



TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING AGENDA

Thursday, November 21st, 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 – 6:15 pm

1. Call to order
2. Roll call
3. Public comment on items not on the agenda
4. Approval of minutes from October 10th, 2024 meeting
5. Approval and Order of Agenda
6. Update from administration and staff
7. Announcements

B. DISCUSSION/ACTION ITEMS – 7 pm

* Written material included in packet

** Written material to be delivered at meeting

The public may speak at the beginning of any item.

1. Informational briefing on UC Berkeley Bancroft Student Housing project* – 7 pm

UC Berkeley staff

The UC Berkeley Bancroft-Fulton Student Housing Project would include demolition of the existing 2200 Bancroft administrative building and parking lot. The project would construct 1,590 beds for undergraduate student housing and would include a student 500 seat dining facility, academic center, social lounges, on-site laundry facilities, and a fitness center.

2. Informational Briefing on AC Transit's Transit-Supportive Design Guidelines* – 7:25 pm

AC Transit staff

Alameda-Contra Costa Transit District (AC Transit) will provide an update on the Transit-Supportive Design Guidelines (TSDG) effort, which is an update to AC Transit's current 2018 Multimodal Corridor Guidelines. The Guidelines are intended to

serve as a document for city planners and engineers to reference as they design projects on the streets where buses and paratransit operate. The Guidelines lay out what design elements are required for buses and paratransit vehicles to operate safely, and they highlight design considerations that are supportive of transit service.

3. Informational briefing on draft daylighting policy – 7:50 pm**

Public Works staff

Public Works staff will provide a briefing on the California state Daylighting Law (Assembly Bill 413), how people in Berkeley will benefit from it and how the City of Berkeley will implement and enforce it.

4. 2025 Transportation and Infrastructure Commission meeting schedule – Action item – 8:20 pm

Commissioners

Commissioners vote on meeting schedule for calendar year 2025.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS – 8:25 pm

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 – 8:35 pm

E. FUTURE AGENDA ITEMS – 8:40 pm

F. ADJOURNMENT 8:45 pm

Agenda Posted: November 15th, 2024

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, January 16th, 2025 at 6:15 pm, TBC.

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.*

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 Wahid Amiri
Deputy Director, Engineering and Transportation, Public Works
Telephone (510) 981-7061 / Fax: (510) 981-7060 / TDD: (510) 981-6903
Email: wamiri@berkeleyca.gov



TRANSPORTATION and INFRASTRUCTURE COMMISSION
REGULAR MEETING
DRAFT MINUTES

Thursday, October 10th, 2024, 6:15 pm

North Berkeley Senior Center
1901 Hearst Avenue
Berkeley, CA, 94709

A. PRELIMINARY BUSINESS

1. Call to order

6:15 pm: Chair Zaro called the meeting to order.

2. Roll call

6:15 pm:

Commissioners Present: Barnali Ghosh, Liza Lutzker, Julia Moss, Karen Parolek, Kim Walton, Ray Yep, Ren Zaro

Excused: Adrian Leung

Commissioners Absent: Alison Bernstein

Staff Present: Terrance Davis, Wahid Amiri, Ron Nevels, Noah Budnick

6:15 pm: Two members of the public present.

3. Public comment on items not on the agenda

6:16 pm: No public comments.

4. Approval of minutes from September 19th, 2024

6:16 pm Action: It was Moved / Seconded (Parolek / Yep) to approve the minutes.

6:17 pm: Vote:

Ayes: Ghosh, Lutzker, Moss, Parolek, Walton, Yep, Zaro

Noes: None

Abstain: None

Absent: Bernstein

Excused: Leung

Recused: None

6:17 pm Motion passed 7-0-0-1-1-0

5. Approval and Order of Agenda

6:17 pm: No changes.

6. Update on administration and staff

6:18 pm: Deputy Director Wahid Amiri provided updates and answered Commissioner questions about the Transportation Division's staffing and vacancies, including Supervising Transportation Engineer, two Associate Transportation Engineers and an

Transportation and Infrastructure Commission
Thursday, October 10th, 2024

Assistant Transportation Engineer for traffic calming; interviews for Senior Planner for Vision Zero; and the hiring of an Assistant Management Analyst and part-time transportation engineering consultants.

6:20 pm: Three members of the public present.

6:21 pm: Engineering Division Manager Ron Nevels provided updates and answered Commissioner questions about the Engineering Division's hiring and recruitment efforts, including Associate Civil Engineer, Assistant Public Works Engineer interviews, Chief of Party and intern.

Commissioner Yep commented on the paving progress report that the City emailed that day. Commissioner Walton asked if there's a maximum amount of time that a staff person can work "out of class." Commissioner Lutzker asked how the department is preparing for the passage of either measure EE or FF.

6:29 pm: Four members of the public present.

7. Announcements

None.

B. DISCUSSION / ACTION ITEMS

1. Public Works Director Terrance Davis introduction

6:30 pm: Public Works Director Terrance Davis introduced himself to the commission and the public.

6:54 pm: Four public comments.

7:00 pm: Commissioner made comments on the importance of authentic community engagement, education and dialogue, partnerships with the University of California, Berkeley, the need to do pre- and post-project analysis and inclusive communication and examples of good transportation-related communications.

2. Vision 2050 presentation

7:25 pm: Commissioner Yep gave a presentation on Vision 2050.

7:25 pm: Three members of the public present.

No public comments.

7:48 pm: Commissioners made comments on funding, Measure L, adaptive planning.

7:49 pm: Two members of the public present.

3. BerkDOT presentation

7:50 pm: Commissioner Ghosh gave a presentation on BerkDOT.

8:16 pm: Commissioner Lutzker continued the presentation on BerkDOT.

8:16 pm: Three members of the public present.

No public comments.

8:22 pm: Commissioners asked questions and made comments about moving BerkDOT forward, asking for funding and staffing, leaders working together, past outreach and community engagement in support of engineering and safety to address the 700 people hit by drivers every year in Berkeley.

8:33 pm: Two members of the public present.

8:44 pm Action: It was Moved / Seconded (Parolek / Walton) to extend the meeting to 8:55 pm.

8:44 pm: Vote:

Ayes: Ghosh, Lutzker, Moss, Parolek, Walton, Yep, Zaro

Noes: None

Abstain: None

Absent: Bernstein

Excused: Leung

Recused: None

8:44 pm Motion passed 7-0-0-1-1-0

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

None.

