



Office of the City Manager

02**Special Meeting Item**WORKSESSION

March 25, 2025

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Terrance Davis, Director of Public Works

Subject: Pavement Management & Infrastructure Planning Presentation

INTRODUCTION

With the passage of the Safe Streets Measure FF in November 2024, the City now has dedicated funding to broadly expand its investment in deferred maintenance of its infrastructure, to improve the quality of roads, enhance the safety of pedestrians and bicyclists, and advance environmental stewardship. The Department of Public Works Pavement Management and Infrastructure Planning Presentation describes the 2023 Metropolitan Transportation Commission (MTC) Pavement Technical Assistance Program information related to the road rehabilitation costs, trends, and techniques.

This presentation also provides status updates on the planning initiatives underway to align and advance the City's traffic safety, bicycle, green infrastructure, accessibility, and Vision Zero objectives as Measure FF capital projects enter their initial planning phase.

CURRENT SITUATION AND ITS EFFECTS

The City currently maintains approximately 214 centerline miles of roads representing 39,634,034 square feet of pavement, with a replacement value of approximately \$790,493,000. The City's street pavement has an overall Pavement Condition Index (PCI) of 55 and is currently classified as "at risk" condition. Failure to make urgently needed street repairs in a timely manner will result in the need for more costly repairs in the future.

There are 375 miles of concrete sidewalks and 136 public paths and stairways in Berkeley. Public Works manages a thorough inventory of sidewalk and pathway deficiencies through the City's American with Disabilities Act (ADA) Self Evaluation & Transition Plan (2019-2023)¹. The Plan's purpose is to identify accessibility barriers and establish a framework for remediation. Existing unfunded capital cost for sidewalk

¹ City of Berkeley ADA Self Evaluation & Transition Plan (2019-2023):
<https://berkeleyca.gov/sites/default/files/documents/City%20of%20Berkeley%20-%20ADA%20Self-Evaluation%20%26%20Transition%20Plan%20%282019-2023%29%20-%20WCAG-compliant.pdf>

repairs are estimated at \$60.3 million in the approved Fiscal Year 2025-2029 Capital Improvement Program².

Over the past few years, resources available to address the City's streets, pedestrian paths, and sidewalks have substantially increased. This is attributable to Council action and community support, as outlined below:

- On July 26, 2022, with the adoption of Resolution No. 70,456-N.S., the City Council committed to increasing annual funding of street maintenance from the General Fund to approximately \$9.9 million.
- On November 5, 2024, Berkeley voters approved Measure FF³, which is projected to generate an additional \$15.6 million per year for streets, traffic safety, bicycle and pedestrian, and environmental enhancement projects. Measure FF allows the City Council to adjust the assessment each May using either the Consumer Price Index or Personal Income Growth indices.

With the commitment of long-term dedicated local revenue, estimated at \$40 million on an annual basis for capital improvements and maintenance, Berkeley is entering into an exciting new phase of integrated planning to improve roadway infrastructure while furthering Council and community goals to enhance the safety for people who walk, bike, and use public transit.

The goal of the Council Worksession is to provide an overview of the early-stage planning elements that will guide the deployment of resources and introduce the broader policy considerations that will need to be explored to ensure program success.

BACKGROUND

The Department of Public Works is responsible for planning, building, operating, and maintaining the City's essential infrastructure. The department plays a critical role in ensuring that the City functions efficiently and safely for all residents, businesses, and visitors. Like many municipalities with limited resources and a history of underinvestment in its infrastructure, the City faces a substantial backlog of deferred maintenance that is currently estimated at \$2.5 billion.

The City has identified the importance of transportation safety and mobility infrastructure improvements through multiple planning documents. Examples include:

² Fiscal Year 2025-2029 Capital Improvement Program: <https://berkeleyca.gov/sites/default/files/documents/FY-2025-2029-Capital-Improvement-Program.pdf>

³ City of Berkeley Measure FF Sidewalk and Street Repair Parcel Tax: <https://berkeleyca.gov/your-government/our-work/bond-revenue-measures/measure-ff-sidewalk-and-street-repairs-parcel>

- The 2020 Pedestrian Plan,⁴ which identifies safety projects, including signal, intersection and street improvements at 10 priority street segments. The estimated cost for these projects ranges from \$18 to \$61 million.
- The Tier I projects described in the 2017 Bicycle Plan⁵, primarily consisting of improvements to existing bicycle routes, including traffic calming on bike boulevards and intersection improvements, have estimated costs exceeding \$48 million.

In addition, the 5-Year Paving⁶, Bicycle, Pedestrian, and Vision Zero Plans⁷ are iterative capital planning tools that are currently being updated. These updates will refine project scopes and cost estimates to account for construction price escalation and updated technical data.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

By improving infrastructure, the City encourages more sustainable modes of transportation, such as bicycling and walking, which in turn help reduce greenhouse gas emissions and contribute to a healthier, more vibrant community. Additionally, these projects often incorporate green infrastructure elements, such as permeable pavement and bioswales, designed to filter pollutants and manage stormwater. This ensures that runoff is cleaner and better managed before it enters the Bay, helping to protect waterways and support long-term environmental sustainability. Through these improvements, the City prioritizes the safety, accessibility, and ecological health of our urban spaces.

Additionally, increasing cycling and walking, along with the use of other micro mobility devices helps achieve the City's Climate Action Plan⁸ greenhouse gas emission reduction target of 80% below year 2000 levels by 2050.

The Climate Action Plan states that to meet these targets, "Transportation modes such as public transit, walking and bicycling must become the primary means of fulfilling our mobility needs."

⁴ City of Berkeley 2020 Pedestrian Plan: <https://berkeleyca.gov/your-government/our-work/adopted-plans/pedestrian-plan-2020>

⁵ City of Berkeley 2017 Bicycle Plan: <https://berkeleyca.gov/your-government/our-work/adopted-plans/berkeley-bicycle-plan>

⁶ City of Berkeley 2022 Pavement Management Plan Update: https://berkeleyca.gov/sites/default/files/documents/City%20of%20Berkeley_2022%20PMP%20Update_P TAP%2023%20Final%20Report.pdf

⁷ City of Berkeley Vision Zero Plan: <https://berkeleyca.gov/your-government/our-work/adopted-plans/vision-zero-action-plan>

⁸ City of Berkeley Climate Action Plan: <https://berkeleyca.gov/your-government/our-work/adopted-plans/berkeley-climate-action-plan>

POSSIBLE FUTURE ACTION

The City is expected to receive revenues from Measure FF as early as December 2025. In the intervening months, staff will initiate the comprehensive planning and design activities required to implement capital projects associated with Measure FF and other infrastructure revenue sources.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

Specific fiscal implications related to infrastructure plans referred to within this report will be addressed in the biennial budget process and the work of the Safe Streets Citizen Oversight Committee (SSCOC).

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