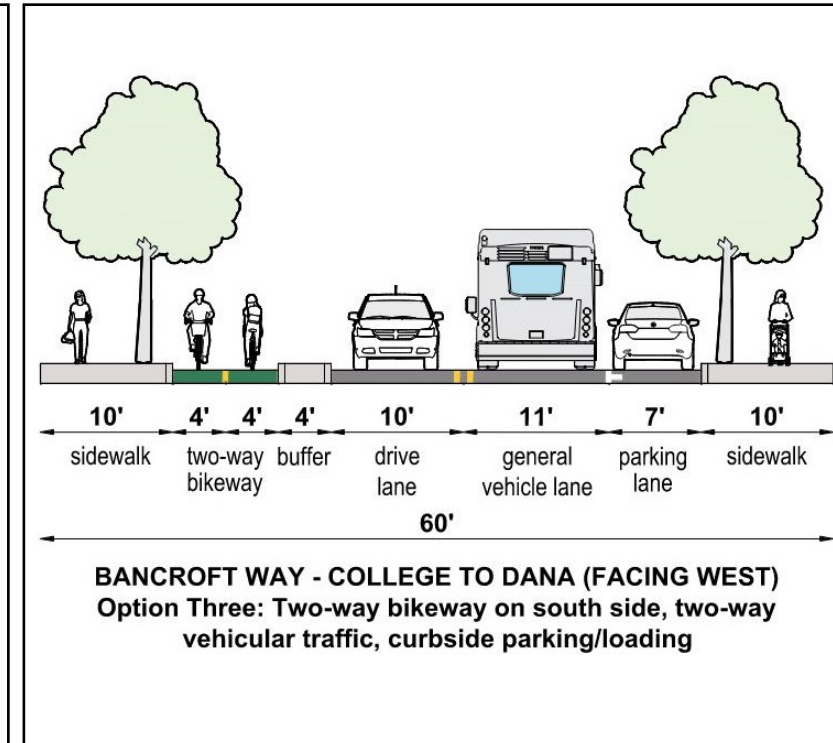
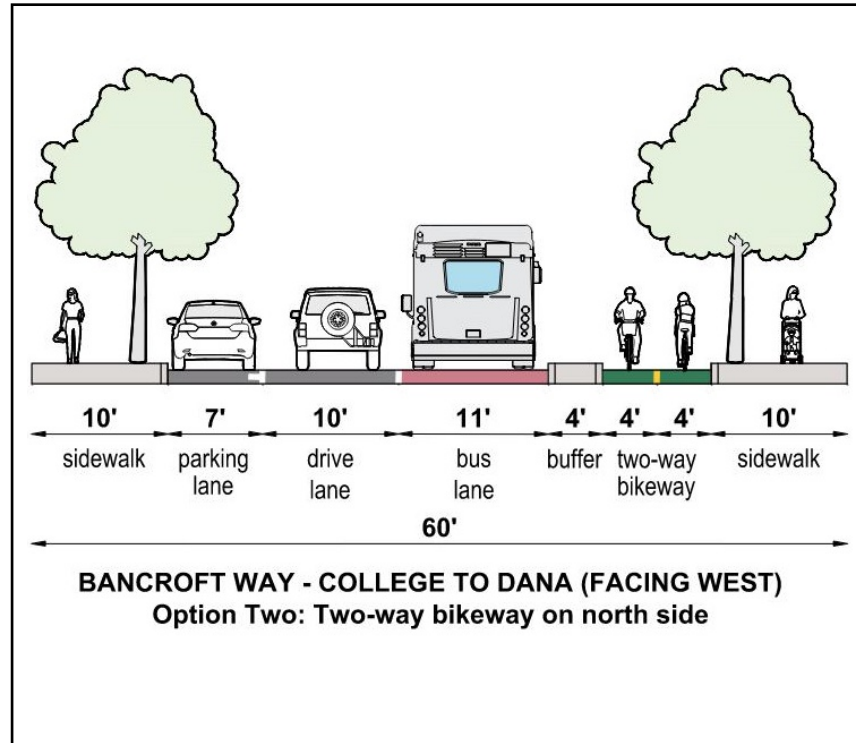
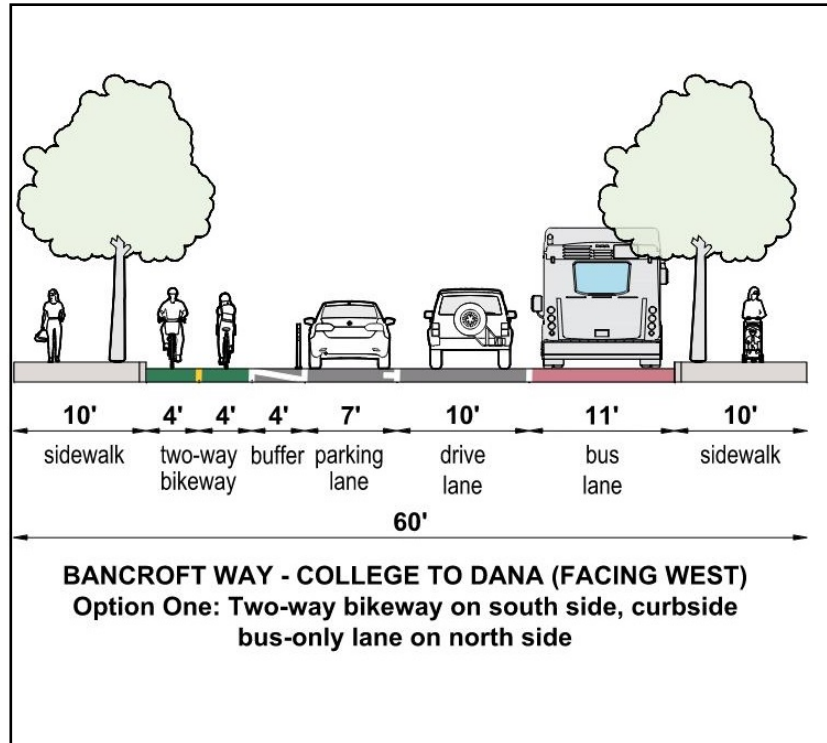
The City has just launched this project, and we are gathering community input to refine the draft designs. We're excited to hear your input!

