



TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING AGENDA

Thursday, February 15th, 2024, 6:15 pm – *new time*

Mission: The Berkeley City Council established this Transportation and Infrastructure Commission to advise the City Council on matters related to transportation and public works infrastructure policies, facilities, and services in the City. In addition, the commission functions as the City of Berkeley's Bicycle and Pedestrian Advisory Committee (BPAC).

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

A. PRELIMINARY BUSINESS

1. Call to order
2. Roll call
3. Public comment on items not on the agenda
4. Approval of minutes from January 18th, 2024 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. Chair and Vice Chair elections

Commissioners

Commissioners will act on the nominations made at the January 18, 2024 commission meeting and elect a chair and vice chair. Action requested.

2. Woolsey-Fulton Bicycle Boulevard and Shattuck-MLK Bus Stops Projects – Action requested *

Berkeley Public Works staff

Staff to present a combined conceptual design for the [Woolsey-Fulton Bicycle Boulevard](#) and [Shattuck-MLK Bus Stops](#) projects and seeks a commission vote to recommend to the City Council that City Council direct the City Manager to direct staff to proceed with the detailed engineering design of these projects.

3. Review Commission draft work plan

Commissioners

Commissioners will review and discuss draft work plan for calendar year 2024:

<https://bit.ly/2024-BTIC-WorkPlan>

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 8:45 pm

Agenda Posted: February 9th, 2024

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, March 21st, 2024 at 6:15 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.

Transportation and Infrastructure Commission
Thursday, February 15th, 2024

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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Commission Secretary Wahid Amiri
Deputy Director, Engineering and Transportation, Public Works
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Email: wamiri@berkeleyca.gov



TRANSPORTATION and INFRASTRUCTURE COMMISSION
REGULAR MEETING
DRAFT MINUTES

Thursday, January 18th, 2024, 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

Commissioners Absent: None

Staff Present: Hamid Mostowfi, Ron Nevels, Noah Budnick

3. Public comment on items not on the agenda

7:04 pm: No comments.

4. Approval of minutes from November 16th, 2023

7:05 pm Action: It was Moved / Seconded (Raffanti / Fixler) to approve the minutes.

7:07 pm: Vote:

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

Noes: None

Abstain: Lutzker

Absent: None

Recused: None

7:05 pm Motion passed 8-0-1-0-0

5. Approval and Order of Agenda

7:06 pm: No changes suggested.

6. Update on administration and staff

7:06 pm: Co-Secretaries Mostowfi and Nevels provided updates and answered Commissioners' questions on the following topics: staffing updates, MLK Vision Zero Quick Build project, 10th Street traffic calming, 4-way stop sign at Oxford and Virginia, sewer contracts, sidewalk contracts, FY 2023 paving completion, FY2024 paving planning, Wildcat Canyon storm drain improvements, People's Park construction, Berkeley High School parking permits, I-80/Gilman bicycle and pedestrian bridge construction progress.

7. Announcements

7:31 pm: Commissioner Lutzker announced that the UC Berkeley SafeTREC program hosted a webinar and launched a toolkit on how cities can lower their speed limits under AB43. Commissioner Nesbitt announced that the 2024 building code update will apply to all buildings permitted after January 1, 2026.

B. DISCUSSION / ACTION ITEMS

1. Informational Briefing on the Ohlone Greenway Safety Improvements Project

7:33 pm: Public Works staff provided a briefing on the status of developing and process of implementing safety improvements along the Ohlone Greenway between Virginia Gardens and Santa Fe Avenue.

7:43 pm: Commissioners asked clarifying questions on the following topics: intersection improvements, connections to Albany, determining the right-of-way between people biking and walking on the greenway and drivers at cross streets and lead arsenate contamination.

7:53 pm: Three public comments.

8:02 pm: Commissioners made comments and asked questions, and Public Works staff responded on the following topics: community outreach, intersection improvements, pavement markings, coordinating with other City departments, tree planting and horticulture, lighting improvements, benefits for pedestrians, emergency call boxes, construction timing, stormwater management and pathway safety.

8:33 pm: Commissioners took a short break.

2. Chair and Vice Chair nominations

8:40 pm: Commissioners discussed nominating new people to serve as Chair and Vice Chair. Commissioner Parolek has reached the two-year limit for serving as chair.

8:41 pm Action: It was Moved / Seconded (Ghosh / Parolek) to nominate Commissioner Fixler to be chair.

8:42 pm Action: It was Moved / Seconded (Nesbiit / Raffanti) to nominate Commissioner Nesbitt to be chair.

8:43 pm: Vote on both actions:

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

Noes: None

Abstain: None

Absent: None

Recused: None

8:43 pm Motion passed 9-0-0-0-0

8:44 pm Action: It was Moved / Seconded (Ghosh / Walton) to nominate Commissioner Parolek to be vice chair.

8:44 pm: Vote:

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

Noes: None

Abstain: None

Absent: None

Recused: None

8:43 pm Motion passed 9-0-0-0-0

3. 2024 Commission meeting schedule

8:45 pm: Commissioners discussed their meeting schedule for calendar year 2024.

8:55 pm: One public comment.

8:56 pm: Commissioner continued discussing their meeting schedule.

Transportation and Infrastructure Commission
Thursday, January 18th, 2024

8:58 pm: Commissioner Walton motioned for a 6:30 pm meeting start time and then left the meeting.

9:02 pm Action: It was Moved / Seconded (Nesbitt / Raffanti) to start the meetings at 6:15 pm and notice each agenda item to indicate that it will be taken up “no earlier than” a specific time.

9:06 pm Action: A substitute motion was Moved / Seconded (Ghosh / Parolek) to meet on the third Thursdays of February, March, April, May, June, August, September, October and November and to start the meetings at 6:15 pm.

9:08 pm: Vote on substitute motion:

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

Noes: None

Abstain: None

Absent: Walton

Recused: None

8:43 pm Motion passed 8-0-0-1-0

4. 2024 Commission work plan

9:09 pm: Commissioners discussed their work plan for the coming year and asked staff questions about the following topics: watershed management plan, bike plan update, Vision Zero Action Plan, paving plan update, North Berkeley BART TOD, Ashby BART TOD, ACTC San Pablo Avenue design and Vision 2050.

9:18 pm: No public comment.

9:19 pm: Commissioners commented and asked staff questions on the following topics: Public Works’ new Deputy Director for Engineering and Transportation, daylighting, the crisis in City management.

Transportation and Infrastructure Commission
Thursday, January 18th, 2024

9:26 pm Action: It was Moved / Seconded (Ghosh / Lutzker) to extend the meeting to 9:40 pm.

9:26 pm: Vote:

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

Noes: None

Abstain: None

Absent: Walton

Recused: None

8:43 pm Motion passed 8-0-0-1-0

9:27 pm: Commissioners continued to comment and ask staff questions on the following topics: new legislation taking effect and developing communications.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

9:39 pm: The Safe and Delightful Streets for All subcommittee and the BART liaison provided updates.

D. COMMUNICATIONS

E. FUTURE AGENDA ITEMS

9:40 pm: Commissioners discussed agenda items for future meetings.

F. ADJOURNMENT

9:41 pm: It was Moved / Seconded (Fixler / Ghosh) to close the meeting

9:41 pm: Vote:

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

Noes: None

Abstain: None

Absent: Walton

Recused: None

8:43 pm Motion passed 8-0-0-1-0

Transportation and Infrastructure Commission
Thursday, January 18th, 2024

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, February 15th, 2024 at 6:15 pm, at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.

Administrative Procedures

From the City of Berkeley Commissioners' Manual, 2019 Edition, page 70 regarding minutes:

Although the Brown Act does not require minutes, except for closed sessions, the Commissioners' Manual does require minutes of commission meetings but not for subcommittee meetings. When required, minutes are limited to action minutes only. Minutes are unofficial until approved by the commission. The minutes are converted to PDF and posted on the City's website.

The secretary shall keep an accurate record of the commission's proceedings and transactions. The secretary shall provide action minutes similar to those provided to the Council by the City Clerk. Action minutes list the date, time, and place of the meetings; the staff in attendance; the commissioners present and absent; and a clear and concise description of final actions taken. Approved motions are indicated by "moved, seconded, and carried" and include a breakdown of the vote. The vote breakdown includes the commissioners voting yes, no, abstain, absent, recused, and reason for recusal. Reasons for making a motion, debate, content of public comments, and audience reaction are not to be included.

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

Commission Co-Secretary: Ron Nevels, Manager of Engineering, Public Works
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Email: hmostowfi@berkeleyca.gov

Email: rnevels@berkeleyca.gov

1-18-2024

CLIFFORD FRED
BERKELEY CALIF.

To the City of Berkeley **TRANSPORTATION COMMISSION**

PLEASE NOTE MY OPPOSITION TO THE CITY'S FLAWED OHLONE GREENWAY SAFETY & MODERNIZATION PROJECT (aka The Ohlone Plan)

The City is pursuing wide, fast moving bicycle, e-bicycle, & electric scooter lanes along the Ohlone Right of Way from Virginia Street to the Albany line.

The Plan would remove mature trees & shrink Cedar Rose Park; but would not provide any separate pedestrian pathways, including at the Gilman, Hopkins, Rose & Cedar intersections.

Bicyclists & e-scooter riders do not & will not safely share the Ohlone Pathway with pedestrians. Bicycle-pedestrian collisions & near collisions occur daily.

Pedestrians, including people with disabilities & parents pushing strollers need their own safe pathway, as exists along the nearby West Street Path, and under the BART tracks in Albany.

An ADA compliant pathway should be of an easy to walk or roll on compacted material, not rocks or gravel.

RECKLESS BICYCLE, E-BICYCLE, & E-SCOOTER RIDERS POSE GREAT THREAT TO THE SAFETY OF SENIOR CITIZENS:

The growing problem of fast-moving reckless bicycle, e-bicycle and e-scooter users is posing a great threat to the safety of senior citizens.

As a 73 year old and long-time resident of Berkeley, I find that the growing recklessness of bicycle, e-bicycle, & e-scooter riders makes it more and more dangerous for me to simple take a walk or try to cross the street. This situation should not be tolerated.

THIS ILL-CONCEIVED PLAN MAKES THINGS WORSE!

Bicycle and e-scooter riders in Berkeley go too fast already. Wider pathways will encourage bicyclists & e-scooter riders to go even faster, putting pedestrians – including people with disabilities – at even greater risk of being banged into, knocked over, & seriously or fatally injured.

The willful lack of an ADA compliant pedestrian path invites bicycle-pedestrian accidents & exposes the City to lawsuits.

The developmentally disabled students who participate in the after school programs at the Ala-Costa Center in Cedar Rose Park will be especially vulnerable to being hit by bicycles & e-scooters.

The consultants did not even consider including a separate pedestrian pathway. Why not?

A city staffer recently said that people can just walk across the grass at Cedar Rose Park. This is ridiculous. The grassy field is very uneven and can be covered with dog waste. The field is often filled with aggressive unleashed dogs. And the field is fenced off for several months every year during the rainy season.

The Plan violates the Americans With Disabilities Act – ADA. The city's consultant acknowledged that no consideration was given to the ADA in the development of this plan.

WHY ARE RECKLESS BICYCLISTS AND E-SCOOTER RIDERS TOLERATED?

Bicyclists, e-bicyclists, & e-scooter riders are getting more and more reckless. They routinely run stop signs and stop lights, pass pedestrians on the right, and overtly knock into pedestrians. It's time to strictly enforce all traffic laws against bicyclists and e-scooter riders.

Electric scooters should NOT be on sidewalks nor in bicycle lanes. Electric scooter riders should be licensed and at least 18. It makes no sense to exempt them from the rules of the road.

For the above reasons, Paris France recently banned all electric scooter rentals.

LITTLE THOUGHT WAS PUT IN TO MAKING THE OHLONE GREENWAY STREET INTERSECTIONS SAFER

Separate, ADA compliant, pedestrian crosswalks are needed at Gilman/Curtis, Gilman/Hopkins, the Rose & Cedar street intersections with Cedar Rose Park and Virginia Street intersection.

These intersections are already very dangerous.

A transportation expert has stated that the Diablo Engineering Consultant's proposal for the Hopkins – Peralta intersection would be especially dangerous to pedestrians. Much greater thought needs to be given to this intersection since Hopkins Street is a critical City Evacuation Route.

There should be clear & separate pathways for pedestrians, including wheel chair users, versus bicyclists, e-scooter, and e-bicycle users at each of these intersections.

PLEASE DO NOT REMOVE ANY PARKING ON PERALTA AVENUE

The Plan would remove 12 or more parking spaces on Peralta Avenue & more on Hopkins & Rose streets. The pickle ball players at the Hopkins-Peralta courts will quickly fill the remaining nearby parking spaces. People won't be able to park in front of their homes again. High speed bicycle lanes with concrete barriers will keep people from safely backing out of their driveways. People without driveways will be forced to park far away from their homes & will risk assault walking or rolling home after dark.

Removing street parking on Peralta Ave and on other nearby streets will result in more auto break-ins, more catalytic converter thefts, & more out right car thefts. Catalytic converters can cost thousands of dollars & many months of waiting to replace. Thieves are savvy. They will quickly recognize the loss of street parking on Peralta as an opportunity to break into cars on adjacent streets that belong to Peralta Avenue residents.