D. COMMUNICATIONS

None.

E. FUTURE AGENDA ITEMS

8:46 pm: Commissioner Parolek asked that the “update on administration and staff” be changed to “update from administration and staff.” Commission Lutzker requested an update on the crossing guard program.

E. ADJOURNMENT

8:51 pm: Chair Zaro adjourned the meeting.

Transportation and Infrastructure Commission
Thursday, October 10th, 2024

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, November 21st, 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 Secretary: Wahid Amiri, Deputy Director, Engineering and Transportation
Divisions, Public Works
1947 Center St., 4th Floor, Berkeley, CA, 94704
Telephone (510) 981-7061 / Fax: (510) 981-7060 / TDD: (510) 981-6903
Email: wamiri@berkeleyca.gov

Bancroft-Fulton Student Housing Project

November 2024

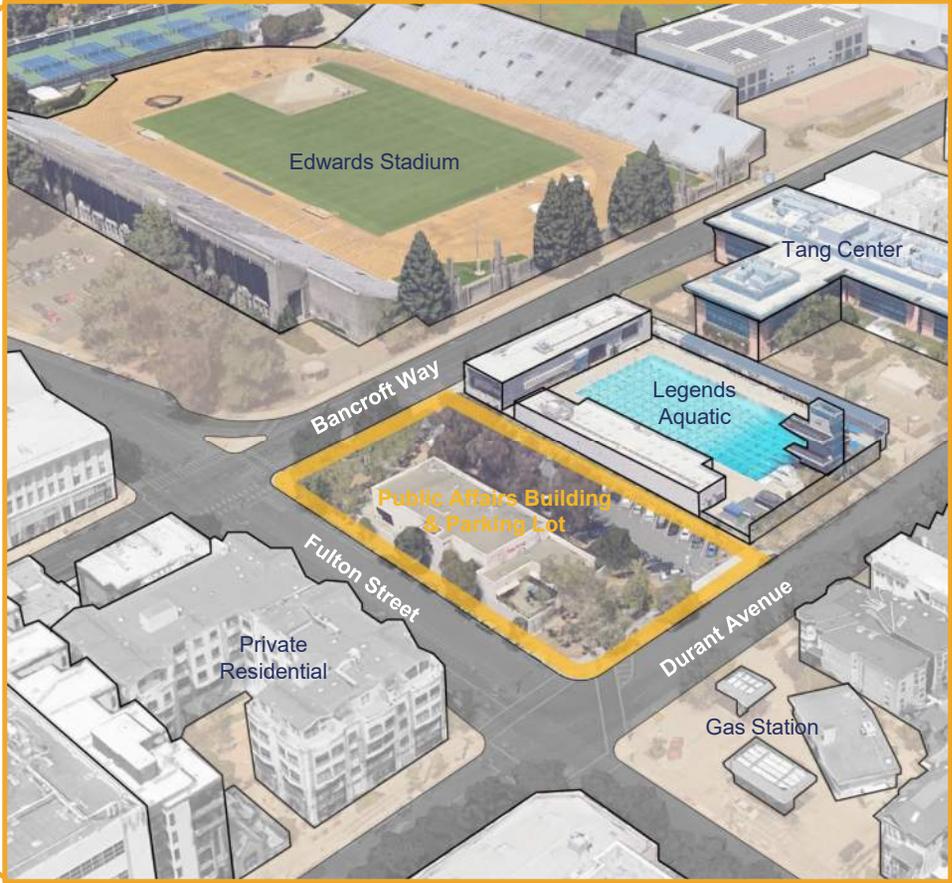
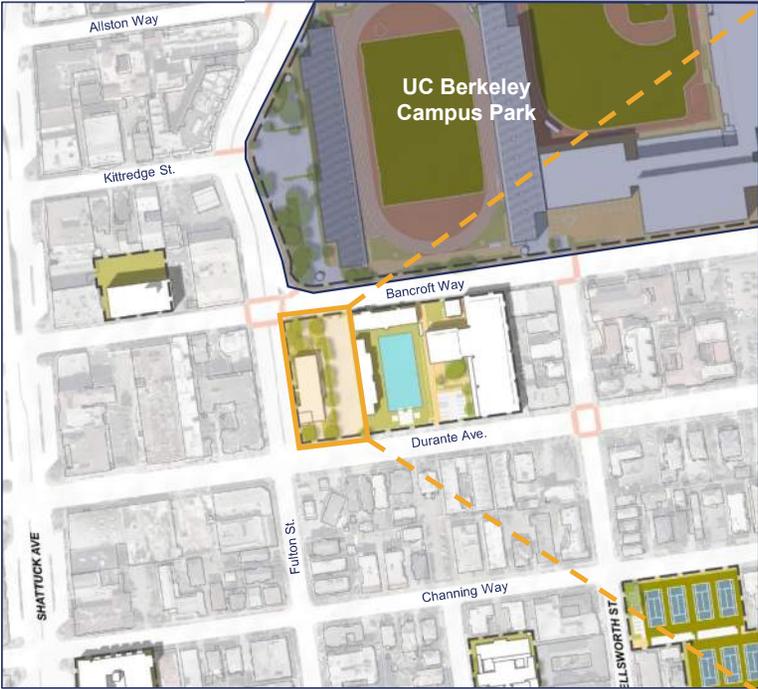
UC Berkeley
Capital Strategies