The survey will close on Sunday, November 28, 2021 at 5:00PM PT.



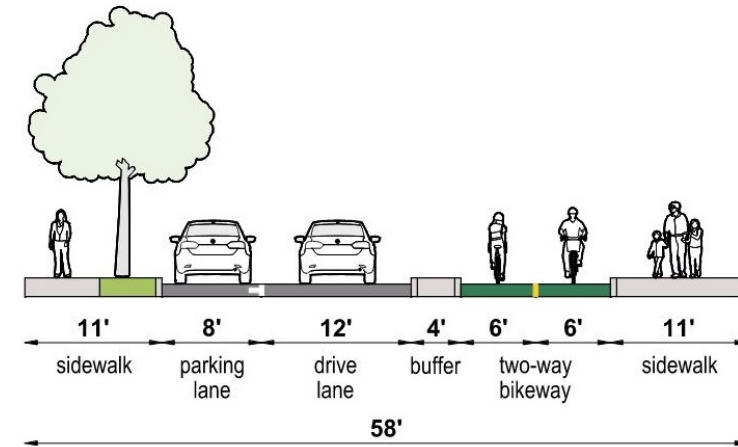
The focus of this project is Bancroft Way, Telegraph Avenue, Dana Street, and Fulton Street in Berkeley's Southside neighborhood.

Example Online Survey Options



Survey Results: Dana Street

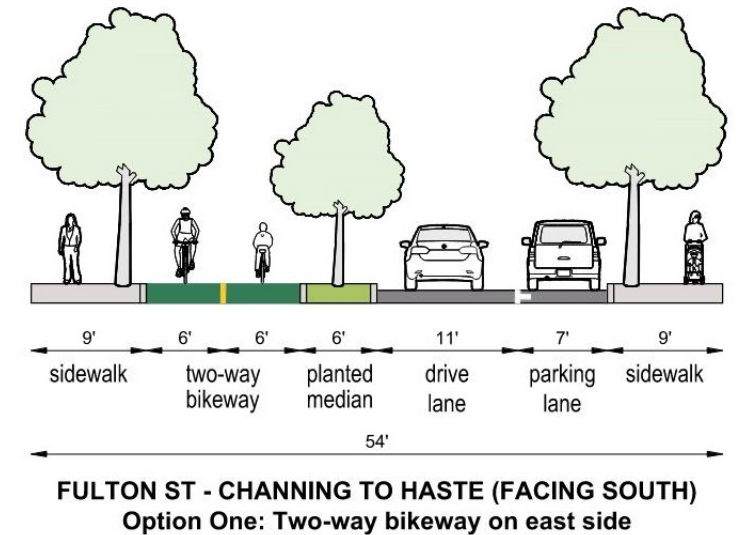
Options	Strongly Agree	Somewhat Agree	Neither Agree or Disagree	Somewhat Disagree	Strongly Disagree
Pilot Project Design	49.6%	34.5%	10.7%	2.1%	3.0%



DANA STREET - HASTE TO DWIGHT (FACING SOUTH)
Selected Design: Two-way bikeway on west side

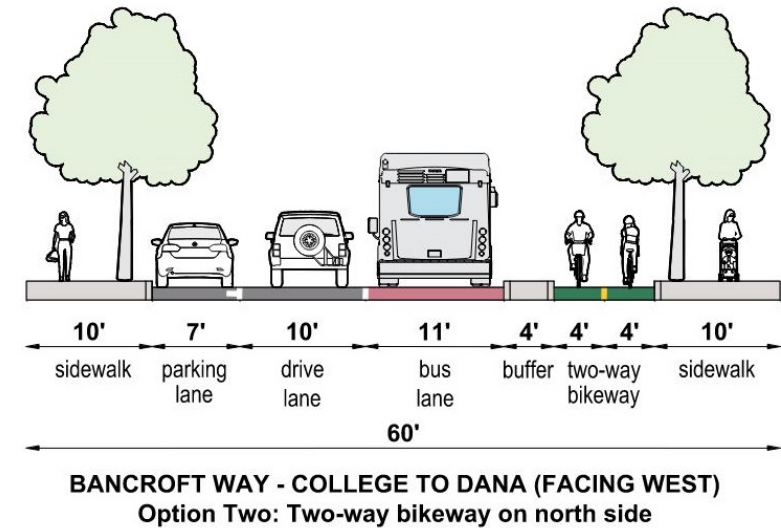
Survey Results: Fulton Street

Options	Strongly Agree	Somewhat Agree	Neither Agree or Disagree	Somewhat Disagree	Strongly Disagree
Option 1: Two-way bikeway on east side	43.6%	39.3%	6.8%	5.9%	4.5%
Option 2: Two-way bikeway on west side	23.3%	44.3%	14.5%	11.8%	6.1%
Option 3: One-way bikeway on each side	21.1%	35.0%	18.2%	18.4%	7.4%