People on Peralta and nearby streets have healthcare workers who assist them at home. Home healthcare workers depend on easily accessible parking. With no place to park, many home health care workers will quit. People will lose their critical home healthcare. Their lives will be put in danger.

There would be no place for the delivery people who bring our food and packages to park. People with driveways would be forced to back out into high speed bicycle lanes. People without driveways would be trapped in their homes. Is this what the City of Berkeley wants?

The Hopkins – Peralta neighborhood recently had a dangerous car-jacking, and a separate August armed robbery with a reckless get-away driver smashing into cars and narrowly missing a pedestrian.

Our neighborhood is getting more dangerous. Don't make it even more dangerous by taking away our street parking.

There's no reason to remove our vitally needed parking spaces. Safe bicycle lanes can & should be designed w/out taking away street parking.

The Diablo Engineering consultants should be told to design a safe alternative that does not remove any street parking.

One way to make Peralta Ave safer for all modes of travel would be to ban trucks from Peralta Ave now. 50 or more large trucks barrel down the 1300 block of Peralta every day, posing a danger to pedestrians, bicyclists, & people backing out of their driveways.

OHLONE PLAN WOULD MAKE IT EASIER FOR CITY TO IMPLEMENT THE CONTROVERSIAL HOPKINS CORRIDOR PLAN

The controversial Hopkins Corridor Plan would have eliminated well over 200 parking spaces on Hopkins Street, greatly harming the small businesses around Hopkins & Monterey, and causing great harm to the hundreds of residents on & adjacent to Hopkins Street from Sutter to San Pablo Ave.

Although the Hopkins Corridor Plan has been delayed indefinitely – due to strong community opposition and to the opposition of the Fire Chief - as it would be incompatible with Hopkins' status as a critical evacuation route, the City Council has refused to kill the Plan. Instead it hired more consultants to figure out a way to approve the Hopkins Corridor Plan.

Approval of this Ohlone Plan would codify into city policy that high speed bicyclists, e-bicycles and e-scooter riders trump the safety of pedestrians and of neighborhood residents.

And it would codify that it's ok to remove critically needed neighborhood street parking to the sole benefit of high speed bicyclists and high-speed e-bicycles and e-scooters.

Thus, the approval and implementation of the Ohlone Plan would make it much easier for the Council to then approve the Hopkins Corridor Plan.

ALL WORK ON THE OHLONE PLAN SHOULD STOP UNTIL THE FIRE DEPT'S EVACUATION & RESPONSE TIME STUDY IS AVAILABLED AND HAS BEEN REVIEWED

The Berkeley Fire Department has contracted with a consultant to perform an Evacuation and Response Time Study, which is projected to be completed in the Fall of 2024.

The Fire Department's Standards of Coverage and Community Risk Assessment Study states that current response times are already too long, and that these problem will worsen s Berkeley's density further increases. The report states that survival decreases by 7-10% for every minute of delay getting a heart attack victim.

By not providing an ADA compliant separate pedestrian pathway for the entire length of the Ohlone Greenway, the Plan will result in more pedestrian – two wheeled vehicle collisions and thus the need for yet more 911 emergency calls to an already overburdened Fire Department.

THE WIDENING OF PATHWAY THROUGH CEDAR ROSE PARK FOR BICYCLES, E-BICYCLES & E-SCOOTERS WOULD VIOLATE MEASURE 'L'

Measure L is a parks and open space Citizens Initiative that was adopted by Berkeley voters in Nov. 1986 It states that no public park or public open space can be converted to any non-recreational use without been first submitted to a vote of the citizens at a general election.

The Bicycle, E-Bicycle and E-Scooter pathway through Cedar Rose Park is clearly for transportation – i.e. getting from one place to another. That's the whole point of the Ohlone Corridor Pathway – transportation.

It is NOT for recreation. Cedar Rose Park is NOT an off road vehicle park.

Widening the pathway through Cedar Rose Park – especially to make more room for 2 wheeled motorized vehicles, would be taking away land in a city park that is designated as recreational open space, and instead making it a transportation route.

Thus a vote of the people of Berkeley is needed before the existing pathway in Cedar Rose Park can be widened.

It is important to keep Measure 'L' in mind as the City pursues large scale development at the waterfront.

WHERE'S THE PUBLIC REVIEW?

The city is moving ahead with the Plan now, without public review. We need real public review, before any plan is approved. All we got was a short meeting in with a consultant , who would not take notes. We need more public meetings & a City Council public hearing before any plan is approved.

TO SUM UP:

The Ohlone Path Plan as currently proposed is deeply flawed.

The City and consultants should start over, with a plan that provides separate ADA pedestrian pathway for the entire length of the Plan, that does NOT remove any street parking, and that makes sure that pedestrians can cross safely and away from bicycles, e-bicycles and e-scooters at each intersection within the Ohlone Greenway.

internal

I therefor respectfully ask the City of Berkeley currently proposed.

TRANSPORTATION & INFRASTRUCTURE
COMMISSION oppose the Ohlone Plan as

Thank you,
Clifford Fred
Berkeley Calif.

Clifford Fred



WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

TRANSPORTATION & INFRASTRUCTURE COMMITTEE MEETING

FEBRUARY 15, 2024

PUBLIC WORKS DEPARTMENT - TRANSPORTATION DIVISION

Presented by:

Ken Jung, Supervising Civil Engineer

Jesse Peoples, Associate Civil Engineer





WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

PURPOSE

1. Present Conceptual Design to the TIC
2. Respond to Questions by Commissioners
3. Request TIC vote:
Recommend conceptual design for City Council meeting on 3/19/24





WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

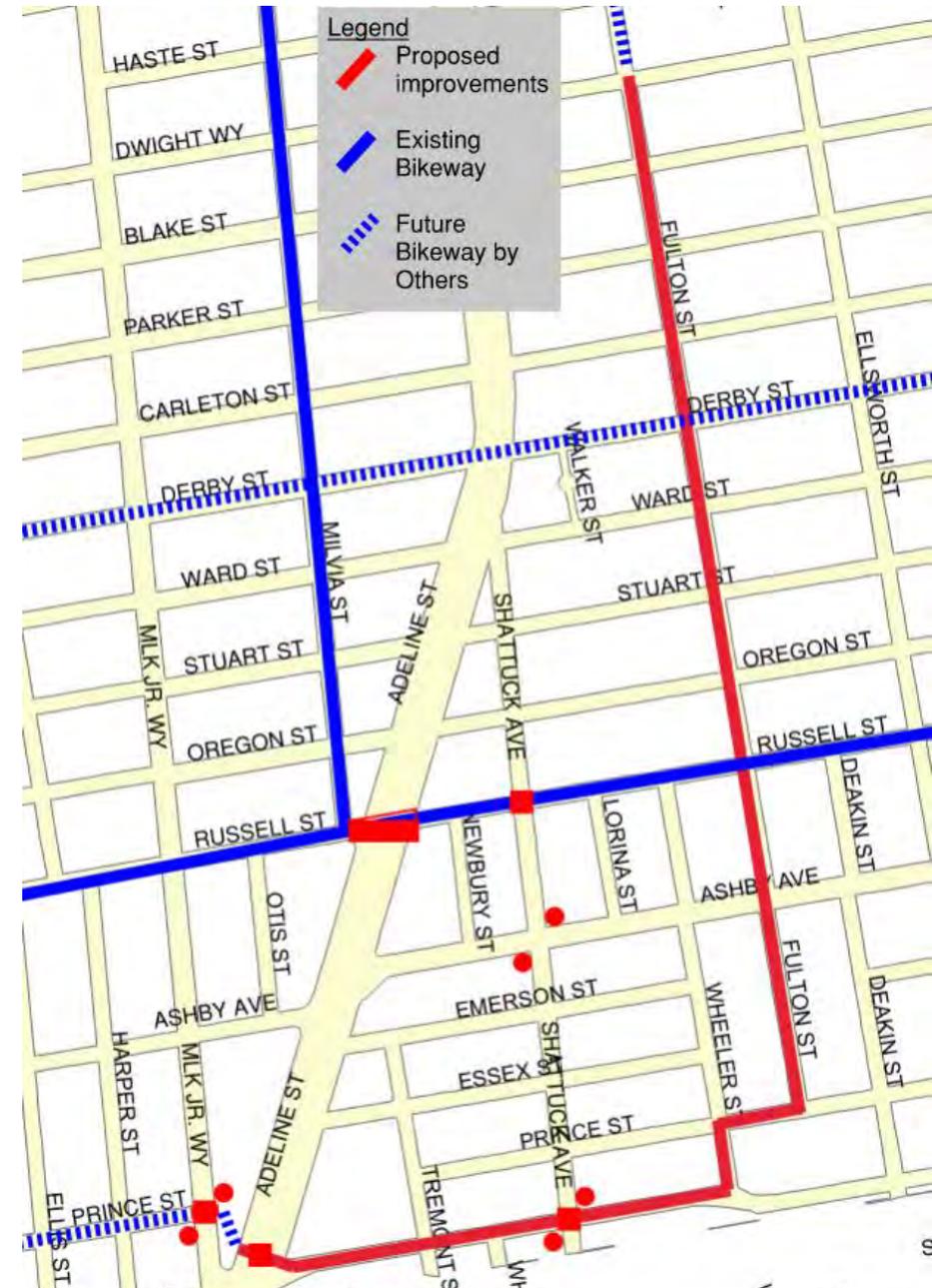
PROJECT LOCATION & GOALS

■ Woolsey-Fulton Bike Blvd. Project (WFBB)

- Safety improvements for pedestrians and bicyclists, especially at major crossings
- Fills gap in Citywide bike network: Ashby BART to Southside area

■ Shattuck-MLK Bus Stops Project (SMBS)

- Safety improvements for pedestrians
- Improve transit reliability
- Bus stop amenities





WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

PROJECT ORIGIN

2020 PEDESTRIAN PLAN

CITY OF BERKELEY

CITY OF BERKELEY

**BICYCLE
PLAN**

Approved May 2, 2017 by Berkeley City Council

CITY OF BERKELEY
VISION ZERO ACTION PLAN

*Approved March 10, 2019
by the Berkeley City Council*

Berkeley Strategic
Transportation Plan

Project origins can be found in the City's:

- Bicycle Plan
- Pedestrian Plan
- Strategic Transportation Plan
- Vision Zero Action Plan
- Transit-First Policy



WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS FUNDING

- \$2.612M grant from State of California Affordable Housing and Sustainable Communities (AHSC) program
 - WFBB & SMBS Projects are the City's obligation toward AHSC funding for affordable housing private development at Adeline/Ashby.
- Alameda County Measures B& BB discretionary funds





WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS SCHEDULE

- Currently in **Conceptual Design** phase



Schedule is subject to change

- Finalize **concepts** in March 2024
- City Council approval of **concepts** in March 2024
- Complete **design** by end of 2024
- **Construction** in 2025

Must complete construction by Q1 2026



WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

PUBLIC ENGAGEMENT

- Project websites
- Postcards to 2,000+ addresses
- Concepts for review and comment: 1/16/24 – 2/14/24
- Public meeting on 1/31/24
- TIC meeting on 2/15/24
- Council meeting on 3/19/24

City of Berkeley Public Works Department
1947 Center St, 4th Fl.
Berkeley, CA 94704

Please visit the Project webpage for more information and to:

- Attend the virtual public meeting from 6 p.m. to 8 p.m. on January 31, 2024
- Provide feedback by February 14, 2024
- Send comments to: dhoffman@parametrix.com
- Preliminary concepts will be posted on the project webpage by January 17



<https://berkeleyca.gov/woolsey-fulton-bicycle-blvd>

City of Berkeley Woolsey-Fulton Bike Boulevard and Shattuck-MLK Bus Stops SAFETY PROJECTS

Public Meeting: January 31, 2024
6 to 8 PM

The City of Berkeley Public Works Department will be hosting an online public meeting to present on the proposed two projects and solicit input from the public. These projects are intended to improve safety for pedestrians and bicyclists, fill gaps in the Citywide bike network, and improve bus transit amenities. A link to virtual public meeting will be posted on the project website approximately one day prior to the meeting date. <https://berkeleyca.gov/woolsey-fulton-bicycle-blvd>



CITY OF BERKELEY
ALAMEDA COUNTY, CALIFORNIA

WOOLSEY-FULTON BICYCLE BOULEVARD & SHATTUCK-MLK BUS STOPS PROJECTS

FOR PUBLIC REVIEW AND COMMENT
The City of Berkeley is requesting public review and comment on these draft conceptual sketches. These concepts will be presented in the online public meeting on January 31, 2024, from 6-8 PM. Input can be provided via:
• The online public meeting on 1/31/24 and/or
• Email to dhoffman@parametrix.com by 2/14/24.

LEGEND:
APPROXIMATE PROPERTY LINE
PROPOSED SIGN AND POST
PROPOSED CONCRETE AREA
PROPOSED CONCRETE AREA
PROPOSED PLACE OF CURB
PROPOSED PLACE OF CURB
BICYCLE ROADSIDE SIGN
PROPOSED PLACE OF CURB
HIGH VISIBILITY LIGHTING
GREEN PAINT LANE CHANGING MARKING
PROPOSED CURB RAMP
CURB CHANGE RAMP
PEDESTRIAN HYBRID BEACON
BICYCLABLE WARNING PANEL
RED CURB W/ PARKING ZONE
TITLE PAGE

DESIGN PLANS - NOT FOR CONSTRUCTION

Shattuck-MLK Bus Stops Project

Type: Transportation Status: Planning

PROJECT LOCATION

- The project limits include the following:
- Martin Luther King Jr. Way/Prince St. Intersection
 - Shattuck Ave./Ashby Ave. Intersection
 - Shattuck Ave./Woolsey St. Intersection

WHAT'S HAPPENING

Public Review & Comment Due by February 14, 2024
Please provide comments on the [Initial Concept Sketches](https://berkeleyca.gov/woolsey-fulton-bicycle-blvd) to dhoffman@parametrix.com by February 14, 2024. These sketches have been available online since January 17, 2024 and were presented in the public meeting on January 31, 2024.