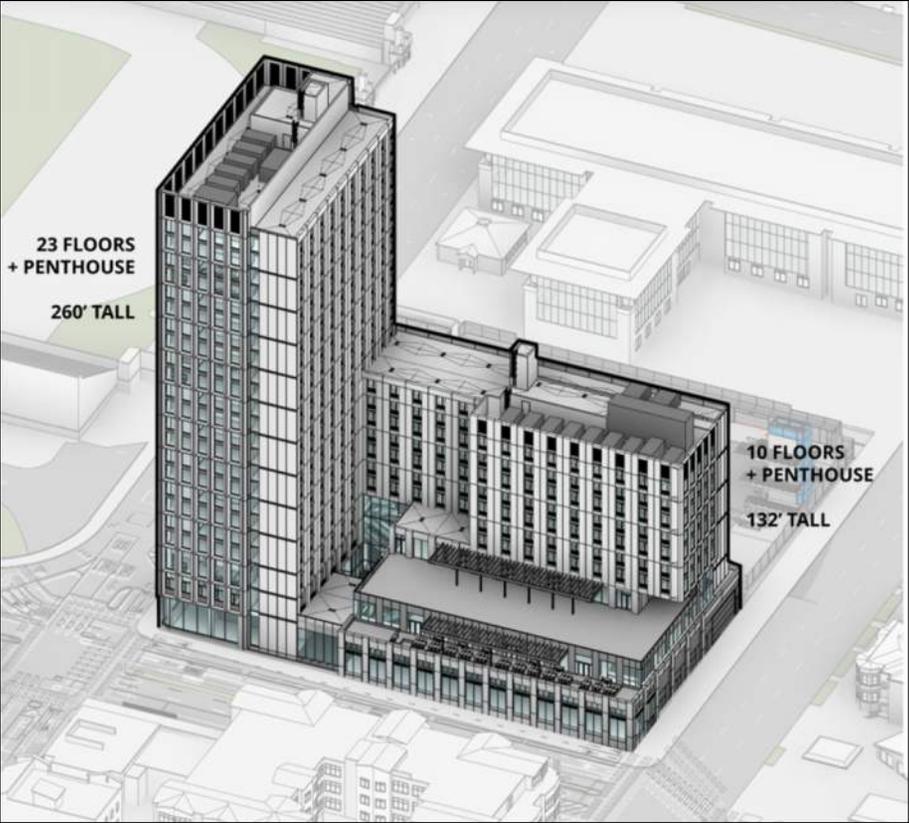
Project Location: 2200 Bancroft Way



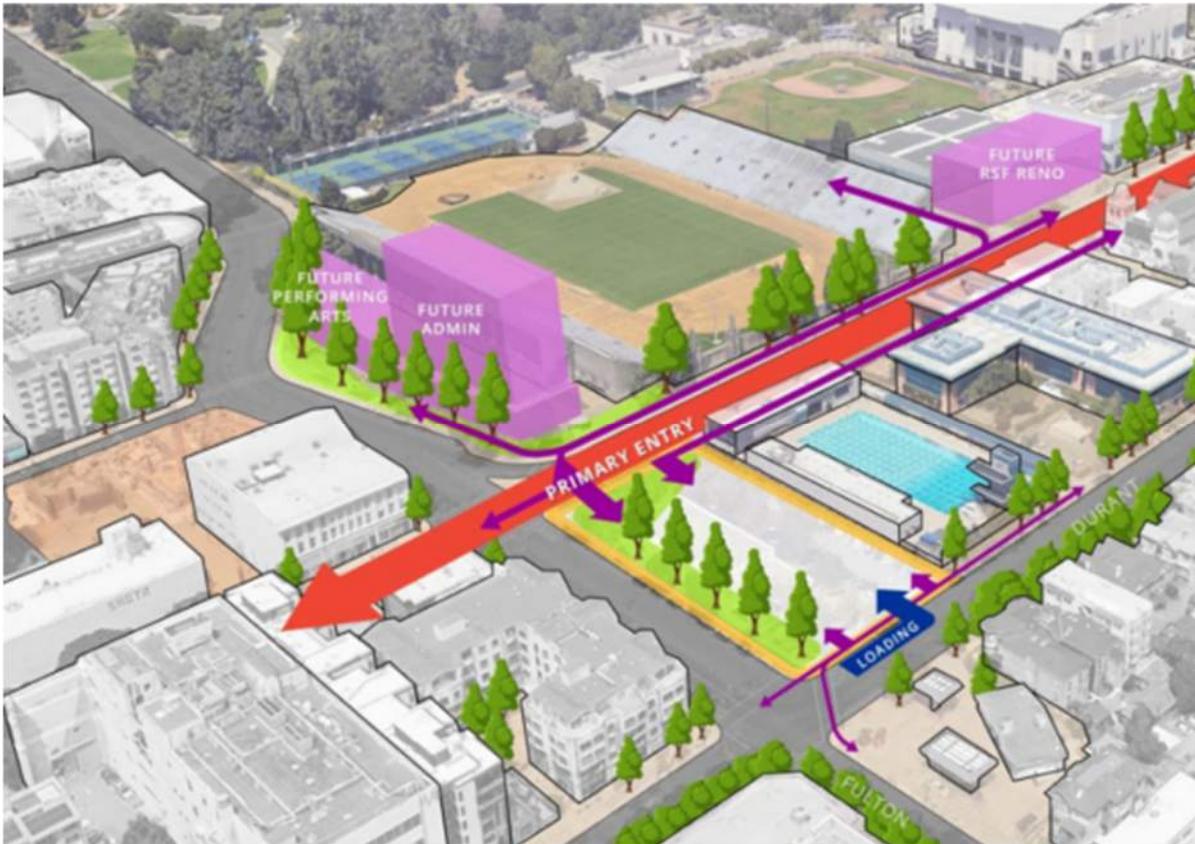
Project Location: 2200 Bancroft Way



Site Planning: Massing



Site Planning: Layout



Access

- Single point of pedestrian entry on Bancroft
- Bancroft loading zone to be coordinated within the Complete Streets improvements
- Service access and waste management to occur along Durant
- Reduced and modified drive isles contained to loading dock on Durant

Site Planning: Layout



Civil Utilities

- 6" fire service connection and 6" domestic water connection along Bancroft
- (3) 6" SS laterals (1 on Bancroft and 2 on Durant)
- (2) 6" SD laterals (1 on Bancroft and 1 on Durant)

Stormwater

- Treatment requirements satisfied through the University's stormwater credit program

ROW setbacks

- Project footprint reduced on Fulton to increase sidewalk width

Project Renderings



Project Renderings



Project Renderings



Project Renderings



Project Renderings



Thank you!

UC Berkeley Capital Strategies

Under the direction of the Vice Chancellor of Administration, the integrated teams of Capital Strategies work together to bring planning, design, real estate, construction and development services to the UC Berkeley campus.