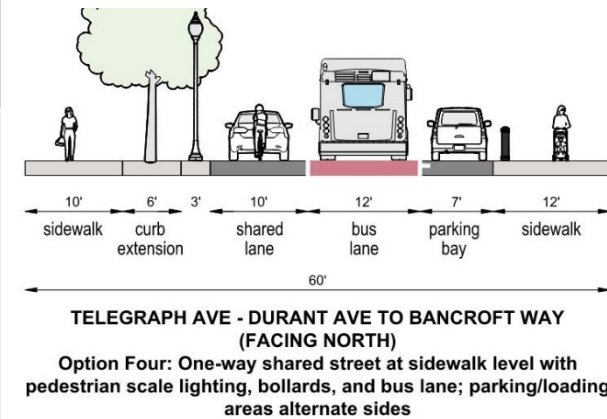
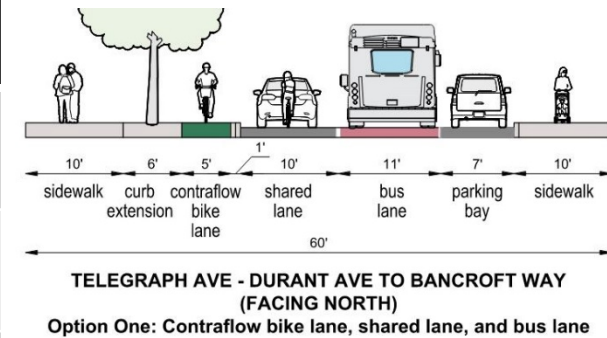
Survey Results: Bancroft Way

Options	Strongly Agree	Somewhat Agree	Neither Agree or Disagree	Somewhat Disagree	Strongly Disagree
Option 1: Two-way bikeway south side, curbside bus-only lane on north side	27.9%	39.3%	15.3%	10.9%	6.6%
Option 2: Two-way bikeway on north side, bus-only lane on north side	35.4%	34.9%	12.5%	11.1%	6.0%
Option 3: Two-way bikeway on south side, two-way vehicular traffic, curbside parking/loading	11.1%	15.7%	16.7%	30.7%	25.9%



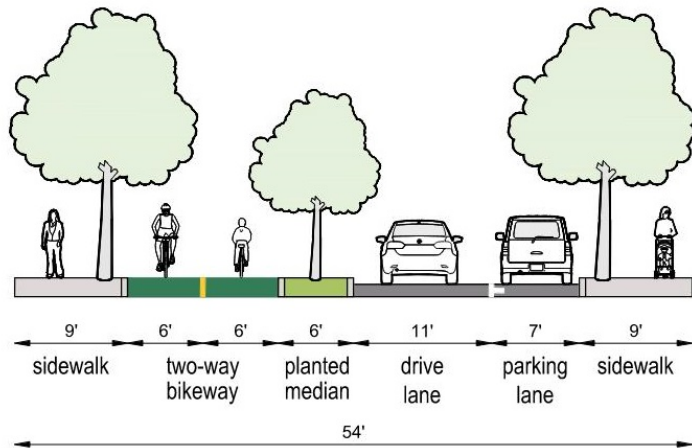
Survey Results: Telegraph Avenue

Options	Strongly Agree	Somewhat Agree	Neither Agree or Disagree	Somewhat Disagree	Strongly Disagree
Option 1: Contraflow bike lane, shared lane, and bus lane	17.2%	34.2%	15.1%	20.2%	13.2%
Option 2: Two-way mixed traffic, shared lane	4.9%	9.0%	12.4%	30.7%	43.1%
Option 3: One-way mixed traffic chicane street with bus lane, parking/loading areas alternate sides with midblock chicane	5.3%	20.1%	20.8%	32.4%	21.4%
Option 4: One-way shared street at sidewalk level with pedestrian scale lighting, bollards, and bus lane; parking/loading areas can alternate sides each block or mid-block	20.7%	25.7%	17.6%	20.5%	15.5%

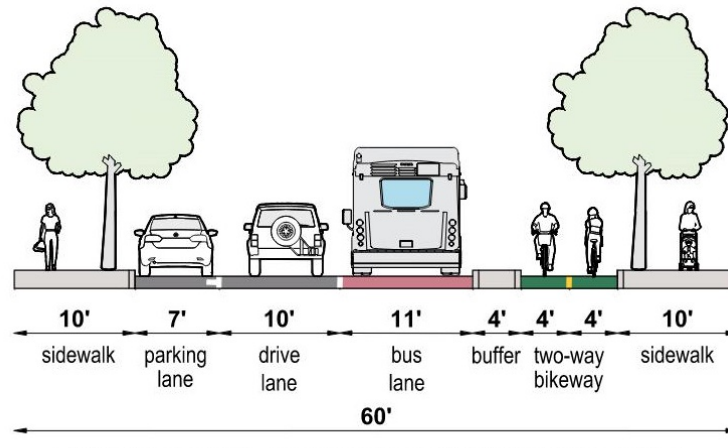


Preliminary Public Input Summary

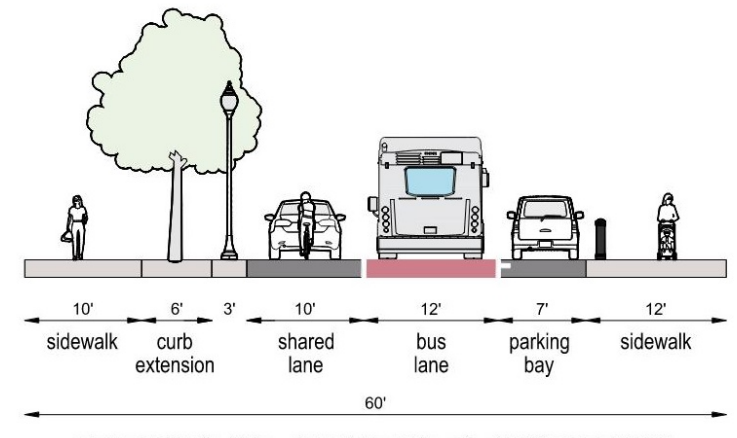
	Fulton	Bancroft	Telegraph
Workshop	Options 1 & 3	Option 2	Option 4
Survey	Option 1	Option 2	Options 1 & 4