The City of Berkeley's Shattuck-MLK Bus Stops Project (SMB) is intended to improve transit amenities and safety for transit riders as per the City's Transit First Policy. The project is currently in the conceptual design phase.

This project is closely linked to the [Woolsey-Fulton Bike Boulevard Project](https://berkeleyca.gov/woolsey-fulton-bicycle-blvd), as they share the same funding source (see below) and construction schedule, and the extents of both projects are in relatively close proximity to each other. The proposed improvements for both projects are depicted in the graphic below. Proposed improvements include relocating bus stops to the far sides of the intersections and installing shelters and seating at bus stops where feasible. Relocating bus stops from main to far-side of an intersection generally allows the bus stop length to be shorter, can reduce traffic congestion (especially by vehicles behind a bus that need to turn onto another street), and improves visibility of disembarked transit riders crossing the street (as they would not be obscured by the bus).

SCHEDULE

As of January 2024, the project schedule is anticipated as follows:

- September 2023 - February 2024: Conceptual design
- January 21, 2024: Public information meeting
- February 14, 2024: Deadline for public comments on conceptual design sketches
- March 2024 - December 2024: Detailed design
- Spring 2025 - early 2026: Construction

FUNDING SOURCE

The Shattuck-MLK Bus Stops Project is funded in part by a \$553,000 State of California Affordable Housing and Sustainable Communities (AHSC) grant. The project comprises Transit Related Amenities (TRA) to be implemented by the City as a condition of AHSC grant funding for private development projects at 2327 San Pablo Ave. and 2001 Ashby Ave.

Other project funding includes Alameda County Measure 8B (Local Streets & Roads) discretionary funds, as

Project Team

Olga Rodriguez
Project Manager
Public Works

Provide state-of-the-art, well-maintained infrastructure, amenities, and facilities
www.berkeleyca.gov

Foster a dynamic, sustainable, and locally based economy
www.berkeleyca.gov

Create a resilient, safe, connected, and prepared City
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CITY OF BERKELEY

City Services Community & Recreation Safety & Health Construction & Development Doing Business Your Government

Your Government Our Work Capital Projects Woolsey-Fulton Bicycle Boulevard Project (WFB)

Woolsey-Fulton Bicycle Boulevard Project (WFB)

Type: Transportation Status: Planning

PROJECT LOCATION

- The project limits include the following:
- Martin Luther King Jr. Way/Prince St. Intersection
 - Ashby St./Woolsey St. Intersection
 - Woolsey St. (Ashby to Wheeler)
 - Wheeler St. (Woolsey to Prince)
 - Prince St. (Wheeler to Fulton)
 - Fulton St. (Prince to Dwight)

WHAT'S HAPPENING

Public Review & Comment Due by February 14, 2024
Please provide comments on the [Initial Concept Sketches](https://berkeleyca.gov/woolsey-fulton-bicycle-blvd) to dhoffman@parametrix.com by February 14, 2024. These sketches have been available online since January 17, 2024 and were presented in the public meeting on January 31, 2024.

If you are interested in volunteering to maintain signage in the proposed traffic circles at Fulton/Oregon and/or Wheeler/Prince, please email dhoffman@parametrix.com. More information can be found at the <https://www.berkeleyca.gov> program page.

The City of Berkeley's Woolsey-Fulton Bicycle Boulevard (WFB) Project fills a gap in the Citywide bike network between the Southside area and the Ashby BART station, as shown in the graphic below. The project originated in the City's Bicycle Plan and is currently in the conceptual design phase.

This project is closely linked to the [Shattuck-MLK Bus Stops \(SMB\) Project](https://berkeleyca.gov/woolsey-fulton-bicycle-blvd), as they share the same funding source (see below) and construction schedule, and the extents of both projects are in relatively close proximity to each other.

Proposed Improvements include:

- Class III Bicycles (with bicycle boulevard government markings and signage) on Woolsey St. (Ashby to Wheeler), Wheeler St. (Woolsey to Prince), Prince St. (Wheeler to Fulton), and Fulton St. (Prince to Dwight).
- Traffic calming via Pedestrian Hybrid Beacons (PHB) at the Ashby/Woolsey and Ashby/Wheeler intersections; Rectangular Rapid Flashing Beacons (RRFB) and sidewalk bulb-outs at the Shattuck/Woolsey and Shattuck/Wheeler intersections; Diagonal Divisor at the Fulton/Dwight intersection; and traffic circles at the Fulton/Oregon and Wheeler/Oregon intersections.
- Pedestrian and bike improvements across Martin Luther King Jr. Way (from Prince to the Ashby BART station) and Ashby St. (from Woolsey to the Ashby BART station) that include new stairs to existing medians.

SCHEDULE

As of January 2024, the project schedule is anticipated as follows:

Funding Source

Affordable Housing and Sustainable Communities (AHSC)

Project Team
Olga Rodriguez
Project Manager
Public Works

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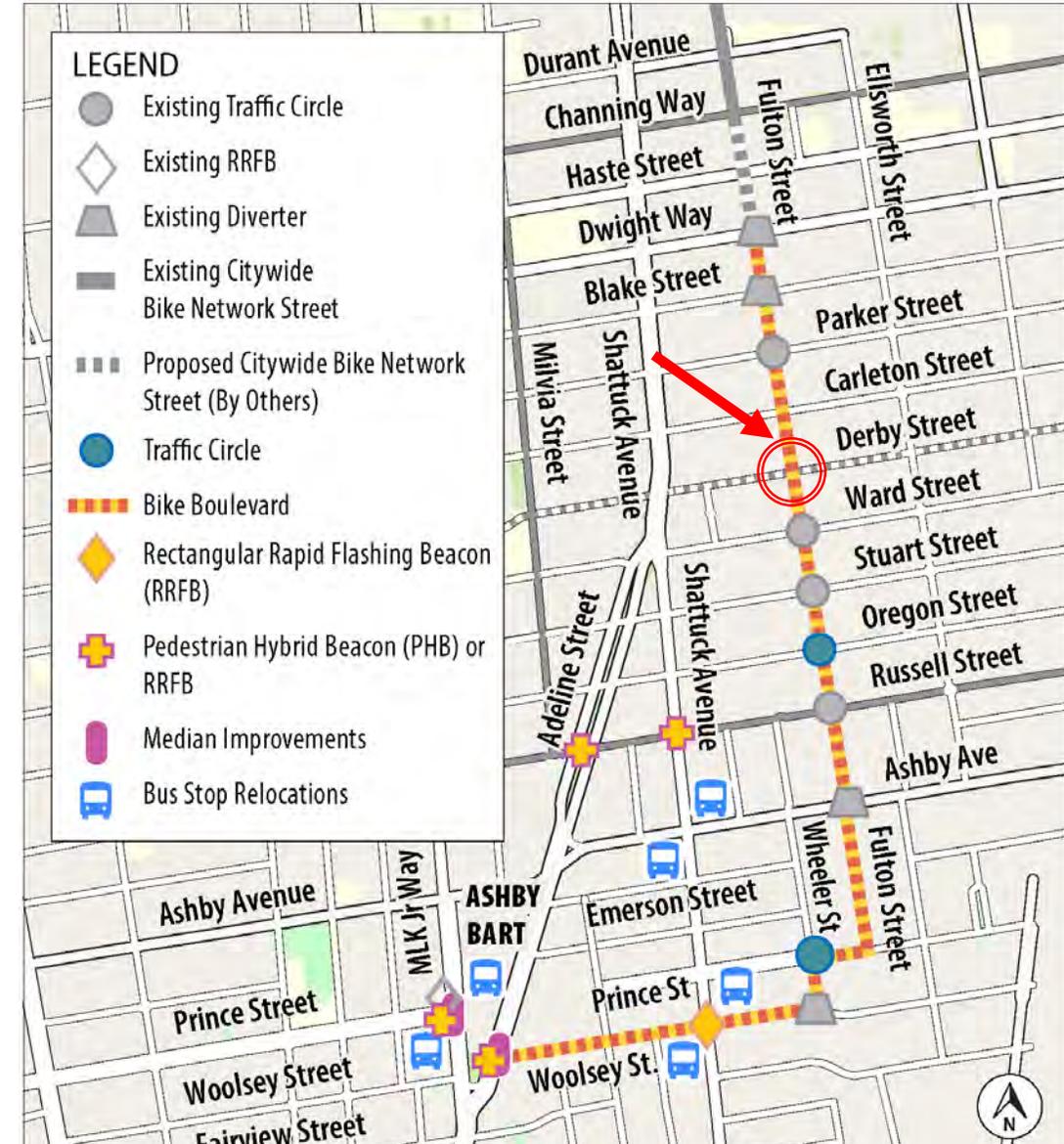
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WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS PUBLIC ENGAGEMENT TAKEAWAYS

- Comment: Significant opposition to the proposed diverter at Fulton/Derby.
 - City: Removed from project scope
 - Diverter intended to balance vehicle volumes at intersection of 2 proposed bike boulevards
 - Will be studied in more detail as part of a future Derby bike boulevard

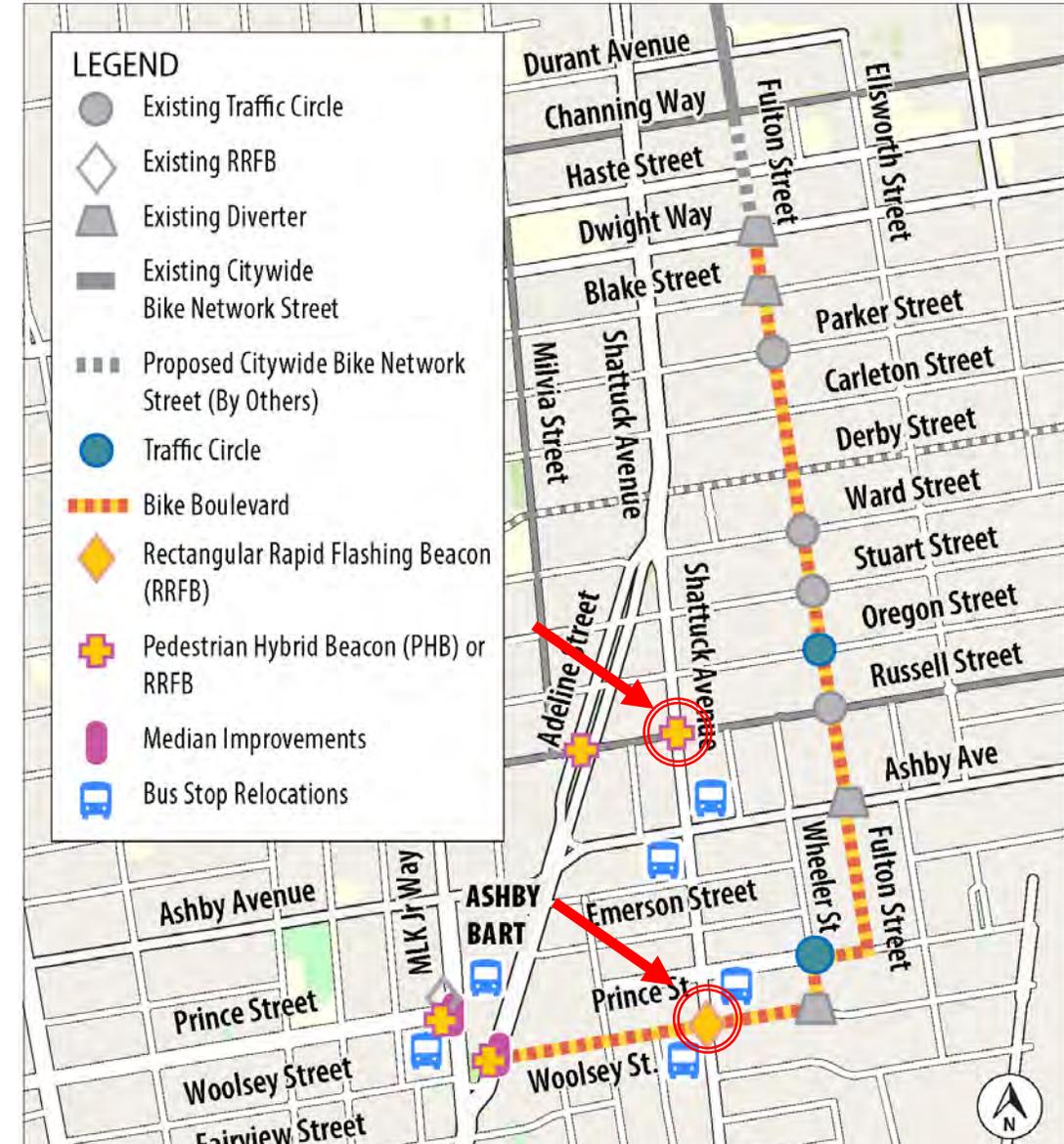




WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

PUBLIC ENGAGEMENT TAKEAWAYS

- Comment: Why don't the conceptual designs for Shattuck/Russell and Shattuck/Woolsey follow the recommendations in the Bike Plan?
 - City: Bike Plan recommends Median + RRFB
 - Bike Plan provides recommendations at a planning level to be evaluated on a project-specific basis
 - Space constraints at both intersections preclude installation of median refuges
 - Proposed bulbouts should slow traffic and improve sightlines