We are architects, landscape architects, planners, engineers, construction specialists, contract administrators, accountants, and administrative personnel, all of whom work together to serve the campus community.



capitalstrategies.berkeley.edu



capitalstrategies@berkeley.edu



TRANSIT-SUPPORTIVE DESIGN GUIDELINES (TSDG)

Berkeley Transportation and
Infrastructure Commission

November 21, 2024

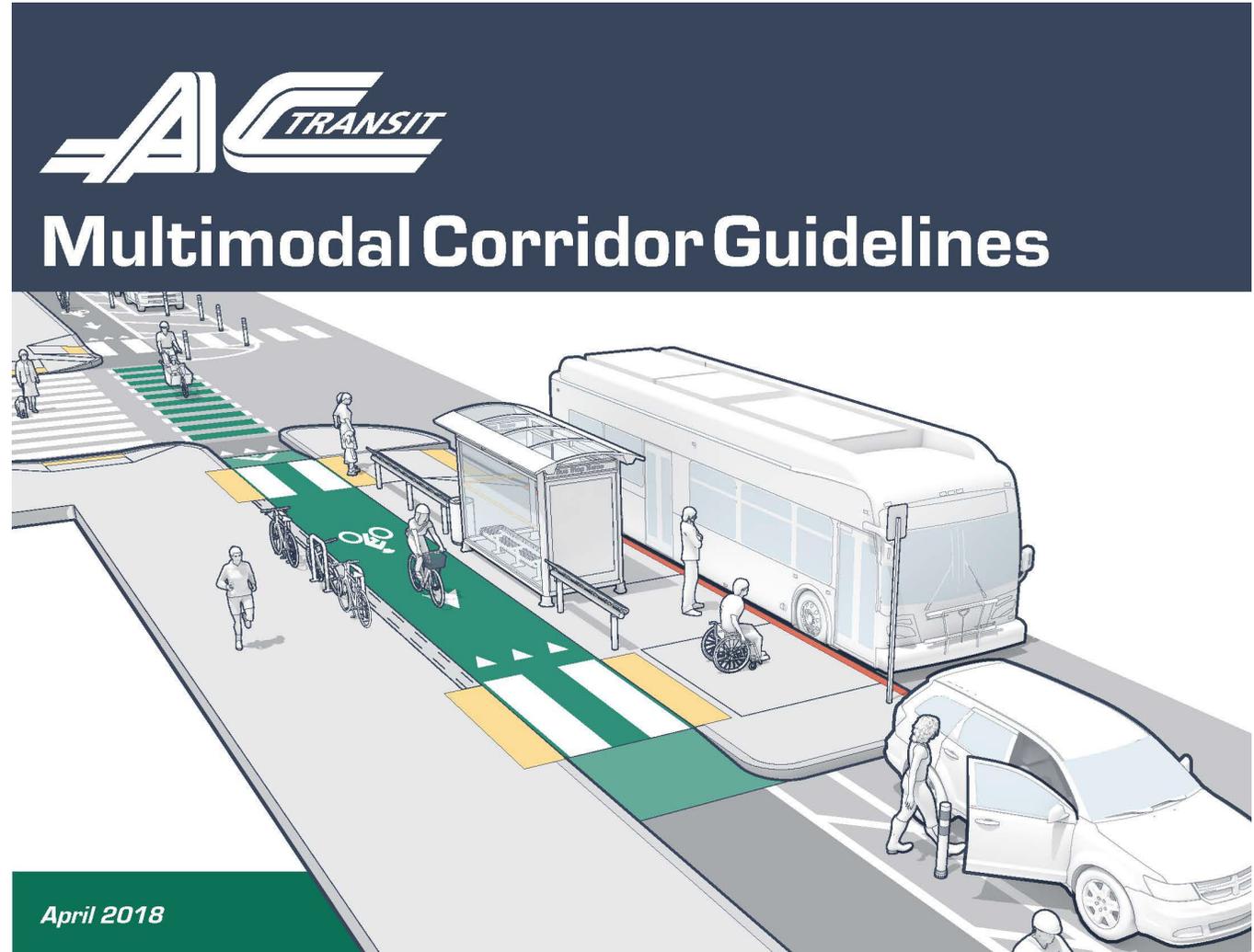


PROJECT OVERVIEW



The 2018 AC Transit Board-approved Multimodal Corridor Guidelines provided design recommendations for bicycle facilities at bus stops.

The current Transit-Supportive Design Guidelines (TSDG) effort is an update to address considerations for paratransit operations and other design features that promote safe and efficient transit service.



IMPACT ON BERKELEY TRANSPORTATION



- People of all ages and abilities use transit (AC Transit, East Bay Paratransit, other transit services).
- The Guidelines address bus stop design and universal design features that are intended to enhance safety and comfort for people accessing and waiting at bus stops.
- For this effort, AC Transit staff is requesting the Commission's input on the high-level bus stop design recommendations, as well as any comments on people's current experiences accessing and waiting at bus stops.

CH 1: GUIDE OVERVIEW



- Intent of the guidelines
- Goals of the guidelines
 - Facilitate high-quality transit and paratransit service
 - Serve as AC Transit's official resource for planning and designing bus stops
 - Serve as a resource for developers and local agencies
- Guiding principles
- How to use the guidelines document

- Includes a selection of resources to reference in conjunction with the Guidelines, such as:
 - AC Transit Bus Stop Guidelines
 - AC Transit Bus Stop Furniture Guidelines
 - NACTO Transit Street Design Guide
 - NSDTC Toolkit for the Assessment of Bus Stop Accessibility and Safety

CH 3: CORRIDOR-WIDE CONSIDERATIONS



- AC Transit vehicle dimensions and transit service types
- Preferred lane widths
- Turning transit vehicle assumptions
- Vertical deflection elements on roadways
- Paratransit operations
 - East Bay Paratransit (EBP) vans can stop at: bus stop/paratransit combo stops, paratransit only stops, loading zones, off-street lots with dedicated spaces, bike lanes when accessing a curb space, drive-through driveways
 - EBP vans cannot stop at: driveways (vans are not permitted to back out), red curbs (including bus stops)