FULTON ST - CHANNING TO HASTE (FACING SOUTH)
Option One: Two-way bikeway on east side



BANCROFT WAY - COLLEGE TO DANA (FACING WEST)
Option Two: Two-way bikeway on north side



TELEGRAPH AVE - DURANT AVE TO BANCROFT WAY (FACING NORTH)
Option Four: One-way shared street at sidewalk level with pedestrian scale lighting, bollards, and bus lane; parking/loading areas alternate sides

Institutional and Public Stakeholder Groups Engagement

Institutional and Public Stakeholder Groups

Telegraph Business Improvement District (TBID):

- Emergency response, especially EMTs responding to unhoused persons
- Would like better management of loading zones; double parking is an issue
- Would like better connection between Downtown and Telegraph Business Districts
- Goal: For Telegraph to operate as “the amazing complete commercial street it could be”

Walk Bike Berkeley & Bike East Bay:

- Would like better connection between Downtown and Telegraph Business Districts
- Improve transit times with more frequent bus service and better bus reliability
- Support:
 - Telegraph Option 4 (Shared Street, but w/private vehicle traffic diverted at Haste St, contraflow bikeway)
 - Bancroft Option 1 or 2 (Bus only lane and two-way cycle track on south or north side of street)
 - Fulton Option 1 (Two-way cycle track on east side of street)
 - Dana Proposed Design

Institutional and Public Stakeholder Groups

Associated Students of the University of California (ASUC):

- General support for project
- Considering letter of support for specific alternatives

UC Berkeley Staff (Capital Planning and Parking & Transportation):

- Concerned about cost and impacts to campus of Bancroft Option 2 (cycle track north side adjacent to curb and bus only lane)
- Recognizes the need for loading zones, business access, TNCs, overall curb management
- Aware that students are very excited about car-free/pedestrianized Telegraph
- Would like improved pedestrian scale sidewalk lighting
- Would like improvements to College/Bancroft (ie. raised intersection)
- Supports Fulton Option 1 (Two-way cycle track on east side of street) based on UC study of Oxford corridor

Institutional and Public Stakeholder Groups

AC Transit:

- Overall concerns about lane widths and turn radius sufficient for bus operations
- Supports:
 - Bancroft Option 1 (bus only lane north side; cycle track south side)
 - Telegraph Options 1, 3 (bus lane options)
 - Telegraph Option 4 (if includes bus lane)
- Does not support:
 - Bancroft Option 2 (cycle track north side adjacent to curb and bus only lane)
 - Bancroft Option 3 (1-way to 2-way)
 - Telegraph Option 2 (1-way to 2-way)

LBNL Shuttle operator:

- Supports options for Bancroft and Telegraph with a bus lane, keeping 1-way traffic
- Concerned about confusion from contraflow bikeway in Telegraph Option 1

Institutional and Public Stakeholder Groups

Berkeley Fire Dept

- Need to maintain sufficient parking and travel lane widths for Fire truck operations
- Need clear width in the street for fire and emergency response as well as evacuation scenarios
- Consider fire aerial ladder access to taller buildings impacted by increasing setbacks from buildings
- Concrete bikeway buffers well-designed for Fire Dept vehicle access (a la Milvia)

Berkeley Traffic Engineering

- Impacts to street operations from lane repurposing
- Maintain minimum parking and travel lane widths
- Need for traffic studies (currently being performed)