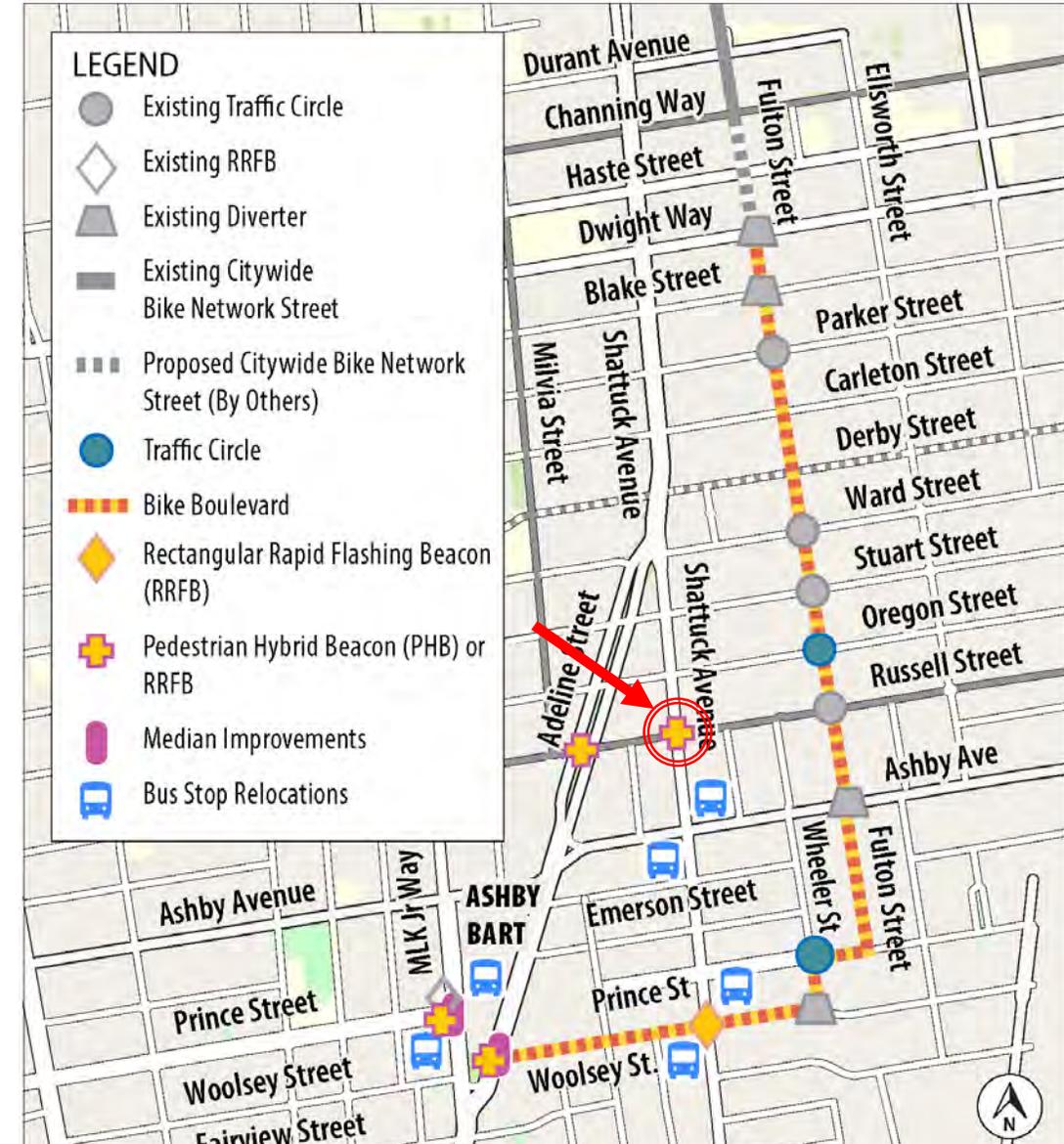




WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

PUBLIC ENGAGEMENT TAKEAWAYS

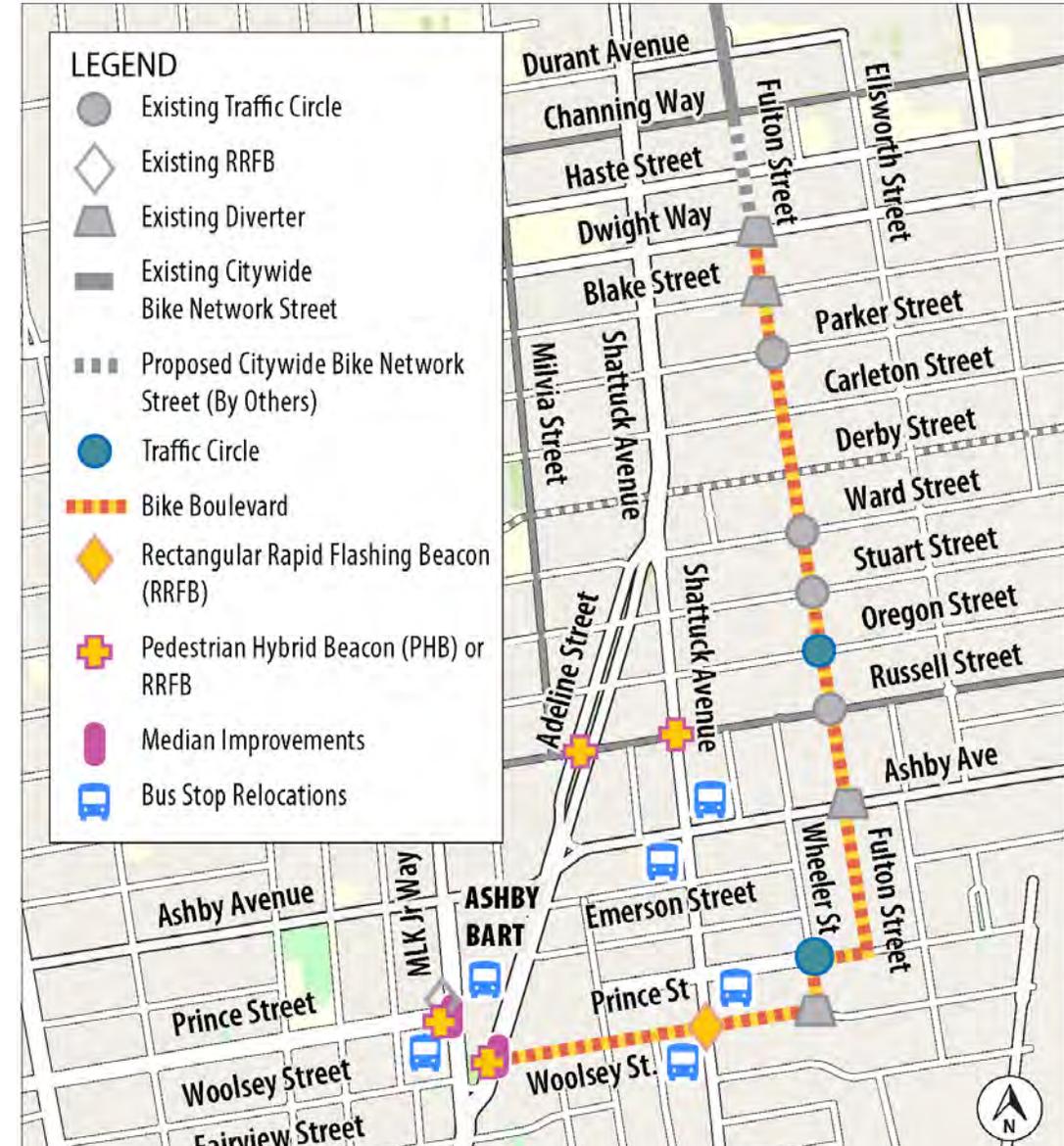
- Comment: Can a PHB be installed at Shattuck/Russell?
- City: PHBs typically used for locations with multiple lane approaches
- Shattuck/Russell is intersection of 2 two-lane streets
- RRFB more appropriate at this location
- Will look into relocating PHB to Shattuck/Russell and RRFB to Adeline/Russell





WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS PUBLIC ENGAGEMENT TAKEAWAYS

- Comment: Consider installing mid-block speed tables on every block of the proposed bike boulevard.
- City: Require speed studies, consider emergency vehicles
- Can review during detailed design phase
- Several intersections have or will have traffic circles (5 in 7 blocks)





WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS DESIGN CONSIDERATIONS

Fire Department

- Minimum lane width
- Roadway clear space
- Emergency access routes
- Response times
- Vehicle turning/maneuverability

Access for other large vehicles

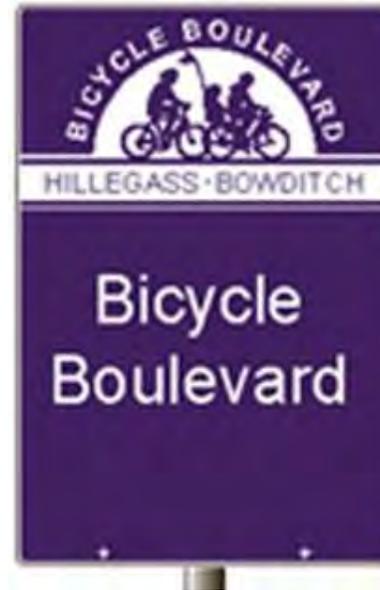
- AC Transit buses
- Waste collection trucks
- School buses





WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

DESIGN ELEMENTS



Bicycle Boulevard



WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

DESIGN ELEMENTS - TOOLBOX



Traffic Circle



Median Improvements



WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS DESIGN ELEMENTS - TOOLBOX



Pedestrian Hybrid
Beacons (PHBs)



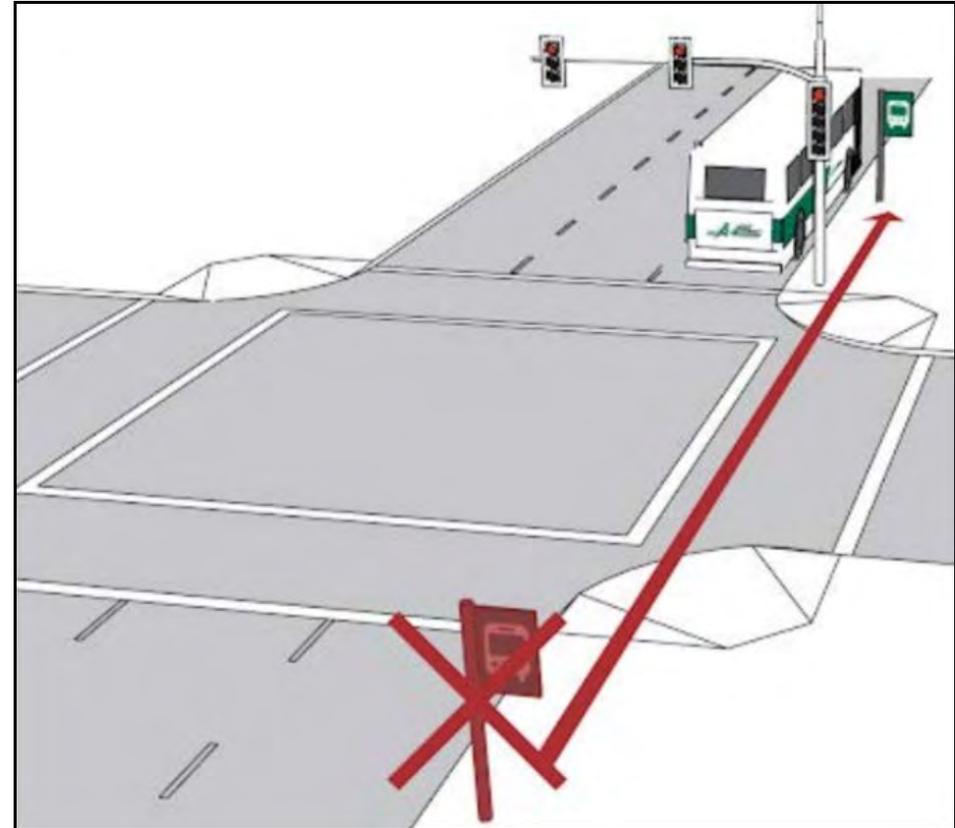
Rectangular Rapid
Flashing Beacons (RRFBs)



WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS DESIGN ELEMENTS - TOOLBOX