CH 4: BUS STOP SITING



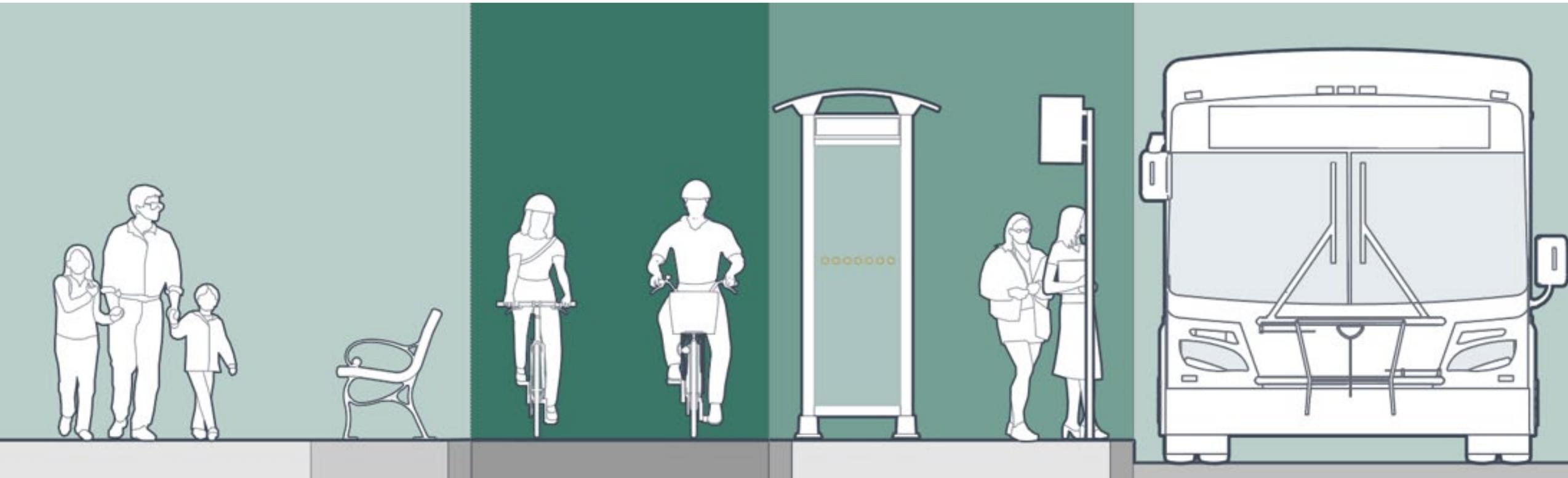
- Bus stop spacing
- Land use
- Connections between bus routes
- Transit centers
- Bus layover spaces and operator relief points
- Bus stop placement relative to intersections and roundabouts



CH 5: BUS STOP DESIGN



- Universal access
- Bus stop length
- Paratransit
- Bus stop amenities



CH 6: BUS STOP DESIGN TYPOLOGY



- Conventional bus stop with no bikeway present
- Class II bikeway bus stop
- Floating bus stop with sidewalk-grade bikeway
- Floating bus stop with roadway-grade bikeway
- Class I bike path bus stop (shared-use path)
- Constrained step-out

CH 6: BUS STOP DESIGN TYPOLOGY



Conventional bus stop with no bikeway present

CH 6: BUS STOP DESIGN TYPOLOGY



Class II bikeway bus stop

CH 6: BUS STOP DESIGN TYPOLOGY



Floating bus stop with sidewalk-grade bikeway

CH 6: BUS STOP DESIGN TYPOLOGY



Floating bus stop with roadway-grade bikeway

CH 6: BUS STOP DESIGN TYPOLOGY



Class II bike path bus stop (shared-use path)

CH 6: BUS STOP DESIGN TYPOLOGY



Constrained step-out bus stop

CH 7: BUS STOP DESIGN TYPE SELECTION



- Guidance on how to navigate the bus stop typologies
- Considerations for selecting a bus stop type on:
 - High speed roadways
 - Bus routes with frequent service
 - Constrained ROW

- AC Transit responsibilities
 - Installing and maintaining the bus stop flag (sign) and pole
 - Other responsibilities (such as bus shelter maintenance) may apply depending on terms defined in a maintenance agreement with a local jurisdiction
- Local jurisdiction responsibilities
 - Sidewalk and street maintenance (including lighting and bus pads)
 - Red curb maintenance
 - Jurisdiction-owned trash can maintenance
 - Tree trimming and landscaping

DISCUSSION



- Feedback on the bus stop design typologies
- Comments on current experiences with bus/bike interactions
- Comments on current experiences with accessing and waiting at bus stops

OUTREACH



- In-reach with AC Transit staff
- AC Transit Board, General Manager's Access Committee (GMAC)
- Presentations at Interagency Liaison Committees (ILCs)
- Presentations to Transportation Commissions
- Presentations to Bicycle/Pedestrian Advisory Committees
- Presentations to Commissions on Persons with Disabilities and Commissions on Aging

PROJECT TIMELINE





Thank you!

STAFF CONTACT

Crystal Wang

Transportation Planner

(510) 891-4735

cwang@actransit.org

From: Liza Lutzker

Sent: Thursday, October 3, 2024 10:49 AM

To: Budnick, Noah <NBudnick@berkeleyca.gov>

Cc: Amiri, Wahid <WAmiri@berkeleyca.gov>; Hargraves, Elaina <EHargraves@berkeleyca.gov>; Barnali Ghosh

Subject: Re: BerkDOT slides for 10/10 TIC meeting attached

Hi Noah,

Since Elaina will be resending the packet to commissioners and in preparation for our BerkDOT conversation next week, it would be helpful if you could distribute the following resources to commissioners for review:

1. [City of Berkeley's Vision Zero webpage](#) - commissioners should review this webpage to familiarize themselves with what Visions Zero is and can click into the reports and the action plan for more information
2. [This Draft report](#) with results from a scientific citywide survey commissioned by the City around BerkDOT
3. [This Stanford Law piece](#) about what Berkeley is doing around civilian traffic enforcement and what it could look like

Thank you!

Liza

From: Traffic Violence Rapid Response <rapid.revolt.team@gmail.com>
Sent: Thursday, October 10, 2024 6:27 PM
To: Amiri, Wahid <WAmiri@berkeleyca.gov>
Subject: Fwd: 24-268: Safety Revisions Needed for Transit-Supportive Guidelines

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 Commission Secretary Amiri,

For Public Comment for Items Not on the Agenda at tonight's Transportation and Infrastructure Commission meeting, please see the attached letter sent to Berkeley's Transportation Division about AC Transit's proposed [Transit Supportive Design Guidelines](#).