Commission on Disability

- Overall support for project
- Detailed comments at December COD meeting

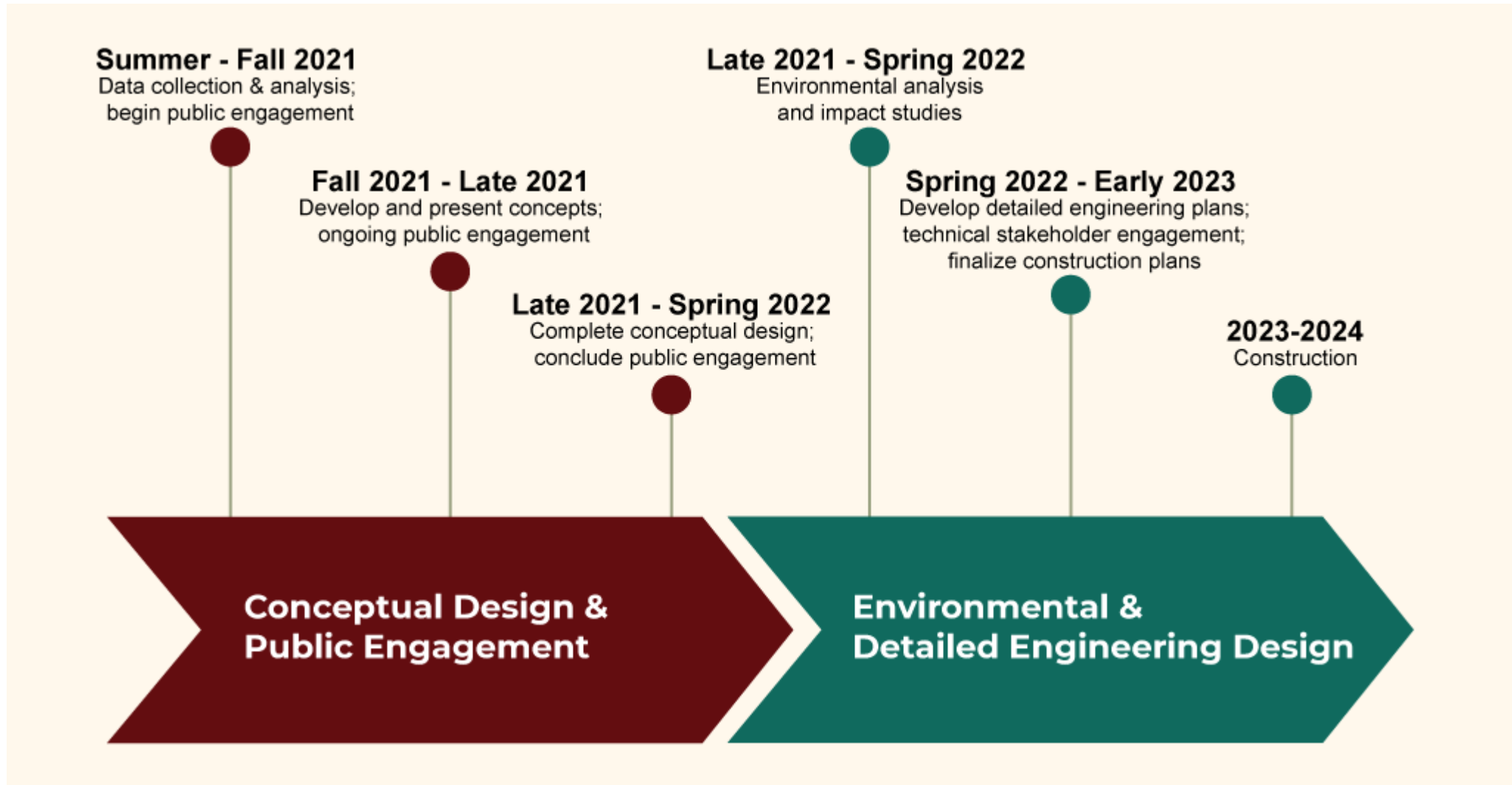
Next Steps

Next Steps

- Technical Analysis of design alternatives (Nov/Dec):
 - Performance metrics based on three project goals:
 - Safety for all travelers
 - Transit performance improvements
 - Support Local Businesses
 - Assessment of baseline operations:
 - Traffic studies
 - ADA Accessibility
 - Parking Impacts
 - Emergency Access and Response (Police and Fire)

Next Steps

- Identify Preferred Alternatives (Dec)
- Present to and seek feedback from Institutional and Public Groups Stakeholders (Dec/Jan)
- Open House #2 (Jan)
- Berkeley City Council (Feb)



Thank You!





Public Works Department
Transportation Division

MEMORANDUM

November 18, 2021

TO: Transportation Commission

FROM: Gordon Hansen, Senior Planner

SUBJECT: goBerkeley SmartSpace Parking Pilot Program

RECOMMENDED ACTION

Receive presentation and provide feedback and comments to staff on the proposed goBerkeley SmartSpace parking pilot and Council action for February 2022.

CURRENT SITUATION AND ITS EFFECTS

The City will introduce a one-year pilot program in June 2022 to improve parking availability, reduce greenhouse gas emissions, and increase travel options for visitors in two residential pilot areas. The pilot will be located on streets with Residential Preferential Parking (RPP) restrictions within one or two blocks of the Elmwood and Telegraph commercial districts.

The goBerkeley SmartSpace pilot will include:

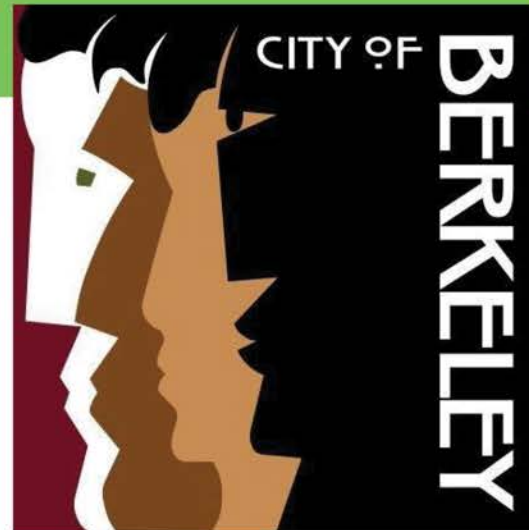
- Demand-based paid parking for visitors (i.e., those without a valid parking permit), with a goal of 1-2 open spaces;
- Extending visitor time limits to eight (8) hours, providing additional parking options; and
- Providing more information about alternatives to driving and parking, particularly for local employees.

BACKGROUND

During the first goBerkeley parking pilot program (2013-2015), the City received feedback from residents, merchants, and employees about the “two-hour shuffle” in residential areas adjacent to commercial districts. The “two-hour shuffle” occurs when those who do not have a valid permit to park in RPP areas move their cars every two hours to avoid a citation for exceeding the time limit. In 2016, the City was awarded a grant for a pilot project to reduce pollution caused by this behavior and improve parking in residential areas. Originally called the Residential Shared Parking Pilot, the project was rebranded “goBerkeley SmartSpace” in 2019. Pilot planning and outreach was put on hold until mid-2021 due to the pandemic.

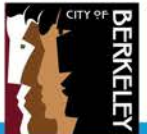
City of Berkeley Vision 2050

Pathway to a Potential November 2022 Revenue
Measure and Beyond






What Is Driving the Problem?

- Most streets, sidewalks, sewer systems, parks, playgrounds, public buildings, etc. were built over 75 years ago.
- Revenues cannot keep pace with the rapid decline of aging infrastructure and the need for investments in sustainability and housing affordability
- \$1 Billion in deferred maintenance due to past underinvestment in local infrastructure
- Devastating impacts of climate change – reliable and green infrastructure is even more important



Infrastructure Needs

\$1 BILLION IN CITYWIDE INFRASTRUCTURE NEEDS

 PARKS, PARK BUILDINGS, POOLS, WATERFRONT, AND CAMPS	\$219,594,780
 PUBLIC BUILDINGS	\$287,130,000
 SIDEWALKS	\$10,628,400
 STREETS AND ROADS	\$248,043,600
 SEWERS	\$175,261,925
 STORM WATER	\$249,410,400
 TRAFFIC SIGNALS AND PARKING	\$14,727,576

Early investments in local infrastructure saves us money in the long-term and protects our quality of life.