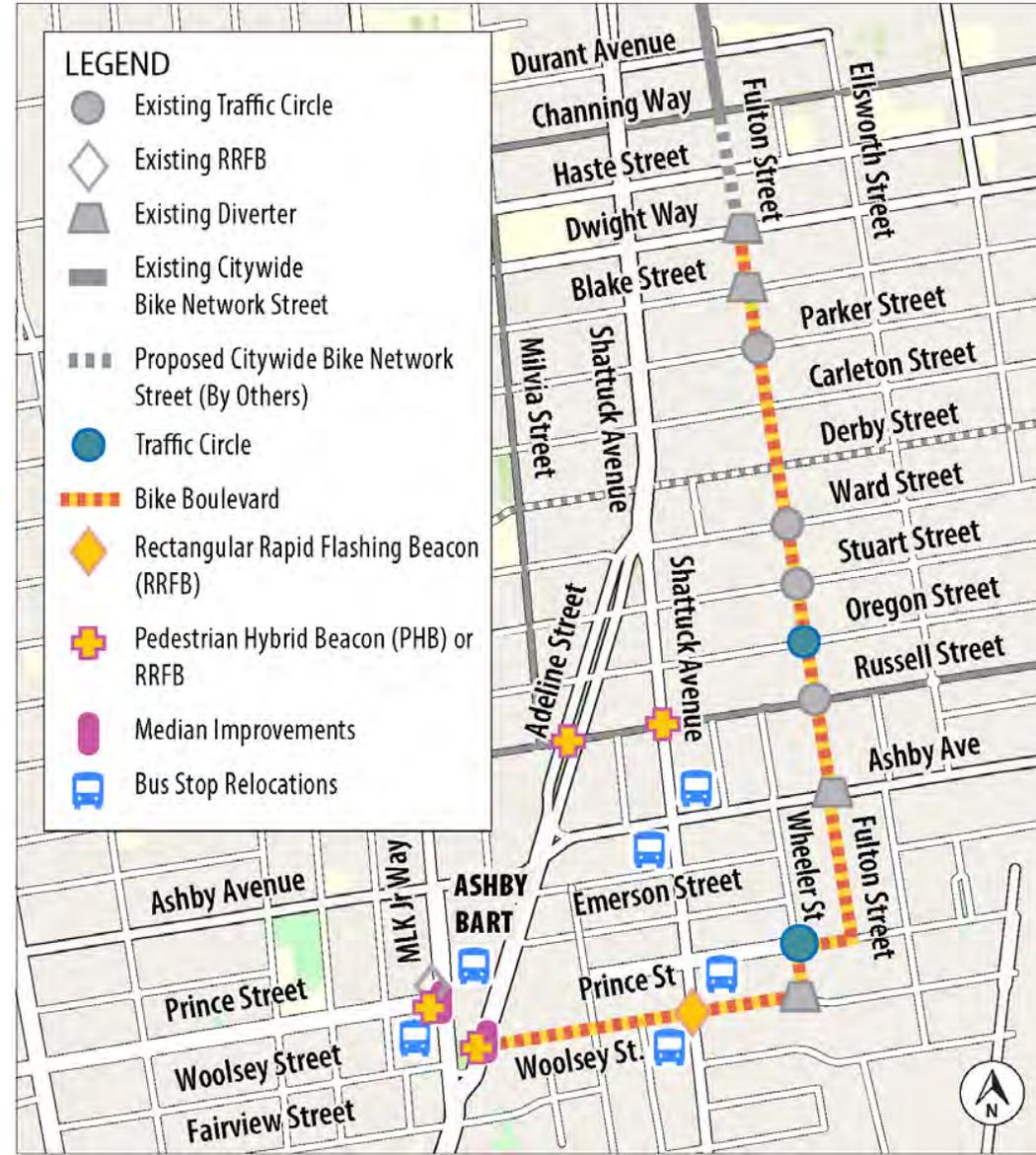
Sidewalk Bulb Out



Bus Stop Relocation



WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS OVERVIEW OF PROPOSED IMPROVEMENTS





WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS FULTON STREET CORRIDOR

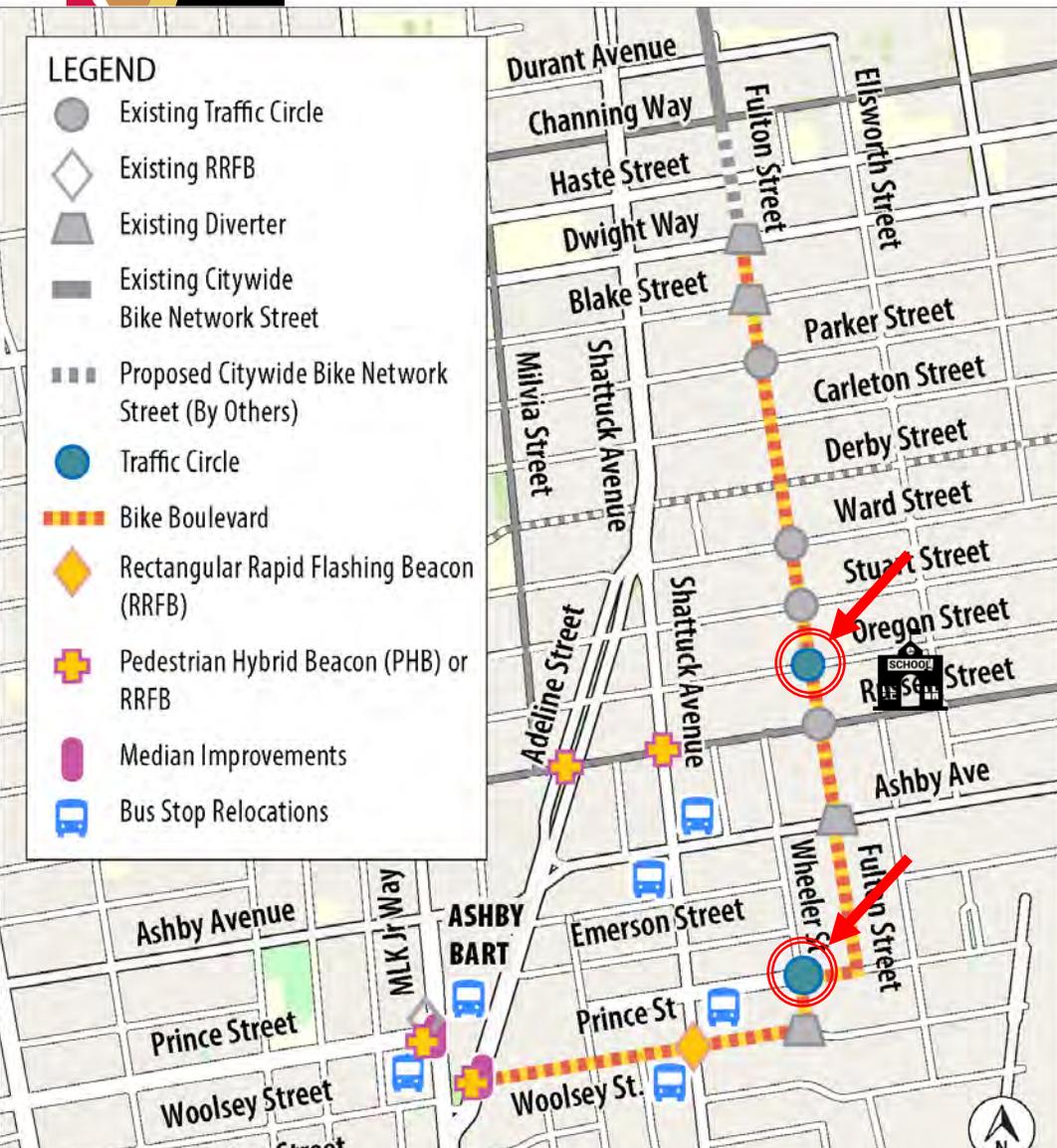


- Bike Boulevard
 - Traffic calming
 - Traffic circles
 - Pavement markings
 - Wayfinding signage



WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

FULTON STREET CORRIDOR – TRAFFIC CIRCLES

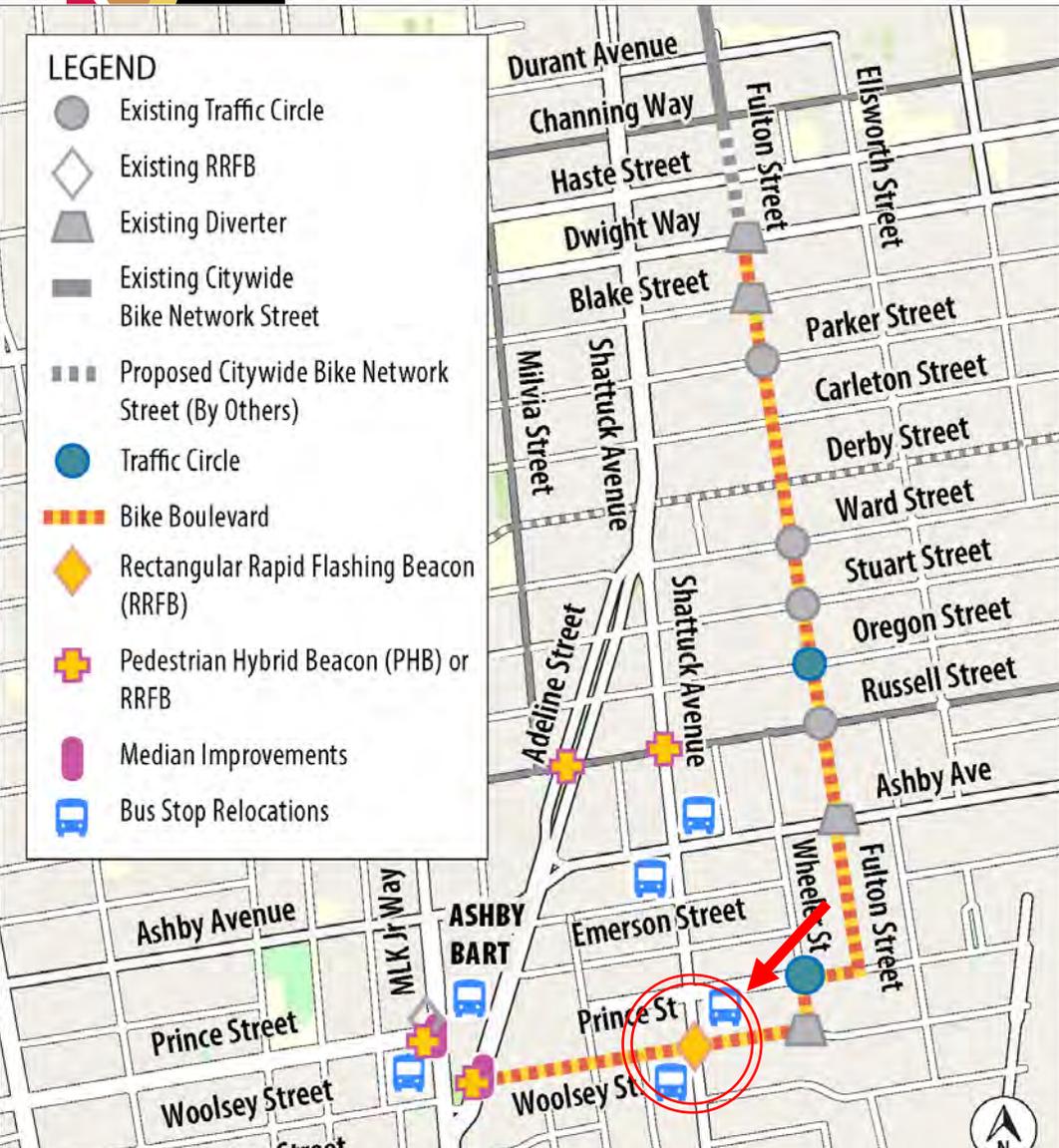


- Traffic Circles at Fulton/Oregon and Wheeler/Prince intersections
- Slows vehicles
- Near Sylvania Mendez Elementary School



WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

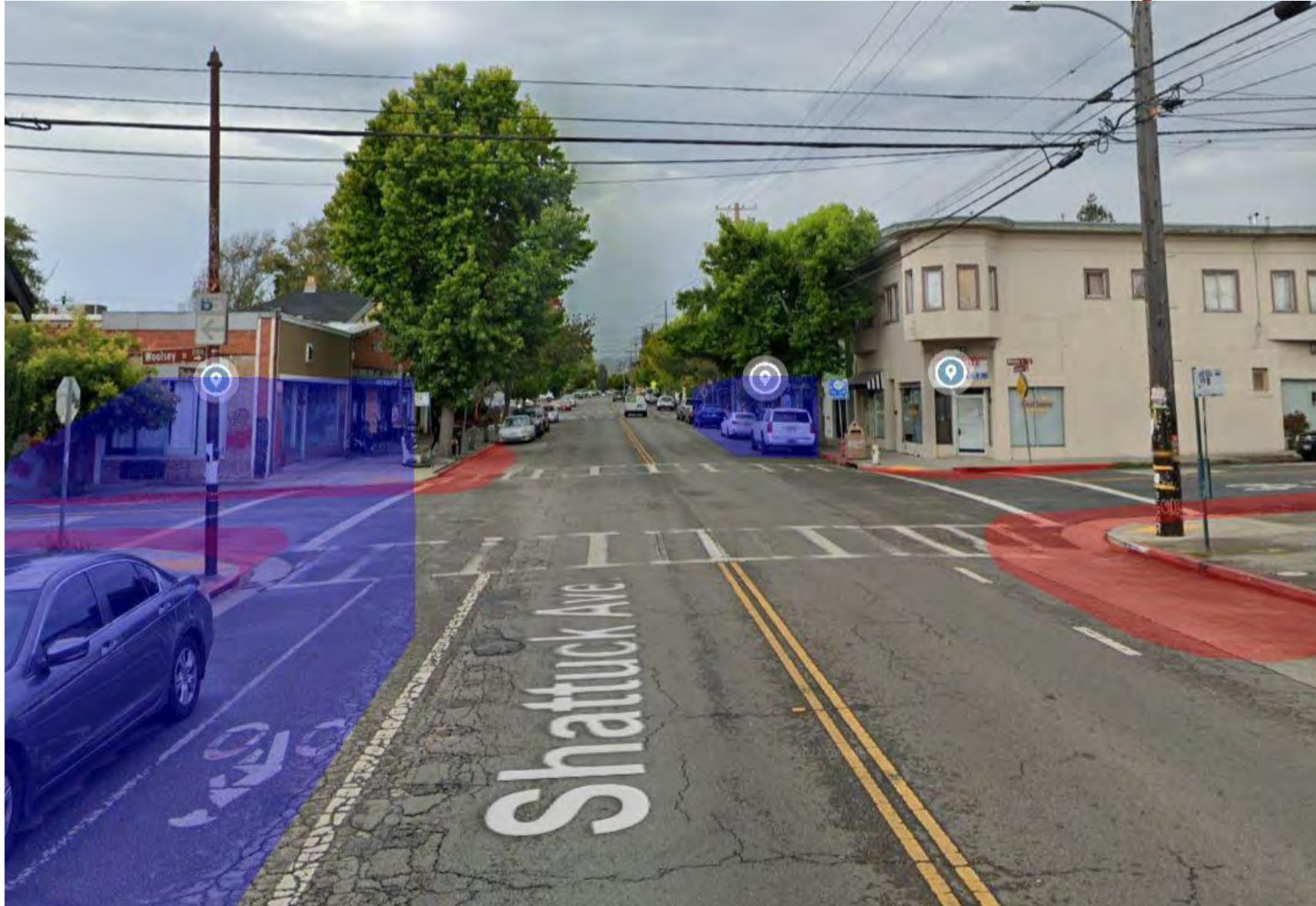
WOOLSEY STREET CORRIDOR – WOOLSEY/SHATTUCK



