



**To: Honorable Mayor and Members of the City Council**  
**From: Councilmember Sophie Hahn (Author), Councilmember Wengraf (Co-Sponsor)**  
**Subject: Recommendations for Bright Streets Initiative**  
**Date: November 9, 2021**

*This item was reviewed by the FITES Committee*

## **BACKGROUND**

In November 2011, the City Auditor provided an analysis of the conditions of Berkeley's 216 miles of streets that showed widespread disrepair resulting from years of underfunding. The impact of which is compounded by the exponential increase in cost to refurbish streets that have reached "at risk" or "failed" status.

Although funds available for paving and street rehabilitation have increased since 2011, thanks in large part to voter-approved measures, they remain inadequate to maintain the street and road conditions necessary to ensure safety in the City of Berkeley.

On December 10, 2019, recognizing the critical need to move forward on the Berkeley Vision Zero programs strategy to eliminate traffic fatalities and pedestrian injuries, Councilmembers Sophie Hahn and Kate Harrison introduced the Bright Streets Initiative (Attachment 1). At the Agenda Committee it was referred to the FITES Committee.

Over the following several months, Councilmember Hahn met with Department heads and City staff to gather feedback on the proposed program. The results of those conversations were summarized in supplemental materials that were submitted to the FITES Committee on March 5, 2020 (Attachment 2). FITES discussed the supplemental recommendations and on October 7, 2020 voted to refer a slightly amended version of those recommendations to Council with a Positive Recommendation (see below).

However, due to a clerical error in Councilmember Hahn's Office, the FITES Committee's Bright Streets Initiative recommendations were not resubmitted to Council. The FITES Committee recommendation is hereby submitted to the City Council in the exact form in which it was voted out of the Committee on October 7, 2020.



## **COMMITTEE RECOMMENDATION**

On October 7, 2020, the following positive recommendation was made by FITES, M/S/C (Robinson/Harrison), Vote: All Ayes, with the amended language for the 4th recommendation as noted below.

*Council should refer to the City Manager to establish and complete a Bright Streets Initiative program:*

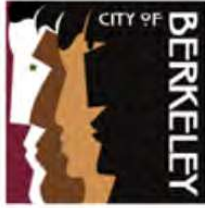
- 1. Complete the work, if necessary, to paint all crosswalks, midlines, bike lanes, and other street markings, clarify and/or improve traffic signage, and paint curbs in areas around Berkeley public schools;*
- 2. Conduct an inventory to determine the cost of painting and/or improving crosswalks, midlines, bike lanes, and other street markings, traffic signage, and curbs in areas around City of Berkeley public buildings, including libraries, senior centers, recreation centers, and other facilities with public access and substantial public use, and in high-volume pedestrian areas and commercial districts; and*
- 3. Identify additional funding sources for completing such work.*
- 4. ~~Present design standards for crosswalks and other street markings, signs, reflectors, bollards and other safety and street markings to the FITES Committee for input and review, and eventual adoption of official patterns and elements to be specified for all new and refreshed streets in Berkeley.~~*  
*Present general design standards for crosswalks and other street markings, signs, reflectors, bollards and other safety and street markings to ensure consistency and safety the FITES Committee for input and review, and eventual adoption of official patterns and elements to be specified for all new and refreshed streets in Berkeley.*

## **POLICY COMMITTEE RECOMMENDATION**

On October 7, 2020, the Facilities, Infrastructure, Transportation, Environment & Sustainability policy committee took the following action: M/S/C (Robinson/Harrison) to send the item, as revised in the supplemental material submitted by Councilmember Hahn, and further revised by the committee to the City Council with a positive recommendation. The committee revised the fourth recommendation to read: Present general design standards for crosswalks and other street markings, signs, reflectors, bollards and other safety and street markings to ensure consistency and safety the FITES Committee for input and review, and eventual adoption of official patterns and elements to be specified for all new and refreshed streets in Berkeley.

## **ATTACHMENTS**

- Bright Streets Initiative December 10, 2019 Item
- Bright Streets Supplemental submitted by Councilmember Hahn to FITES on March 5, 2020



**SOPHIE HAHN**  
Berkeley City Council, District 5  
2180 Milvia Street, 5th Floor  
Berkeley, CA 94704  
(510) 981-7150  
shahn@cityofberkeley.info

ACTION CALENDAR  
December 10, 2019

To: Honorable Members of the City Council  
From: Councilmembers Sophie Hahn and Kate Harrison  
Subject: Bright Streets Initiative

RECOMMENDATION

1. Refer to the City Manager to paint all crosswalks, midlines, bike lanes, and other street markings, clarify and/or improve traffic signage, and paint curbs along collector and arterial streets throughout the City of Berkeley, and within a three-block radius of all Berkeley public schools, to improve safety and support Vision Zero goals. Streets, signage, and curbs that have been redone in the past three years and remain in very good condition need not be repainted and/or replaced.
2. Such work to be completed prior to commencement of the 2020-21 Berkeley Public School Year.