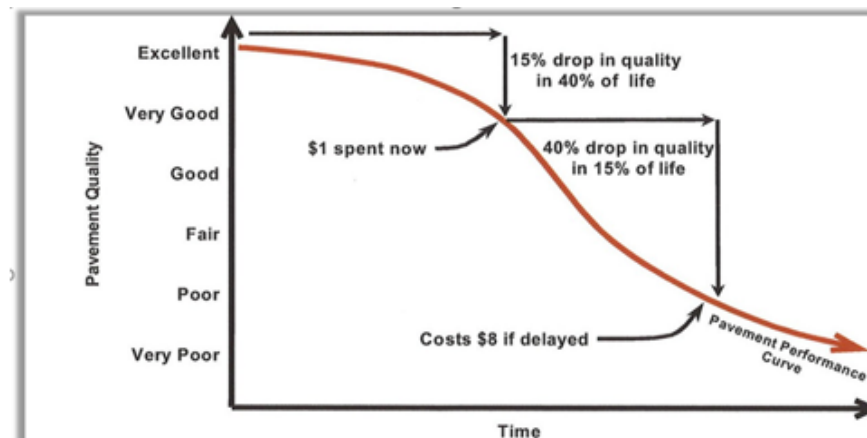
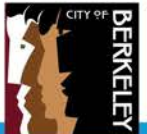


Table 2: Pavement Deterioration and Life Cycle Costs



What Is the Goal?

- Create a dedicated source of funding to make a substantial impact on Berkeley's infrastructure, housing and sustainability needs
- Develop a program plan that reflects community priorities
- Ensure the funding mechanism is fair and equitable
- Ensure the distribution of benefits across communities is fair and equitable



What We Need from You?

- Take our survey: www.tinyurl.com/2050Survey
- Your thoughts on:
 - State of local infrastructure
 - Availability of and access to affordable housing
 - Readiness for the impacts of climate change
 - Ensuring equitable distribution of benefits
- Your input on potential funding priorities for Vision 2050 in the near-term and long-term
- Your feedback on potential funding mechanisms



Local Needs



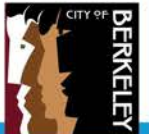
Streets & Sidewalks



Affordable Housing



Bike, Pedestrian & Traffic Safety



Local Needs



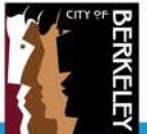
Marina, Waterfront & Shoreline



Climate Change, Sea Level Rise & Wildfire Risk



Access to Transit



Local Needs



Sewers, Storm Drains & Creeks to
Protect Water Quality



Green Infrastructure



Aging Parks, Playgrounds,
Restrooms & Public
Buildings



What are Your Priorities?

- Streets Reconstruction
- Traffic Safety
- Sidewalk Repair
- Underground Utilities
- ADA- Accessibility
- Infrastructure for Bicyclists/
Pedestrians
- Trees
- Old City Hall/Veterans
Building
- Affordable Housing
- Seismic Safety
- Natural Gas Lines
- Decommissioning
- Climate Change Resiliency
- San Pablo Park Pool and
Center
- Solar Energy and Electric
Vehicles
- Marina Docks, Pilings,
Dredging
- Playgrounds
- Storm Drains
- Green Infrastructure
- Senior Centers
- Berkeley Pier/Ferry



Local Funding Mechanisms

Tax Type	Amount	Est. Total Funding	Avg. Cost Per Year	Tax Basis	Use of Funds	Tax Model	Exemptions
Infra. Bond	\$27 per \$100,000 AV	\$250m	\$200	\$ Assessed value	Capital only	Most progressive	No
	\$54 per \$100,000 AV	\$500m	\$400	\$ Assessed value	Capital only	Most progressive	No
Parcel Tax	15¢ per sq foot	\$250m (~\$12m /yr)	\$300	\$ per building sq foot	Capital + Maint.	Progressive	Low income/ senior
	30¢ per sq foot	\$500m (~\$25m /yr)	\$600	\$ per building sq foot	Capital + Maint.	Progressive	Low income/ senior
Sales Tax	0.5¢ per \$1.00	\$150m	Varies – 10.75% total rate	Taxable purchases	Capital + Maint.	Least Progressive	Yes*

*Essential purchases like groceries and prescription medicine are exempt



What is Vision 2050?

A long-term plan to integrate solutions for sustainable and resilient infrastructure to meet the serious challenges of the future, including climate change, inequality, population increases, and obsolescence.