AC Transit gave a verbal update at the last Interagency Liaison Committee meeting, stating that the policy represents requirements for streets with bus service, is being finalized now, and is being brought to BPACs. AC Transit also gave a verbal update to Berkeley's Commission on Disability, and reported to the ILC that there was feedback on bus bench seat height. To our knowledge this has never been brought to the TIC, and it is not in the future agenda planning list.

We shared concerns about the draft policy with AC Transit and with the Berkeley Transportation Division in our May letter and below. The requirements AC Transit proposed would impact Berkeley's ability to close slip lanes, add bulbouts, install speed bumps, narrow lanes, and other important street safety measures. No improved draft has been shared since May.

During agenda planning tonight, please request that AC Transit share its latest draft of the Transit-Supportive Guidelines policy with the Commission and present at your next meeting, and before the policy is brought back to the AC Transit board for approval. We expect that the Commission will have valuable feedback for AC Transit once the proposed policy is shared in full for examination.

Thank you,

Anthony Campana
Traffic Violence Rapid Response
Berkeley Southside

----- Forwarded message -----



From: **Traffic Violence Rapid Response** <rapid.revolt.team@gmail.com>
Date: Thu, May 9, 2024 at 4:31 PM
Subject: Fwd: 24-268: Safety Revisions Needed for Transit-Supportive Guidelines
To: <transportation@berkeleyca.gov>

Hello, Berkeley Transportation Division team,

We'd like to call your attention to AC Transit's [new draft Transit-Supportive Design Guidelines](#), which they published for the first time in the agenda for yesterday's Board meeting. We believe this policy change, as written, would add significant friction to implementing Complete Streets projects. We sent the attached letter to the AC Transit Board outlining concerns. Unfortunately, from the discussion at the Board, it sounds like AC Transit does not intend to present the draft to the Transportation and Infrastructure Commission or ILC before asking the Board to adopt it in June.

AC Transit reported at the Board meeting that they sent this draft out to cities early, on April 22nd, and that the deadline for cities' feedback is this coming Monday, May 13th.

Could you share feedback on the Transit-Supportive Design Guidelines with AC Transit by Monday the 13th, highlighting anything that would make it more difficult to plan and install street safety projects or that should be added to the document?

Thank you,

Anthony Campana
Traffic Violence Rapid Response
Berkeley Southside

----- Forwarded message -----

From: **Traffic Violence Rapid Response** <rapid.revolt.team@gmail.com>
Date: Wed, May 8, 2024 at 4:12 PM
Subject: 24-268: Safety Revisions Needed for Transit-Supportive Guidelines
To: <myvoice@actransit.org>, <jyoung@actransit.org>, <dshaw@actransit.org>, H. E. Christian (Chris) Peeples <cpeeples@actransit.org>, <jbeckles@actransit.org>, <jwalsh@actransit.org>, <ssyed@actransit.org>, <mmccalley@actransit.org>, Michael Hursh <mhursh@actransit.org>, <lnemeroff@actransit.org>, Ramakrishna Pochiraju <rpochiraju@actransit.org>

Please see the attached letter from Traffic Violence Rapid Response, with concerns and comments on AC Transit's draft Transit-Supportive Design Guidelines posted for today's meeting, and a call for revisions and wider consultation.

Thank you,

Traffic Violence Rapid Response



Traffic Violence Rapid Response

8 May 2024

24-268: Safety Revisions Needed for Transit-Supportive Design Guidelines

Dear AC Transit

- President Young,
- Vice President Shaw,
- Director Peeples,
- Director Beckles,
- Director Walsh,
- Director Syed,
- Director McCalley,
- General Manager Hursh,
- District Secretary Nemeroff,
- Executive Director of Planning & Engineering Pochiraju,

We have today reviewed the [first draft](#) of AC Transit's new "Transit-Supportive Design Guidelines," and we have the following concerns and comments:

This draft Board policy has been presented as "*an update to the 2018 Multimodal Corridor Guidelines, by expanding its scope and recommending designs that improve fixed-route bus operations, paratransit operations, and emphasizing the rider experience and access for all, regardless of ability.*" The background language and presentation materials provided to the Board, the Oakland Bicycle and Pedestrian Advisory Committee (BPAC), and the General Manager's Access Committee (GMAC) focus on tweaks to the bus stop designs already in the 2018 guidelines, such as to request separate stopping areas for paratransit vehicles.

This meeting is the first time the draft has been shown, and it is clear the changes proposed require further consultation with the public, stakeholders, cities, and the Board before they are adopted. In particular, the addition of Chapter 3 is a significant departure from the previous policy document and from the bus stop materials presented to date. Though it makes reference to benefits that cause cities to pursue safety improvements, it focuses on qualifying them with "guidelines" that would restrict cities' ability to implement road diets, remove slip lanes, or install speed bumps.

On first review, the following provisions of the draft guidelines stand out:

1. Speed bumps
 - Section 3.8, "*Vertical Deflection,*" states that speed humps, speed tables, raised crossings, and raised intersections "*...can cause transit rider discomfort and injury, damage to buses, or result in disproportionate delays to transit vehicles when not designed carefully.*"
 - It is unclear what is meant by "*...speed tables, raised crossings, and raised intersections are generally preferred. These treatments can be designed to allow*

a bus's entire wheelbase to fit within the length of the raised feature, minimizing the impact on the bus's suspension and passenger discomfort." If the intention is for the entire front-to-back wheelbase of a bus to fit on a "vertical deflection element" (29ft for a 40ft bus), then almost all treatments would be excluded, save for rare raised intersections, which are an expensive tool that takes years to design and build. Raised crosswalks are not 29ft wide; requiring them to be would place them out of the realm of practical quick-build improvements.

- The clause "*If vertical deflection elements are warranted...*" is similarly unclear, suggesting that traffic engineering warrants such as a certain number of injuries may be required before AC Transit would support improvements.
- This section does not mention speed cushions, which are currently in place on High Street on Route 14, on 35th Ave on Route 54, and on MacArthur Blvd on Routes 57 and NL. AC Transit put out a [press release](#) last month about its safety pilot on International Blvd (1T Tempo), including speed cushions. When AC Transit presented to the Oakland ILC on this item in December, dozens of community members as well as Oakland staff discussed the need for more speed cushions.

