



CONSENT CALENDAR
January 20, 2026

To: Honorable Members of the Berkeley City Council

From: Mayor Adena Ishii (Author), Councilmember Lunaparra (Co-Sponsor), Councilmember Taplin (Co-Sponsor), Councilmember Kesarwani (Co-Sponsor)

Subject: Refer to the City Manager the Development of Comprehensive Transportation Design Standards

RECOMMENDATION

Refer to the City Manager the development of comprehensive Transportation Design Standards to enhance safety for all transportation modes, including walking, biking, and transit. Current plans, such as Vision Zero Action Plan, the Berkeley Bike Plan, the Pedestrian Plan, the Berkeley Transit-First Policy Implementation Plan, and the 5-Year Paving Plan should guide an integrated, cross-departmental approach to developing the Standards. The three-to-five-year process should be incorporated into the Fiscal Year 2027 budget process, the five-year Capital Improvement Plan, and the Measure FF Safe Streets planning.

BACKGROUND

On December 2, 2025 the Berkeley City Council adopted the second reading of the 2025 California Fire Code Standards with local amendments “to refer Sections 503.2.1, 503.2.2, and 503.4.1 and Appendix D, including section D105.2, to the City Manager and the Facilities, Infrastructure, Transportation, Environment & Sustainability (FITES) Policy Committee to develop and recommend revisions for Council consideration by April 2026. The mayor will submit an agenda item for a meeting in January 2026 with a referral for staff to develop Transportation Design Standards.”

The recommendation to refer to the City Manager the development of Transportation Design Standards is a direct outgrowth of the December 2nd City Council meeting, where it became clear that having easy to understand, transparent design standards would help the City ensure vibrant, safe, sustainable streets that meet the operational needs of the Public Works Department, Emergency Services, AC Transit and other road users.

The development of comprehensive Transportation Design Standards is intended to enhance safety for all transportation modes, including walking, biking, and transit.

Current plans, such as the Vision Zero Action Plan, the Berkeley Bike Plan, the Pedestrian Plan, the Berkeley Transit-First Policy Implementation Plan, and national best practices for urban street design should guide an integrated, multi-departmental approach to developing the Standards. The three-to-five-year process should include a phased-in approach with proposed benchmarks for implementation and be incorporated into the Fiscal Year 2027 budget process and the five-year Capital Improvement Plan.

The City Council encourages staff to incorporate a research phase that explores examples and promising practices from other cities, such as, but not limited to: Austin, Texas; Portland, Oregon; Seattle, Washington; and Oakland, California. Additionally, staff should involve the appropriate commissions and identify other opportunities for the Berkeley community to engage in the planning process.

Funding for the development of the Transportation Design Standards aligns with the goals of Measure FF Safe Streets and should be incorporated into the FF and Fiscal Year 2027 budget adoption process.

FINANCIAL IMPLICATIONS

Development of Transportation Design Standards will require staff and consultant time over a multiyear effort. The planning should leverage Measure FF Safe Streets. Staff are also encouraged to seek grant funding from the public and/or private sector.

ENVIRONMENTAL SUSTAINABILITY

The environmental impacts associated with the recommendations in this report will be determined by the Transportation Design Standards.

CONTACT PERSON

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