



TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING AGENDA

Thursday, March 27th, 2025, 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. Meeting chair selection – Action requested
4. Public comment on items not on the agenda
5. Approval of minutes from February 20th, 2025 meeting
6. Approval and Order of Agenda
7. Update on administration and staff
8. Announcements

B. DISCUSSION/ACTION ITEMS – 6:45 pm

* Written material included in packet

** Written material to be delivered at meeting

The public may speak at the beginning of any item.

1. Ad hoc subcommittee nominations – 6:45 pm

Commissioners

Commissioners may nominate new commission members to serve on ad hoc subcommittees. Possible actions: Vote on nominations for ad hoc subcommittees.

2. Ad hoc subcommittee elections – 6:55 pm

Commissioners

Commissioners may act on any nominations to ad hoc subcommittees. Possible actions: Vote to elect nominees to ad hoc subcommittees.

3. Measure FF presentation – 7 pm

Public Works staff

Staff will brief the Commission on progress towards implementing Measure FF, which was passed by Berkeley voters in 2024. Staff will review the goals of Measure FF, discuss challenges related to its implementation, provide a revenue forecast, describe the SAFE STREETS Citizen Oversight Committee (SSCOC) and review a timeline of key milestones.

4. Measure FF SAFE STREETS Citizen Oversight Committee (SSCOC) member nominations – 7:45 pm

Commissioners

As stated in Measure FF (2024), the City shall create a SAFE STREETS Citizen Oversight Committee (SSCOC) of seven members. The Transportation and Infrastructure Commission may appoint up to two of those members. The committee will oversee Measure FF expenditures and progress reports, ensure compliance, evaluate tax impact and meet periodically. Possible action: Commissioners may vote on nominations for up to two members to serve on the oversight committee.

5. Measure FF SAFE STREETS Citizen Oversight Committee (SSCOC) member elections – 8:05 pm

Commissioners

Commissioners may act on nominations to the Measure FF SAFE STREETS Citizen Oversight Committee and elect up to two representatives from the Transportation and Infrastructure Commission. Possible action: Commissioners may vote to elect nominees to the oversight committee.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS – 8:15 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. Council Summary Actions 2024*
5. [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: March 21st, 2025

Transportation and Infrastructure Commission
Thursday, March 27th, 2025

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, April 17th, 2025 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.

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, February 20th, 2025, 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: Arsh Singh Hothi, Adrian Leung, Liza Lutzker, Julia Moss,
Karen Parolek, Holly Scheider (arrived at 6:33 pm), Kim Walton
(arrived at 6:33 pm), Ren Zaro

Staff Present: Wahid Amiri, Ron Nevels, Noah Budnick, Elmar Kapfer, Uriel
Gonzalez, Selam Mehari, Elaine Hargraves, Charmine Solla
(consultant)

6:17 pm: Eleven members of the public present.

3. Public comment on items not on the agenda

6:17 pm: Four public comments.

4. Approval of minutes from the January 16th, 2025 meeting

6:24 pm Action: It was Moved / Seconded (Moss / Hothi) to approve the minutes.

6:26 pm: Vote:

Ayes: Hothi, Leung, Lutzker, Moss, Zaro

Noes: None

Abstain: Parolek

Absent: Scheider, Walton

Excused: None

Recused: None

6:26 pm Motion passed 5-0-1-2-0-0

5. Approval and Order of Agenda

6:25 pm: No changes.

6. Update on administration and staff

6:25 pm: Deputy Director Wahid Amiri provided updates and answered Commissioner questions about the Transportation Division hiring two staff to work on the Traffic

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Thursday, February 20th, 2025

Calming program, an increase from one to two staff for this program, which has accumulated forty-eight requests over the two years the program has not been staffed; Public Works is working with an executive recruiting firm to hire a new Transportation Manager, with the first round of interviews scheduled for March; the Transportation Division is advancing an offer for an Associate Transportation Engineer to work on development review and other transportation engineering tasks.

Engineering Division Manager Ron Nevels provided updates and answered Commissioner questions about the departure of the division's Supervising Civil Engineer who oversaw the Paving program; making an offer to an Associate Civil Engineer for development, inspections, utilities and land use; recruiting a Junior Public Works Engineer for Sewers; the retirement of an Engineering Inspector for Sewers.

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

Deputy Director Amiri provided an update and answered Commissioner questions about Measure FF planning.

7. Announcements

7 pm: New commissioners Arsh Singh Hothi and Holly Schieder introduced themselves; Chair Zaro announced that two Berkeleyites were killed in traffic in the last month: Elise Lusk and Michael Burawoy.

B. DISCUSSION / ACTION ITEMS

1. Chair and Vice Chair elections

7:04 pm: Commissioners acted on the nominations for Chair and Vice Chair that were approved at the January 16, 2025 Transportation and Infrastructure Commission meeting.

7:06 pm Action: It was Moved / Seconded (Parolek / Walton) to elect Ren Zaro as Commission Chair and Adrian Leung as Vice Chair.

7:06 pm: Vote:

Ayes: Hothi, Leung, Lutzker, Moss, Parolek, Scheider, Walton, Zaro

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

7:06 pm Motion passed 8-0-0-0-0-0

2. Informational presentation on Restrooms in the Public Right of Way

7:07 pm: Public Works staff presented on the design and construction of three new public restrooms in the public right of way at the following locations: 1. Telegraph-Channing, 2. Alcatraz-Adeline and 3. San Pablo-University.