- RRFBs and sidewalk bulbouts at Woolsey/Shattuck intersection
- Woolsey St. is a proposed Bicycle Boulevard
- Bus stop relocations to far sides of intersection

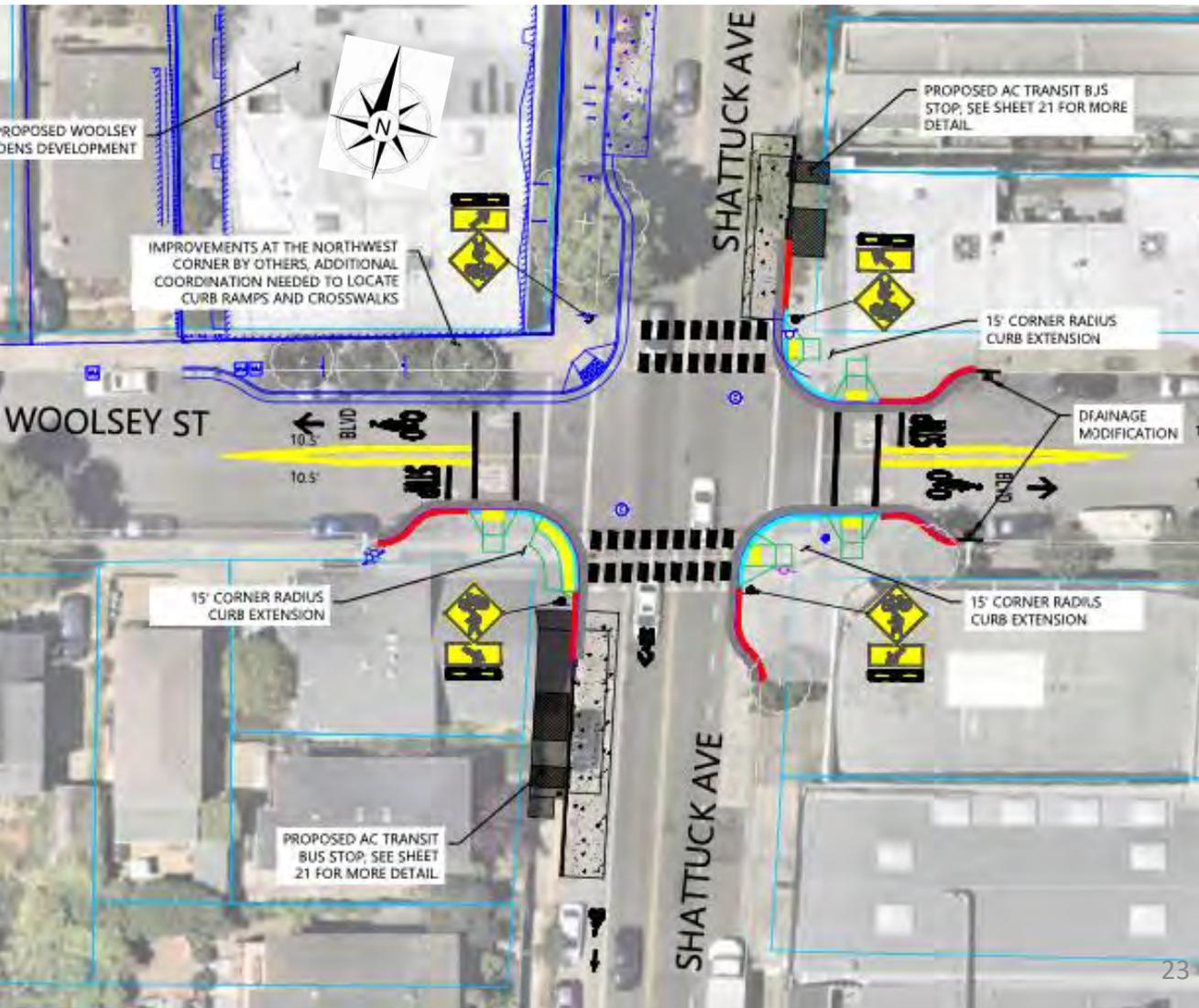


WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS WOOSLEY STREET CORRIDOR – WOOLSEY/SHATTUCK





WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS WOOSLEY STREET CORRIDOR – WOOLSEY/SHATTUCK



- RRFB buttons at curb ramps and reachable by bicyclists
- Bus Stops move to far sides of intersection on Shattuck Ave.
 - Bus stop amenities TBD depending on available space
- Coordinating with development project at northwest corner



WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS WOOSLEY STREET CORRIDOR – WOOLSEY/SHATTUCK



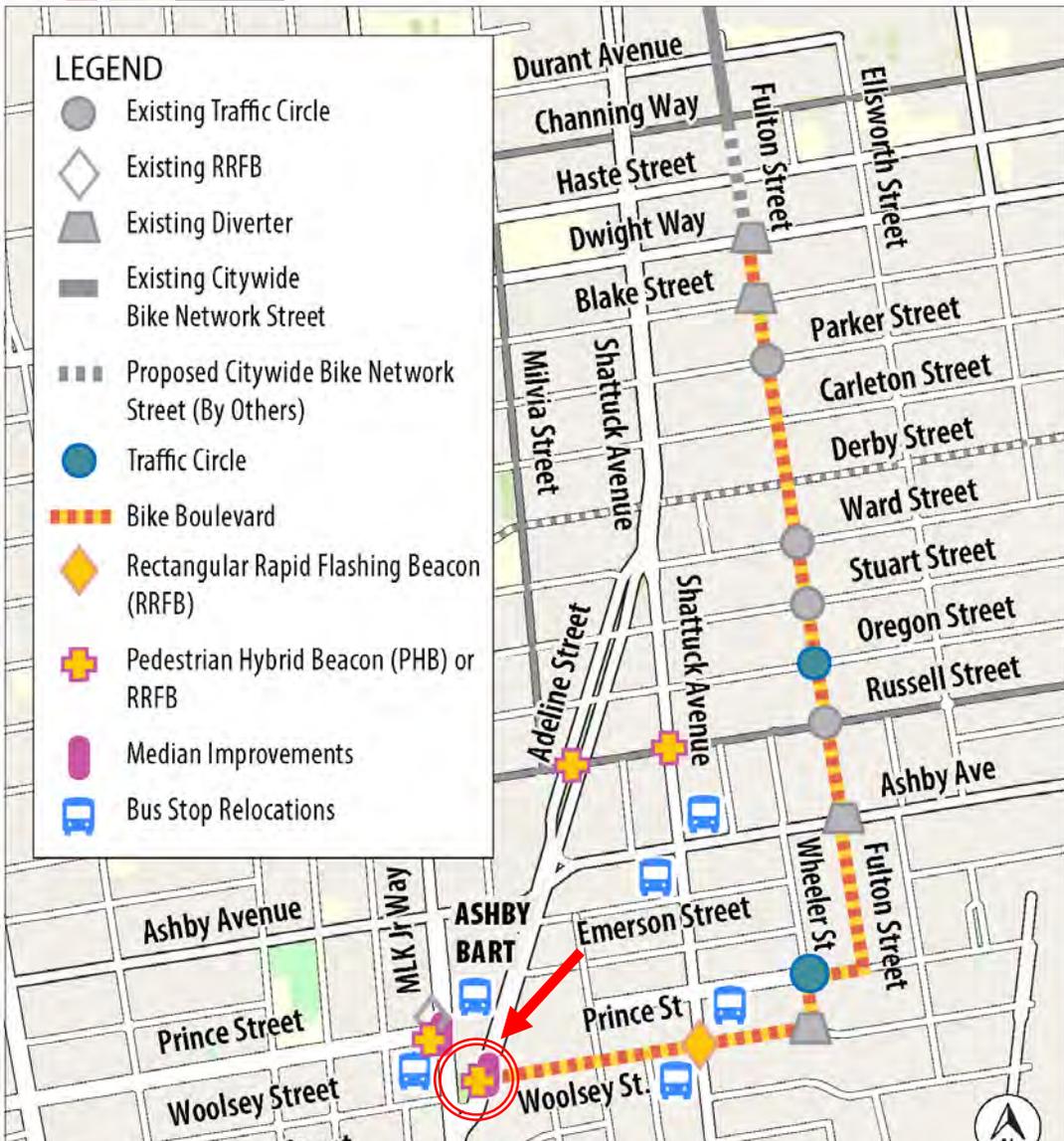
Infeasible to install a median refuge due to space constraints:

- Bus stops
- Curb extensions at NW corner
- Turn movements for emergency and solid waste vehicles



WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

WOOLSEY STREET CORRIDOR – WOOLSEY/ADELINE



- PHB/RRFB and median improvements at Woolsey/Adeline intersection
- Consider future Adeline Corridor project
- Connection to Ashby BART station
- Coordinating with upcoming BART bicycle access improvements work at Ashby station