2. Road diets

- Section 3.6 indicates that "*Road diets should be paired with other treatments that will help mitigate potential reductions in transit reliability. These treatments may include dedicated transit lanes, bus stop improvements, and transit priority traffic signal timing and phasing improvements.*"
- This section further states that "*Cases where road diets reduce the roadway to a single lane in each direction should be very carefully considered as they may result in significant operational challenges,*" and raises objection to both options for bus service: stops within the lane and pull-out bus stops. The East Bay is full of dangerous four-lane roads that need standard improvements such as quick-build lane closures and 4-to-3 conversions to discourage off-peak speeding and reduce the number and severity of collisions.
- Completed projects such as the Telegraph Complete Streets Streetscape Project in Oakland and the Southside Complete Streets project in Berkeley include single-lane sections, and this section could place AC Transit in opposition to Oakland's Upper Telegraph Avenue Complete Streets Project, Berkeley's Telegraph Avenue Multimodal Corridor Project, and other future road diet projects.

3. Lane width

- Section 3.3 should make clear that only one lane needs to meet the preferred 11ft width.
- In the future, AC Transit should procure buses with Camera Monitor Systems in lieu of wide wing mirrors, as is currently practiced in Europe, so that street design does not have to strike a "*key balance between optimizing transit operability*

while reducing pedestrian crossing distances and vehicle speeds.” The NHTSA is making its way toward permitting these systems in the US.

4. Turn radius

- The implications of Section 3.7, “Turning Transit Vehicle Assumptions,” are unclear. The policy does not support consideration of 30ft buses, extends the simulated bus box for the front bike rack, and requires a 10mph turning speed except at intersections with stop signs. The Board and public should be informed about the likely resultant turn radius in feet, to understand whether this new policy would impact the construction of safer intersections with slower turns, shorter crossing distances, and protected intersections.
- Furthermore, the requirement that turn templates be used for changes as simple as *“Any geometric change, including the introduction of traffic calming elements or lane shifts...”* appears to require detailed computer design before simple paint or flex post adjustments can be made.
- This section makes no reference to measures that can be taken to permit turn radius reduction for cars while accommodating bus turns, and instead takes care to exclude some: *“Buses should be treated as design vehicles and not be required to cross mountable features while in service nor oversteer across a marked centerline on an intersection entry or exit.”* It does not discuss moving the stop bar of left turn lanes back to create room, or circumstances in which a slower-than-10mph turning speed is acceptable.

5. Parallel bike routes

- Section 7.3, Considerations On Bus Routes with Existing Or Proposed Bikeways, includes *“If possible, local agencies should ensure that options are explored that would avoid the condition of a busy separated bike lane adjacent to bus stops, such as using different corridors or installing a bikeway on the left side of a one-way street.”* Safe bike access is needed on all corridors. “Parallel routes” are often suggested as a half-measure that does not provide adequate access to businesses on a main street. This policy should make clear that AC Transit supports complete streets with separated pedestrian, bike, and transit access on high-demand corridors, with parking reduction and metering as needed to make that possible.

6. Implementation

- Interagency and internal coordination in the planning stages of a project takes place behind the scenes. The Board’s adoption of policies like this one shapes those plans, setting the outlines of what’s possible.
- Phrases such as “Agencies are strongly encouraged to work closely with AC Transit when designing transit facilities with lanes narrower than 11 feet, as unsafe designs may lead to the elimination of transit service on corridors” and “These Guidelines apply to transportation authorities, planners, designers, engineers, and relevant stakeholders involved in street design projects with a

focus on providing high quality transit service.” suggest that this policy may be presented as AC Transit’s requirements for streets with bus service.

- The text of the policy should therefore make clear the opportunities for flexibility, quick-build and pilot exceptions, and Board review. Many of the streets AC Transit runs on today do not meet the standards called for in these draft guidelines, and it would not be appropriate to draw a line that prevents street safety improvements unless streets are “upgraded” to AC Transit’s desired standards.

We know that complete streets projects in the Bay Area require advocacy and a coalition of support to overcome opposition. In its engagement with cities to develop a project, AC Transit can take a “transit+car” approach, focused on high speeds and throughput for buses and cars alike, or it can take a “transit+ped/bike” approach, focused on making it safe and attractive to walk to the bus and to get around without a car. We have seen the result of the transit+car approach, as traffic induced over the last decades has continually slowed buses and the economics and politics of lost mode share have forced AC Transit to cut service. Rather than doubling down on this approach by adding friction to cities’ road diet projects, we need AC Transit policy to promote positive measures that require trade-offs with car access, such as modal filters, parking reduction, circulation plans, and turn restrictions. These transit-supportive design elements for cars on streets are missing from the policy.

We urge the Board to request that revisions be made and a draft be presented to the BPACs and Interagency Liaison Committees for feedback before final presentation to the Board. Next month is likely too early for the Board to implement these guidelines across all East Bay jurisdictions as proposed.

Sincerely,

Traffic Violence Rapid Response

-----Original Message-----

From: cafred1@juno.com <cafred1@juno.com>

Sent: Monday, November 4, 2024 5:20 PM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>

Subject: Letter For Transportation and Infrastructure Commission Agenda,

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.

11-4-2024

Hell Mr. Amiri,

Please include this letter in the packet for the next Berkeley Transportation & Infrastructure Commission Meeting.

Please confirm receipt of this letter.

thank you,

Clifford Fred

11-4-2024

Clifford Fred

Berkeley Calif. 94702

To The Berkeley Transportation & Infrastructure Commission

THE PROPOSED OHLONE GREENWAY MODERNIZATION & SAFETY PROJECT VIOLATES BERKELEY'S 1986 MEASURE 'L' – THE BERKELEY PUBLIC PARKS AND OPEN SPACE PRESERVATION ORDINANCE

Hello Commission Members,

Measure 'L' - The Berkeley Parks and Open Space Preservation Ordinance, was adopted by Berkeley voters in November 1986 by a vote of 21,946 to 18,854. It is codified in BMC Chapter 6.42.

Measure 'L' states, "Shall an ordinance be adopted to require voter approval of non-recreational uses of parks or open space and require acquisition of open space controlled or leased by the City if acquisition is the only means of preserving the open space?"

Measure 'L' is still in effect today.