Core Values for Infrastructure Development



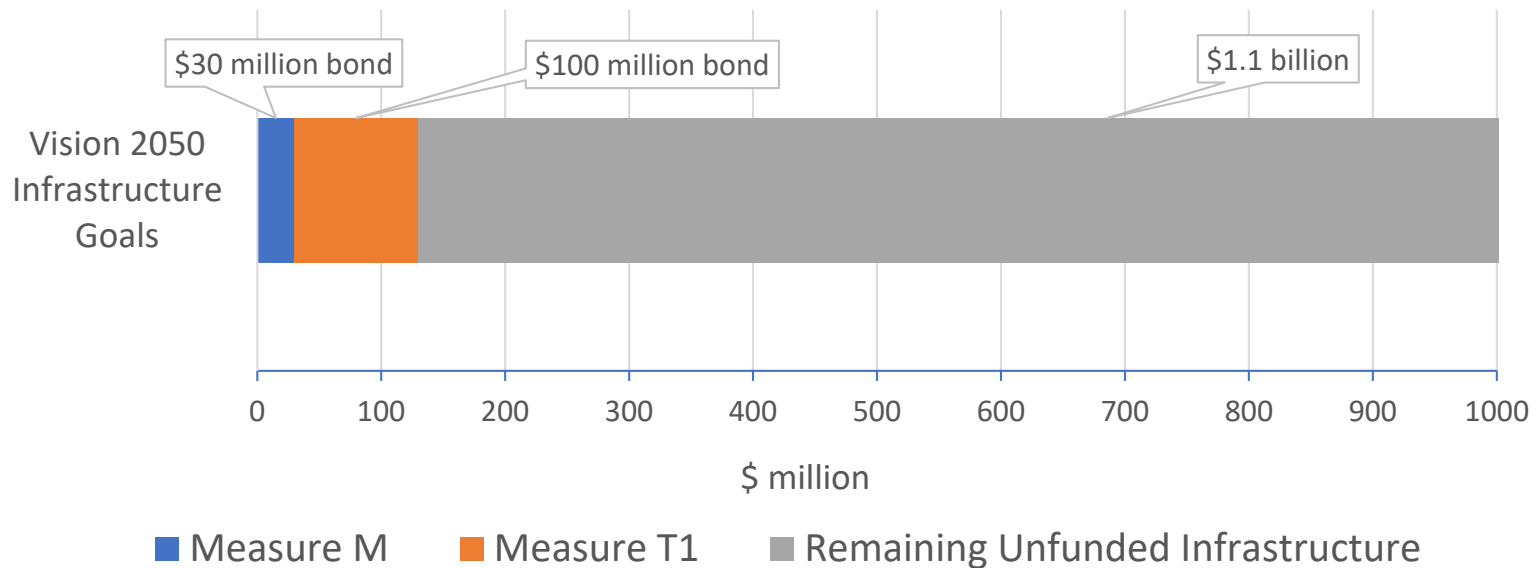
What Has Already Been Done? B-4

- **Measure M** – Passed in 2012, \$30 million bond for street improvements/green infrastructure
- **Measure T1** – Passed in 2016, \$100 million bond to repair/replace aging infrastructure and facilities



What Is Needed?

Both measures started this important work, but significant additional funding is needed to implement Vision 2050



Current Work --> Long-Term Vision

- Opinion polling of community to understand public priorities for investment and feasibility of various revenue measures
- Meetings with diverse community groups and stakeholders (residents, businesses, community orgs, advocates, etc.)
- Input gathered through polling/outreach will help identify priorities for a 2022 revenue measure and a long-term program plan to address local needs through 2050



Timeline to 2050

2012-Now

- Measures M & T1 address first phase of infrastructure needs
- Adopt Vision 2050 framework for implementation
- Host community meetings to educate about Vision 2050

Now – 2022

- Engage community to develop priorities for continued investment
- Finalize funding mechanism for a 2022 ballot measure

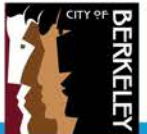
2022-2050

- Use feedback/lessons from 2022 revenue measure to develop future phases – thinking long-term about local priorities and how to fund them
- Fully implement Vision 2050



How YOU Can Help

- Send questions/comments to Vision2050@CityofBerkeley.info
- Visit www.tinyurl.com/2050Survey and complete our Online Survey to let us know what local issues are important to you
- **Spread the word!** Share this survey with friends, neighbors and family to help us get a better understanding of community priorities



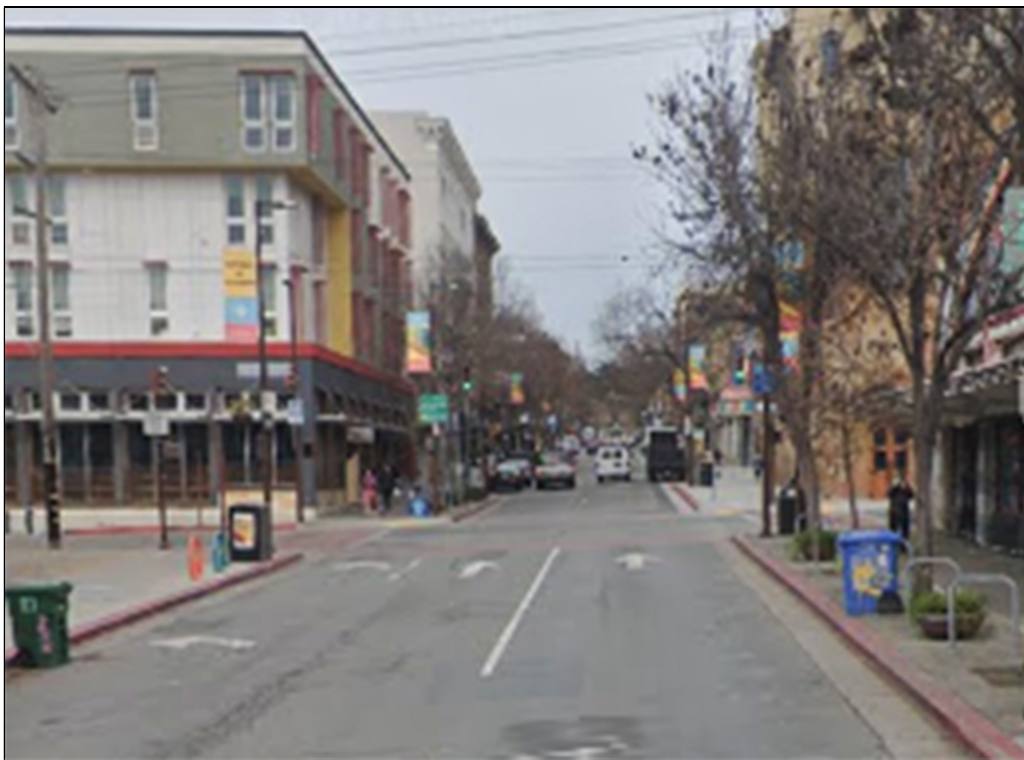
Divert Through Traffic on Telegraph to Haste

Charles Siegel siegel@preservenet.com

There is heavy through traffic that travels north on Telegraph Ave. Currently, it continues north to Bancroft, turns left, and then continues north on Oxford St. or Shattuck Ave. As through traffic, it contributes nothing to neighborhood businesses.