BACKGROUND

In November 2011, the City Auditor provided an analysis of the conditions of Berkeley's 216 miles of streets that showed widespread disrepair resulting from years of underfunding. The impact of the many years of underfunding is compounded by the exponential increase in cost to refurbish streets that have reached "at risk" or "failed" status.

Although funds available for paving and street rehabilitation have increased since 2011, thanks in large part to voter-approved measures, they remain inadequate to maintain the street and road conditions necessary to ensure safety in the City of Berkeley.

In light of the City's limited paving budget, and the urgent need to move forward on the Berkeley Vision Zero Program's strategy to eliminate traffic fatalities and injuries, while increasing safe, healthy, equitable mobility for all, this item provides a rapid and less expensive, relatively easy-to-implement, measure to improve visibility of street markings and signage to guide vehicles, bicyclists, and pedestrians to promote orderliness and safety.

ENVIRONMENTAL SUSTAINABILITY

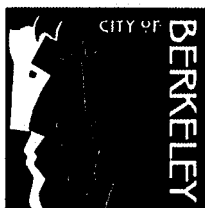
Improved street markings and signage leads to better fuel efficiency, and encourages people to walk or ride a bicycle rather than drive, and therefore will result in less greenhouse gas emissions from vehicles.

FISCAL IMPACTS

Funding for painting of crosswalks and curbs, and posting of signage, has already been allocated.

CONTACT INFORMATION

Councilmember Sophie Hahn, Council District 5, (510) 981-7150

**SOPHIE HAHN**

Berkeley City Council, District 5  
 2180 Milvia Street, 5th Floor  
 Berkeley, CA 94704  
 (510) 981-7150  
 shahn@cityofberkeley.info

**RECEIVED AT  
 COUNCIL MEETING OF:**

**MAR 05 2019**

**OFFICE OF THE CITY CLERK  
 CITY OF BERKELEY**

To: Honorable Members of the City Council Facilities, Infrastructure,  
 Transportation, Environment, & Sustainability (FITES) Policy Committee

From: Vice Mayor Sophie Hahn

Subject: Bright Streets Initiative

Date: March 5, 2020

On February 6, 2020, the Facilities, Infrastructure, Transportation, Environment, & Sustainability (FITES) Policy Committee held a discussion on the Bright Streets Initiative, an item introduced by Vice Mayor Sophie Hahn and Councilmember Kate Harrison to address the many street markings, signs, and curbs throughout the City of Berkeley that have faded and/or fallen into disrepair.

At that time, the Committee discussed four areas for possible action:

1. Paint all crosswalks and all other street markings, clarify and/or improve traffic signage and paint curbs (and other elements such as lightpoles, utility boxes, etc.) on streets within a three-block radius of all Berkeley public schools, prior to August 17, 2020, the first day of the 2020-21 School Year;
2. In the near to medium-term, paint all crosswalks, midlines, bike lanes, and other street markings, clarify and/or improve traffic signage, and paint curbs along collector and arterial streets throughout Berkeley, prioritizing high-volume pedestrian areas and commercial districts;
3. Adopt and apply uniform design standards for painting crosswalks, midlines, bike lanes, and other street markings; and
4. Identify funding source(s) for completing this work.

On March 3, Vice Mayor Hahn met with Director of Public Works Phil Harrington to discuss all four of these areas for possible action. It was clarified that this item seeks a one-time "refreshment" of street markings and signage, using one-time funds. Once refreshed, existing funds for maintenance should be adequate to maintain markings, signage and other elements at a much higher level than is currently possible.

The following is CM Hahn's summary of the discussion; Director Harrington will provide clarifications, if any, at the FITES meeting (time was too short to circulate this memo for his review):

1. Completing the requested work around Public Schools by the end of the summer break should be possible with a combination of City crews and on-call contractors. Some funding for this work may already be available, but completing all of it will likely require a new allocation. We should consider possible funds which could be allocated in the AAO#2 or FY2021 budget processes. Mr. Harrington will work on rough estimates for completion of this work.
2. Completing work on additional streets is also possible, and could be done with one or a series of "one time" infusions of funding. The following prioritization was discussed:
  - a. Areas around public buildings with high foot traffic; Libraries, Senior Centers, Recreation Centers, etc.
  - b. Arterial streets; which also largely coincide with high injury corridors as well as Commercial Districts
  - c. Collector streetsBike boulevards and networks could also be considered for prioritization. Funding would need to be identified and allocated; work could be done over a few years.
3. Staff is already developing, and could and present to this Committee for review, design standards for City crosswalks and other street markings, taking into account both safety and aesthetics. Such standards would recognize that crosswalk design on high-volume corridors and commercial districts may differ from such designs in residential and other areas.
4. Possible funding sources would be similar to those being explored by the FITES Committee, including Gas Tax, Parking Fines and other sources.

CONTACT: Sophie Hahn, District 5: (510) 981-7150