In 1996, the City of Berkeley wanted to place temporary buildings on Civic Center (Provo) Park for various city bureaucratic functions while the Civic Center building on Milvia Street went through extensive renovations and a seismic upgrade. Because of Measure 'L', the City had to put a measure on the November 1996 ballot - Measure X - to get the public's approval.

The last of the "where as's" at the start of the Full Text of Measure X" states, "Where as Measure 'L', BMC Chapter 6.42 requires voter approval to use public parks for purposes other than park or open space uses,"

"Shall the MLK Jr. Civic Center Park be used for a period to expire no later than June 30, 2001 for the purpose of temporarily housing City of Berkeley offices in portable buildings, as well as associated site preparation and maintenance activities in order to allow the abatement of seismic hazards at the site of

the MLK Jr. Civic Center Building at 2180 Milvia Street if the Council finds after a public hearing that there is no other feasible alternative to relocate City employees during such seismic work?”

Measure X failed 17,476 to 23,151. Thus, the City could not install temporary offices in Civic Center Park, and subsequently leased commercial property around downtown instead.

The proposed Ohlone Greenway Modernization & Safety Project (being prepared under the auspices of the Public Works Department) would take away open space in Cedar Rose Park, so as to expand the bicycle, electric bicycle, & electric scooter right of way. This is a violation Berkeley’s Measure ‘L’. As noted above, Measure ‘L’, adopted by Berkeley voters in November 1986, requires a vote of the people before any park or open space under the city’s control can be used for other purposes. A bicycle/ electric scooter/ e-bike pathway or roadway is not a park use, it’s a transportation use. The Ohlone Greenway is clearly for transportation, not recreation.

The December 8, 2023 Ohlone Greenway Project - Project Information Sheet (page 2) states that “this pathway receives relatively high volumes of pedestrian and bicycle traffic.”

The December 2023 Project Information Sheet further states (page 2) that “the proposed pathway improvements are also included in the 2016 Berkeley Strategic Transportation (BeST) Plan, which designates the Project as a priority & a signature project, as the BeST Plan seeks to increase mobility, user safety, access to commercial districts & opportunity areas, choices for mode of transportation & environmental sustainability/resiliency.”

The December 2023 Ohlone Project Information Sheet could not have made it clearer. The Purpose of the Ohlone Pathway is “transportation.” The purpose of the Project is to improve the “transportation” function of the Pathway.

Measure ‘L’ clearly prohibits the expansion or widening of the bicycle/e-scooter/e-bicycle paths in Cedar Rose Park, thus shrinking the available public open space in Cedar Rose Park, without an affirmative vote of Berkeley voters at a regularly scheduled election.

MEASURE ‘L’ COVERS ALL CITY PARKS & ALL CITY CONTROLLED OPEN SPACE

Please note that Measure ‘L’ is still in effect, & covers all City parks & city owned or controlled open space. The argument that some City officials apparently have been making that Measure ‘L’ was only meant to apply to the Berkeley Waterfront is faulty.

The rival waterfront November 1986 ballot Measures – ‘P’ & ‘Q’ – only applied to the then privately owned Santa Fe lands. They had nothing to do with public open space. The group of local citizens who gathered the signature & campaigned for Measure ‘L’ were different from the group of local citizens who gathered the signatures for Measure ‘P’, & who campaigned for Measures ‘P’ & ‘Q’. (Measure ‘Q’ was placed on the ballot by the City Council.)

The people who drafted, gathered signatures for, & campaigned for Measure ‘L’ also drafted, gathered signatures for & campaigned for Measure ‘M’ on the November 1986 ballot. Measure ‘M’ would have required a vote by the citizens for Berkeley before the Berkeley Unified School District could convert any open space owned or controlled by the School District to other purposes. However, the votes did not approve Measure ‘M’.

The late John Cecil led the drafting of & campaigns for Measures 'L' & 'M'. I remember perfectly well that he was not involved in the Berkeley Waterfront planning process, nor with the Measure 'P' or 'Q' campaigns.

CURRENT USE OF CEDAR ROSE PARK FOR BICYCLE, E-BIKE & E-SCOOTER TRANSPORTATION VIOLATES MEASURE 'L'

In addition, the current use of the pathway at the east end of Cedar Rose Park for bicycle, electric scooter & electric bicycle transportation violates Berkeley's 1986 Measure "L". As the above language from the Ohlone Project December 2023 Project Information Sheet makes clear, the purpose of the Ohlone Pathway is "transportation." Yet there was never a vote of the citizens of Berkeley at a regularly scheduled election to allow any part of Cedar Rose Park to be used for bicycle/e-bicycle/e-scooter transportation.

Please communicate to the City's Public Works Department & to other city officials that based on Measure 'L', the proposed Ohlone Greenway Project cannot include widening the bicycle, e-bicycle, e-scooter pathway in Cedar Rose Park, unless the City is prepared to first put the matter on a general election ballot for voter approval.

Please also communicate to the City's Public Works Department & to other city officials that Measure 'L' prohibits the existing use of any part of Cedar Rose Park for bicycle, e-bicycle, & e-scooter transportation, unless first approved by the voters.

MEASURE 'L' PROTECTS THE NATIVE PLANTS ADJACENT TO THE OHLONE PATHWAY IN THE FORMER SANTA FE RIGHT OF WAY

The City acquired the former Santa Fe Right of Way between Peralta & Gilman after the trains stopped running & Santa Fe abandoned the track in 1981. Whether or not the native plants that have long been cultivated on either side of the Ohlone Pathway are considered a park, these areas clearly meet the definition of public "open space."

Thus, Measure "L" protects the native plantings on either side of the Ohlone Pathway. The native plants on either side of the Ohlone Pathway cannot be dug up for the purposes of widening the Pathway – as proposed in the Ohlone Greenway Project & which the Project defines as "transportation," without voter approval.

MEASURE 'L' & THE BERKELEY MARINA PLANNING PROCESS A considerable amount of development is being proposed in the Berkeley Marina Planning Process. The Berkeley Marina is still mostly open space, except for an existing hotel, two open restaurants & one closed restaurant, & various other relatively small structures.

Measure 'L' needs to be carefully considered before any new construction can be approved at the Berkeley Marina or on the Berkeley Pier.

Thank you,
Clifford Fred