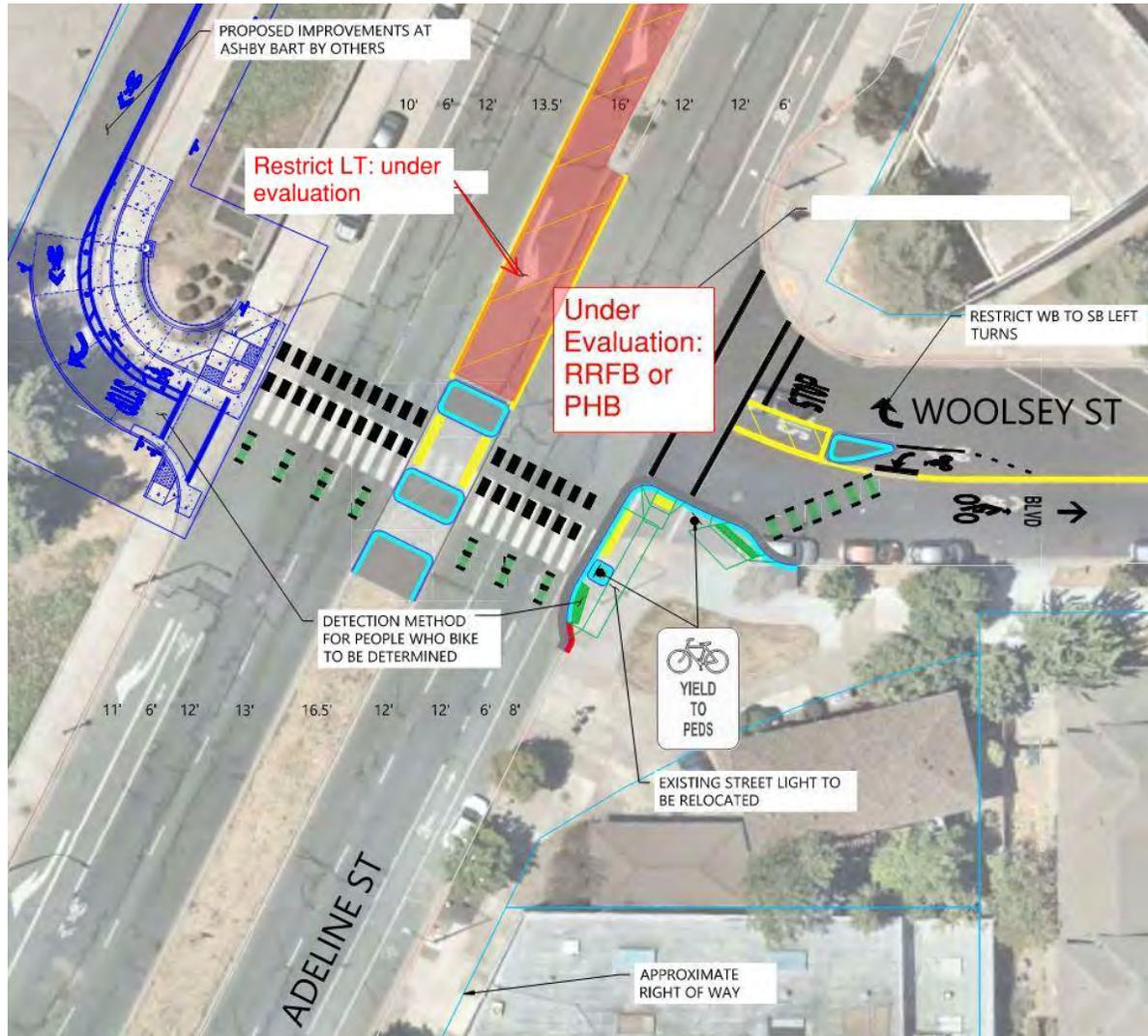


WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS WOOSLEY STREET CORRIDOR – WOOLSEY/ADELINE





WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS WOOSLEY STREET CORRIDOR – WOOLSEY/ADELINE

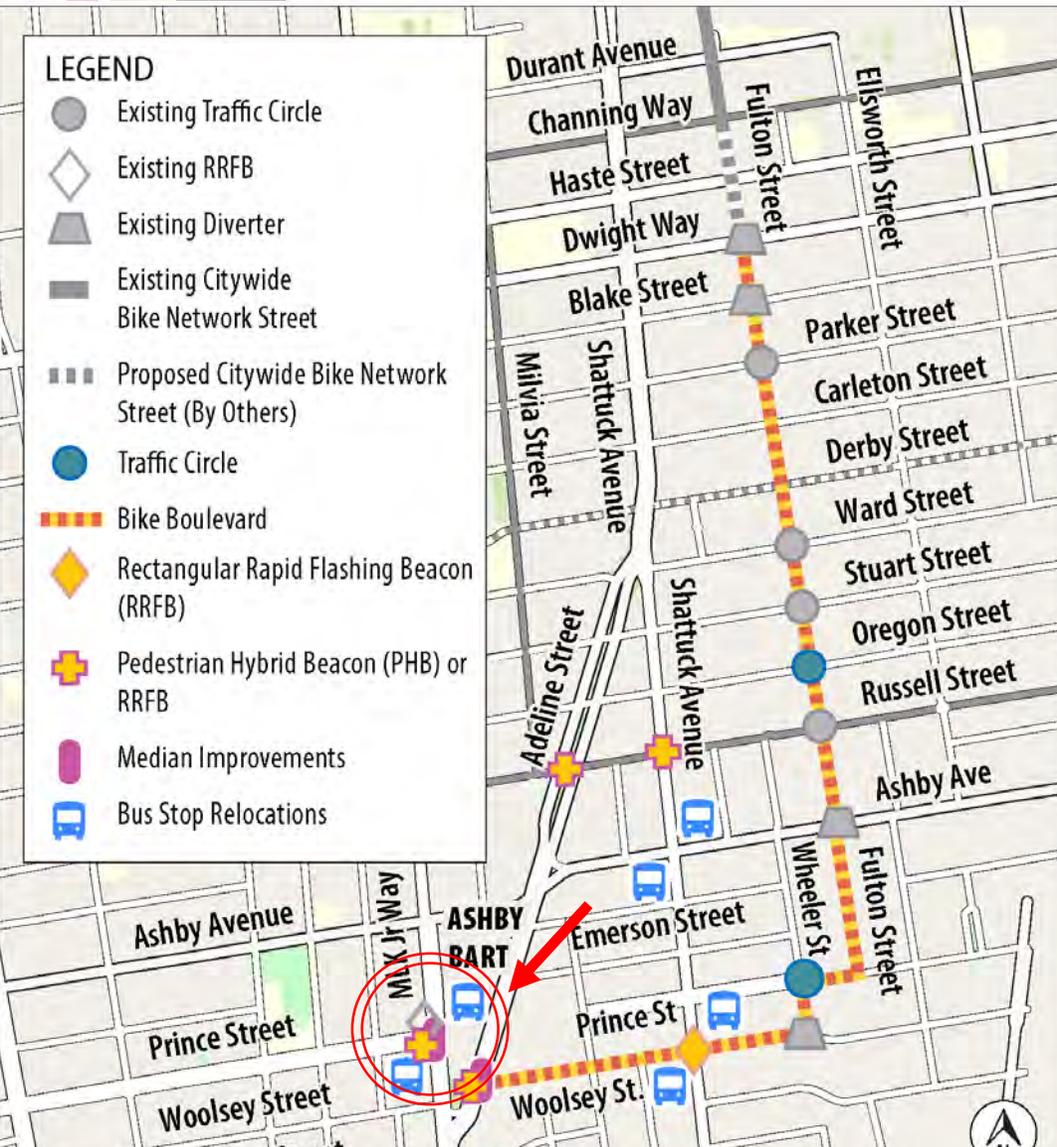


- PHB is per recommendation in Bicycle Plan
 - Evaluated for suitability at this intersection
- Considering RRFB (swap PHB/RRFB with MLK/Prince)
 - Future Adeline project
- Left turn restriction on westbound Woolsey
 - Evaluating potential left turn restriction on southbound Adeline
- Separated pedestrian and bike crossing across Adeline



WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

MLK/PRINCE INTERSECTION



- Reuse existing RRFBs
- Considering PHB (swap PHB/RRFB with Adeline/Woolsey)
- Median refuges and sidewalk bulbouts
- Bus stop relocations to far sides of intersection



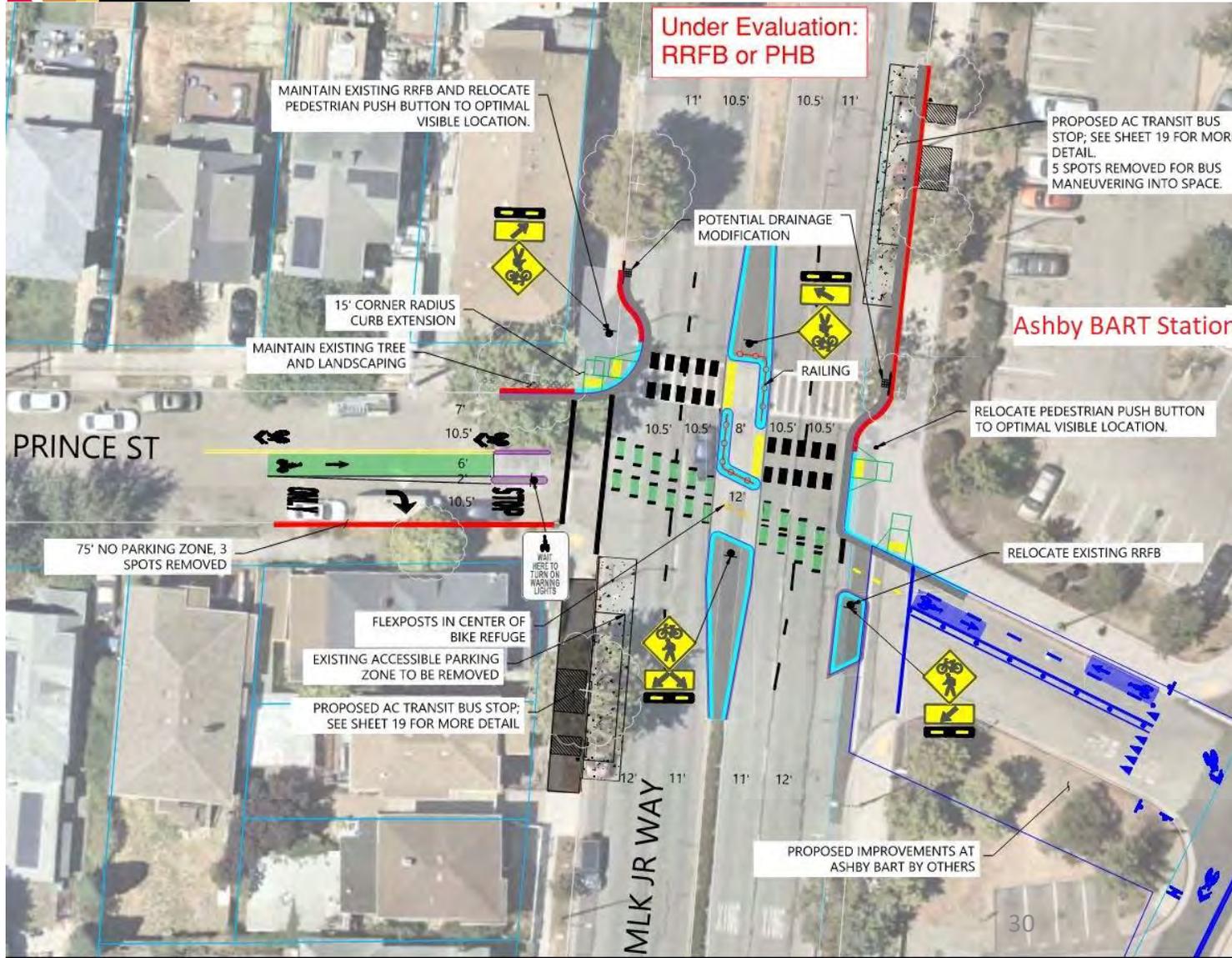
WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS MLK/PRINCE INTERSECTION





WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

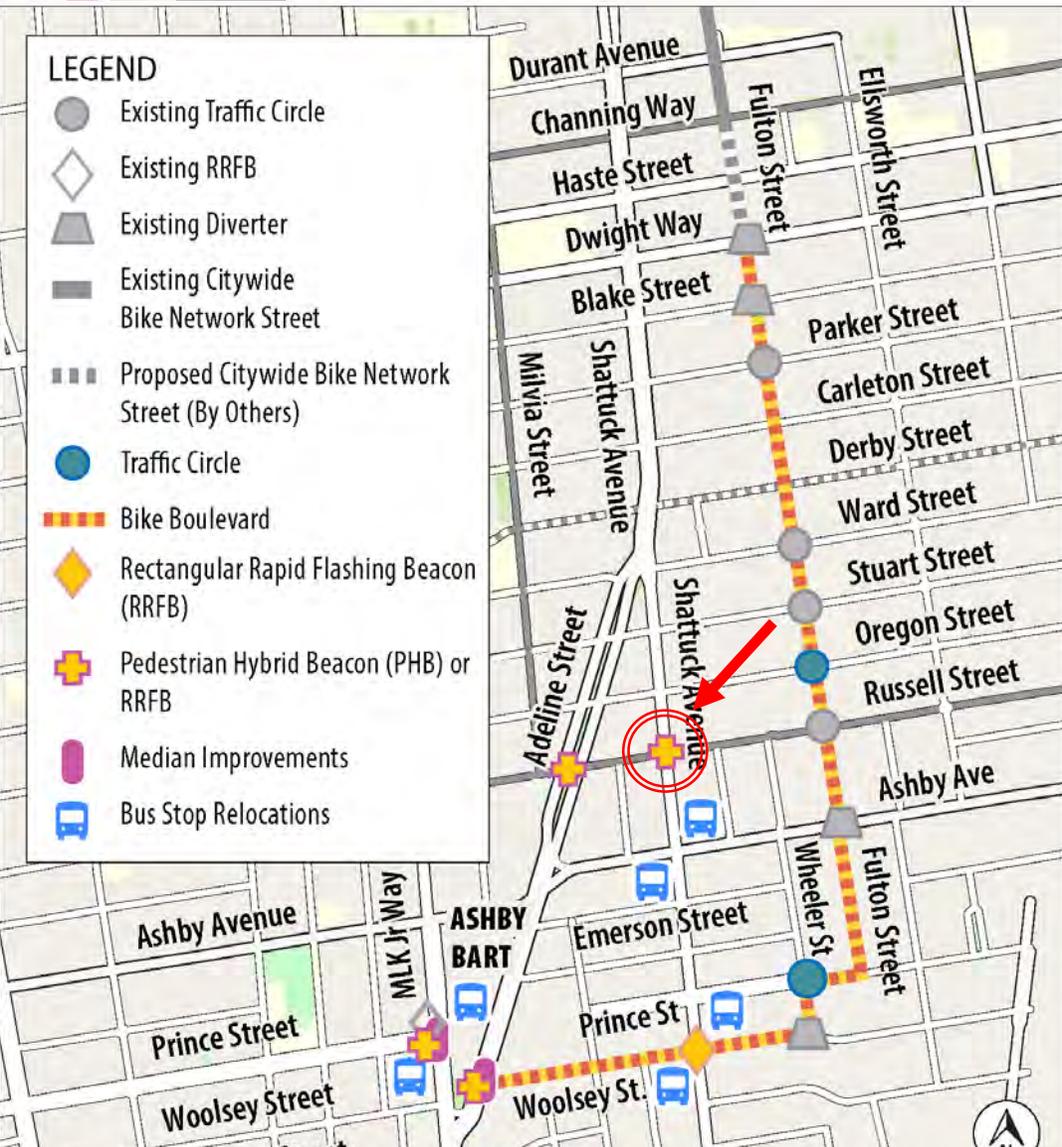
MLK/PRINCE INTERSECTION



- Widen median: pedestrian and bike refuges
- Offset crosswalk
- Sidewalk bulbouts shorten crossing distances
- Coordinating with upcoming BART access improvements at Ashby station
- Bus stop amenities TBD depending on available space



WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS RUSSELL STREET CORRIDOR – RUSSELL/SHATTUCK



- RRFBs and sidewalk bulbouts at Russell/Shattuck intersection
 - RRFBs appropriate for use
- Considering PHB (swap PHB/RRFB with Adeline/Russell)
 - PHB not ideal
- Russell St. is a Bicycle Boulevard

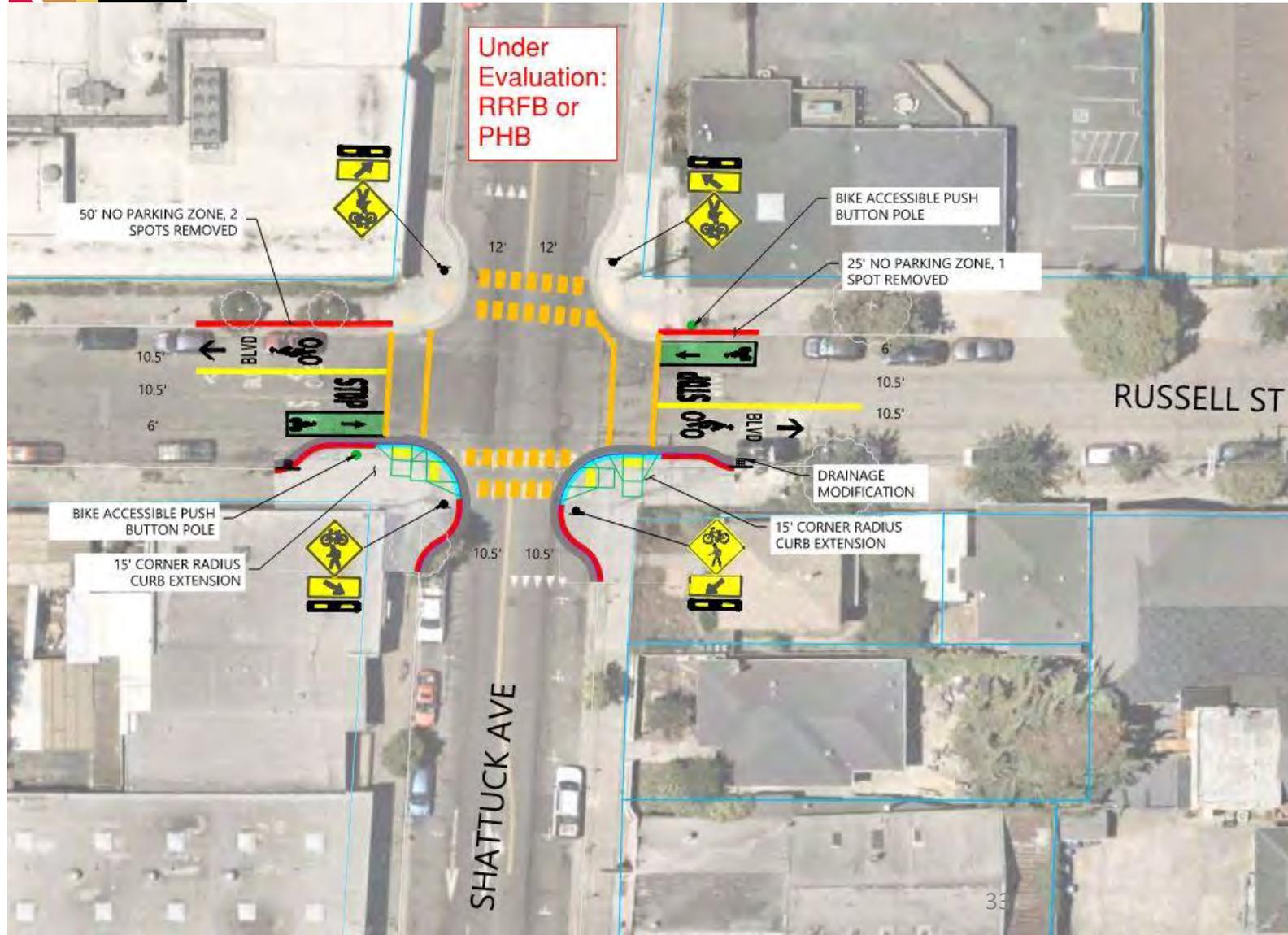


WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS RUSSELL STREET CORRIDOR – RUSSELL/SHATTUCK





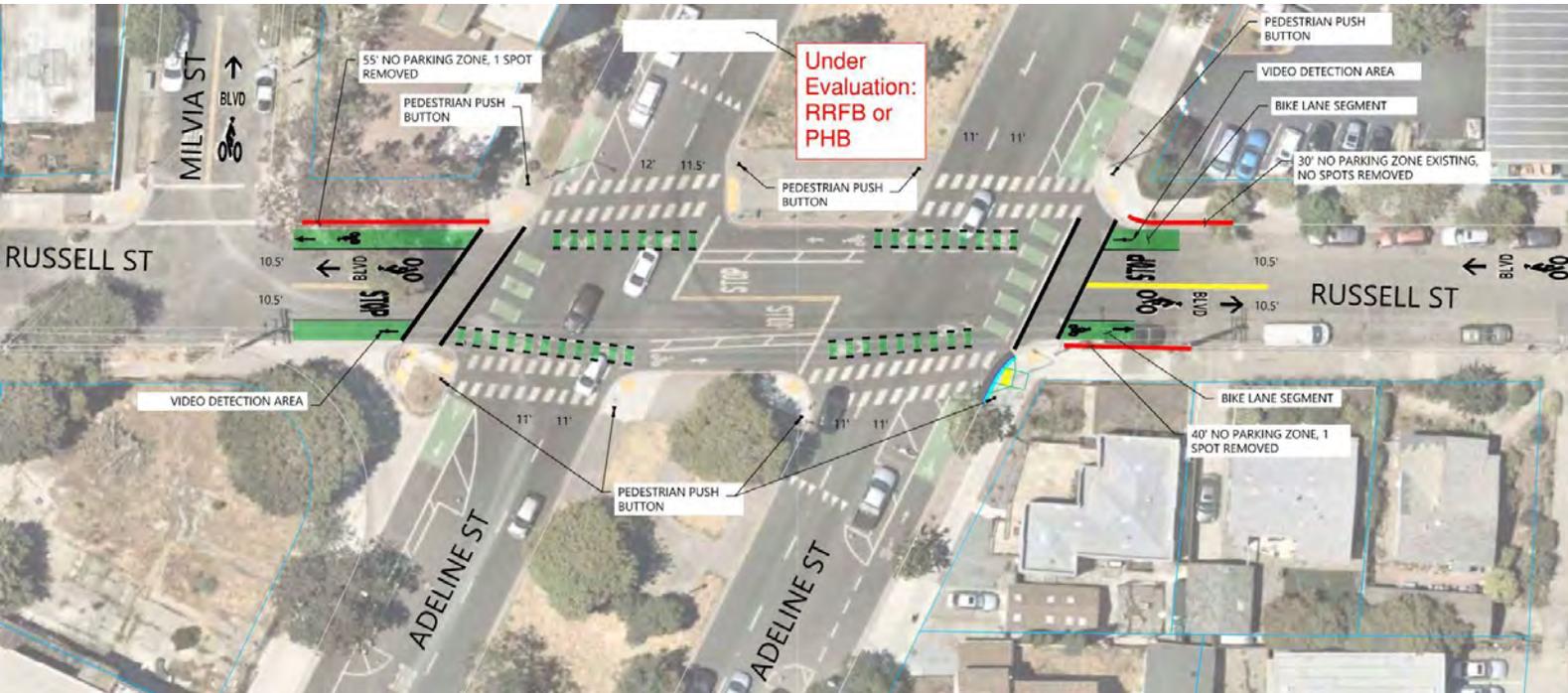
WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS RUSSELL STREET CORRIDOR – RUSSELL/SHATTUCK



- Existing curb ramps at northwest and northeast corners
- New curb ramps at southwest and southeast corners
- RRFB buttons at curb ramps and reachable by bicyclists



WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS RUSSELL STREET CORRIDOR –RUSSELL/ADELINE



- Long crossing – evaluating one- vs. two-stage PHB/RRFB activation
- Consider multiple conflict points and width of median
- Connects to Milvia St. Bicycle Boulevard and Adeline St. bike lanes



WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

FOR MORE INFORMATION

- **WFBB Project Website**

<https://berkeleyca.gov/your-government/our-work/capital-projects/woolsey-fulton-bicycle-boulevard-project-wfbb>

- **SMBS Project Website**

<https://berkeleyca.gov/your-government/our-work/capital-projects/shattuck-mlk-bus-stops-project>

Budnick, Noah

From: Bryce Nesbitt <bryce2@obviously.com>
Sent: Friday, January 12, 2024 1:14 PM
To: Budnick, Noah
Subject: For T&IC Members & Public: Letter from SEIU
Attachments: L1_12.30.23_Copy of Final Response to PW Director's Resignation (1).pdf

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.

Please forward or include this letter relevant to the commission's work.



Community Services Unit & Part-time Recreation Leaders Chapter

January 4, 2024

To: Members of the Berkeley City Council

From: Berkeley Public Employees Union, AFSCME Local One and Berkeley SEIU 1021 CSU/PTRLA

Re: Mismanagement of Public Works and Loss of Confidence in City Management

Our members in Public Works joined the City because they trusted that the Department, as overseen by Council, would continue to uphold progressive values and forward thinking policies and treat workers with dignity and respect. However, exciting and interesting work cannot be completed when vacancies are perpetuated by the City Manager's lack of transparency, certainty, accountability, leadership in retaining staff and including staff in policy decisions, and overall aversion to reality.

The City's unfunded infrastructure liability stands at nearly \$3 billion, a grave indictment of City Management. Their *mismanagement* of one of the City's most important departments continues unabated, and requires prompt corrective action by Council, including but not limited to, a new City Management team.

Lack of Transparency, Certainty and Accountability

Management's failures are most alarmingly demonstrated by the recent November "resignation" of the former Director of Public Works, Liam Garland, and the events leading to his departure, including the dismissal of Deputy Director Farid Javandel in May and the resignation of Deputy Director Andrew Brozyna in July of the same year. Public Works staff continue to operate without senior leadership and with little evidence that the timeline for a permanent replacement was considered at the time of Mr. Garland's departure. The City Manager has issued no statement regarding her faith in remaining Department leadership, nor a clear explanation for her decisions. Neither does it appear that the City Manager consulted with the Council as a whole about these decisions, which now jeopardize the City's entire infrastructure.

The lack of professionalism and communication following these departures is corrosive and demoralizing for staff. Vague public assertions of her need to seek "[confidence and](#)

[integrity](#)” in Public Works staff’s work product is a clear attempt to shift blame to workers and departmental leaders, and evade accountability at the level of City Management. Such tactics degrade staff confidence in the City Manager and deputies. Issues of confidence and integrity emanate from *incompetent City Management*, not hardworking staff.

If Berkeley expects to retain and attract staff, staff should not be forced to manage demoralizing, misleading, and vague communication from the City Manager and an unparalleled level of uncertainty in their positions and worth to the City. A City Department should not be managed by seeding fear and deep uncertainty.

Ultimately, according to the City Charter, the City Manager is accountable for the “efficient administration of all departments.” In this, she has fundamentally failed.

Lack of Leadership in Retaining Staff and Including Them in Policy Processes

Debilitating divisional vacancies as high as [32% in Public Works](#) leave staff unable to meet the basic needs of Berkeley residents, let alone the aspirational policy referrals from Council.

Staff sincerely want to implement Council aspirations, but need competent City Management who can retain staff at all levels, including inspiring, intelligent, and highly competent directors such as Director Garland, and the hundreds more unfilled critical positions.

If Berkeley truly aspires to be a leader in public policy implementation, the City Manager and Council must respect their staff, [reflect](#) national best practices where staff have a larger voice in the policy committee process, and connect staff expertise and capacity with sufficient budget allocations. Council and staff should perform assessments of all policy proposals through the policy committee process, considering: staff capacity, budget, estimated project duration and level of complexity. Department heads should weigh in and provide these reality checks for Councilmembers prior to adoption. The public deserves to know what is actually possible.

Staff should not be punished for Management's lack of leadership, including its historic underinvestment for capital needs and failure to retain staff. Staff are excited to build the City of the future, but cannot manage current demands without competent City Management.

Avoidance of Reality

A well-liked problem solver and leader, Mr. Garland served as a voice for the unmet needs of staff and resident services. His annual staff surveys yielded results for staff, providing laser focus on high-impact vacancies and creating new training opportunities to retain talent. Mr. Garland repeatedly stated in Off Agenda Memos in [2022](#) and [2023](#) to Council and the City Manager, that the department is understaffed and receives more directions and referrals from Council than can be currently processed as a result of the failed stewardship of Public Works by current City Management.

A responsible City Manager must work to address realities faced by staff, rather than ignore uncomfortable truths and dismiss messengers. Currently, staff cannot be honest and open about realities facing the City due to the arbitrary removal of Public Works leadership.

Our members are committed to re-building a strong and resilient Department of Public Works, but have no faith in their ability to do so with the current City Manager.

Sincerely,

Berkeley Public Employees Union, AFSCME Local 1

Berkeley SEIU 1021 CSU/PTRLA