There would be obvious benefits to sending this traffic west on Haste rather than Bancroft. It would make Telegraph and Bancroft less congested, increasing pedestrian safety and transit speed and making it easier to convert Bancroft to one lane—and ultimately also to convert Oxford St. to two lanes.

This change would be easy to make and would be compatible with many options in the Southside Complete Streets project. Currently, the two main lanes on Telegraph only let traffic go straight ahead, while drivers must use an out-of-the-way turning lane to turn left.



Three ways of changing this are worth studying:

- Make both the center lane and the left lane left-turn-only and the right-lane straight-ahead-only.
- Make the left lane left-turn-only, the center lane both left-turn and straight-ahead, and the right lane straight-ahead-only.
- Widen the sidewalk on the west side of the street so there are only two traffic lanes, one left-turn-only lane and one straight-ahead-only lane.

There should also be signs above the intersection telling through traffic to turn left and local traffic to go straight ahead. If there are two left-turn lanes, there should probably be a pedestrian-only signal phase, as there is at Telegraph/Bancroft.

It makes no sense to direct through traffic through streets that are congested and filled with pedestrians. If we redirect this traffic down Haste, it can turn north on Shattuck, MLK, or Sacramento, dispersing the traffic so there is less congestion and giving us more leeway to improve Telegraph, Bancroft, and Oxford.



Walk Bike Berkeley



November 17, 2021

To Eric Anderson, Southside Complete Streets Consultants, Berkeley Transportation Commission
Re: Southside Complete Streets

Thank you for working hard to advance needed safety improvements and connectivity on streets in Southside: many have struggled for years (decades) to keep people safe moving around the area, and this project moves us a long way in the right direction.

Bike East Bay and Walk Bike Berkeley support these high-level goals for this project:

- Better connecting the Telegraph and Downtown business districts. These two districts will greatly benefit when they function as one large Cal area destination.
- Improving transit times with more frequent bus service and better bus reliability.

With these two goals as primary concerns, Bike East Bay and Walk Bike Berkeley support the following options for Southside Complete Streets.

Telegraph Ave: We support Option 4, Sidewalk-Level Paving:

In addition, we support:

- Encouraging through traffic to turn left at Haste St by modifying the Haste/Telegraph intersection, in order to reduce congestion.
- This option would be even better if it included a southbound counterflow bike lane, as much pedestrian-orientation as possible, and restrictions on private vehicle traffic.
- If sidewalk-level paving is cost-prohibitive, we support a curbed design for the near term.

Bancroft Way

College to Dana: We support one traffic lane, an exclusive bus lane, and a two-way bike track, as in Options 1 and 2.

Fulton to Shattuck: We support one traffic lane, an exclusive bus lane, and a two-way bike track, as in Option 2. We are open to having the bike track on either the north or south side of the street, but of course, it should be on the same side along the entire length of Bancroft .

In addition, we support:

- From Dana to College: Removing parking to widen the sidewalk on the south side of the street where it would be helpful to support businesses and pedestrians.
- At Bancroft/Fulton: Removing the slip-right turn lane.

Fulton Street: We support Option 1, two-way bike track on the east side of the street.

In addition, we support

- In a future project, extending this bike track north to create a two-way bike track on Oxford St. adjacent to campus.

Dana St: We support the proposed option.

Thank you in advance for considering our input and we look forward to construction starting in 2023.

Charles Siegel and Ben Gerhardstein, Walk Bike Berkeley
Dave Campbell. Bike East Bay

From: [Sam Kaplan-Pettus](#)
To: [Javandel, Farid](#)
Cc: [Gard, Alisha](#)
Subject: Re: Transportation Commission Public Comment
Date: Tuesday, November 16, 2021 1:59:23 PM

Ok, thank you. Here is my public comment.

My name is Sam Kaplan Pettus and I am the chair of the youth commission but not representing the commission.

I writing you regarding Discussion Item 1, the Southside Complete Streets Project, and in particular, the proposal for Telegraph avenue. I support an expanded option number 4. We should have no cars on Telegraph and we busses can take other routes. The youth of the city, whether middle school, high school, or college frequently go to Telegraph avenue. That environment is made more dangerous by cars and less accessible by the lack of space. Furthermore, youth are far more likely to rely on walking, biking, and bussing which are all modes of transportation that have been deprioritized. We need to build infrastructure that priorities those low emission alternatives rather than cars. Lastly, a car-free Telegraph would be an attraction for the youth of our city. By providing a safer area with space for eating and socializing youth will have a place to go and not only shop but stay and spend time. This change will be good for the youth of the city and the community at large. Thank you for your hard work and I look forward to collaboration between our commissions.

On Tue, Nov 16, 2021 at 12:50 PM Javandel, Farid <FJavandel@cityofberkeley.info> wrote:

Yes. Please send your written comment and we will provide it to the Commission members.

Best Regards,

Farid

From: Sam Kaplan-Pettus <kpsmas123@gmail.com>
Sent: Tuesday, November 16, 2021 10:13 AM
To: Javandel, Farid <FJavandel@cityofberkeley.info>
Subject: Transportation Commission Public Comment

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.

Hello,

I am hoping to submit a written public comment on an item on agenda for this Thursday's Transportation Commission meeting. Is that possible? I am the chair of the youth commission but will not be representing the commission.

Thank you so much for your work.

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Thanks,

Sam

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Thanks,

Sam

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-sent by iPhone