7:07 pm: Fifteen members of the public present.

7:20 pm: Commissioners asked clarifying questions and staff responded on the following topics: how UV light deters drug use; maintenance at each location; vandalism and graffiti; whether the City owns or leases the restrooms; replacement units and parts; and, ADA accessibility.

7:31 pm: Members of the public commented on the economic condition of the intersection of University and San Pablo avenues; local business owners, including Metro Lighting, the Berkeley Design Loop and the University Merchants Association, do not want the restroom at University and San Pablo; the City's Homeless Services Panel of Experts supports all three restroom locations; concerns about homeless people making a mess and attacking people at University and San Pablo; not having an unsupervised restroom at University and San Pablo; delaying the decision to install a restroom at University and San Pablo in order to develop a plan for everyone in the community; the unwelcoming nature of University and San Pablo for people coming into Berkeley from the I-80/580 University Avenue exit.

7:45 pm: Commissioners asked questions and made comments on the need for Public Works to liaise with other departments on safety, public health and related issues; the need to coordinate with the Planning and Building Department on the San Pablo Avenue Corridor Specific Plan; the positive benefits of public infrastructure; the need for key performance indicators (KPIs) for the restrooms to measure success and build support for more; learning from other cities that have installed public restrooms in the public right-of-way; need for more City funding for public restrooms; the business vacancy problem in the neighborhood around the University and San Pablo intersection is separate from the homelessness problem; the need for the market to lower rents there; the public outreach process for this restroom project; whether or not there's data showing that public restrooms hurt local economies or increase crime; if the restrooms will limit the amount of time people can spend in them; whether or not the City can do a trial; bus operators needs bathrooms; connecting with Urban Alchemy and BART transit ambassadors about supervision.

3. 2025 Transportation and Infrastructure Commission Work Plan Discussion

8:31 pm: Commissioners reviewed the process for developing past work plans and the 2025 work plan.

8:31 pm: Three members of the public present.

8:37 pm: Members of the public commented on including the Stormwater Management Plan; safety for women; using escorts to prevent crime; the expansiveness of Public

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Works' outreach for the public restrooms in the public right-of-way; sex trafficking takes place "inside," not on the street.

8:41 pm: Commissioners discussed revisiting the paving policy in relation to the new City Council and Measure FF; reviewing the Bike Plan update.

8:44 pm Action: It was Moved / Seconded (Zaro / Parolek) to extend the meeting to 9 pm.

8:44 pm: Vote:

Ayes: Hothi, Leung, Lutzker, Moss, Parolek, Scheider, Walton, Zaro

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

8:45 pm Motion passed 8-0-0-0-0

8:45 pm: Commissioners continued discussing the Bike Plan update; adding Commissioner Scheider to the Bike Plan Ad Hoc Subcommittee; making Commissioner Walton the BART liaison.

8:54 pm: Two members of the public present.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

None.

D. COMMUNICATIONS

8:58 pm: Commissioner Parolek reported that she went to the last Commission on Disability meeting.

E. FUTURE AGENDA ITEMS

F. ADJOURNMENT

8:59 pm: Chair Zaro adjourned the meeting.

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, March 27th, 2025 at 6:15 pm, at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.

Transportation and Infrastructure Commission
Thursday, February 20th, 2025

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
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Telephone (510) 981-7061 / Fax: (510) 981-7060 / TDD: (510) 981-6903
Email: wamiri@berkeleyca.gov

City of Berkeley Measure FF (2024) Implementation

Transportation and Infrastructure Commission
March 27, 2025



Measure FF Goals



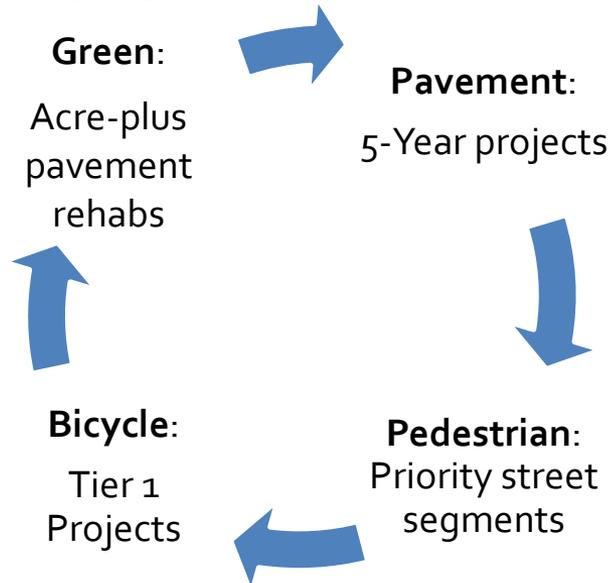
Raise Berkeley's
Pavement
Condition Index
(PCI) to or above 70

Eliminate the
backlog of
damaged sidewalks
and pedestrian
paths in Berkeley

Significantly reduce
or eliminate fatal
and severe traffic
crashes throughout
the city, particularly
involving
pedestrians or
cyclists

Integrated Planning Framework

- Projects will be guided by existing adopted plans
- Unique opportunity to leverage multiple planning efforts to make complimentary and significant capital improvements



Pavement Plan

Vision Zero Plan

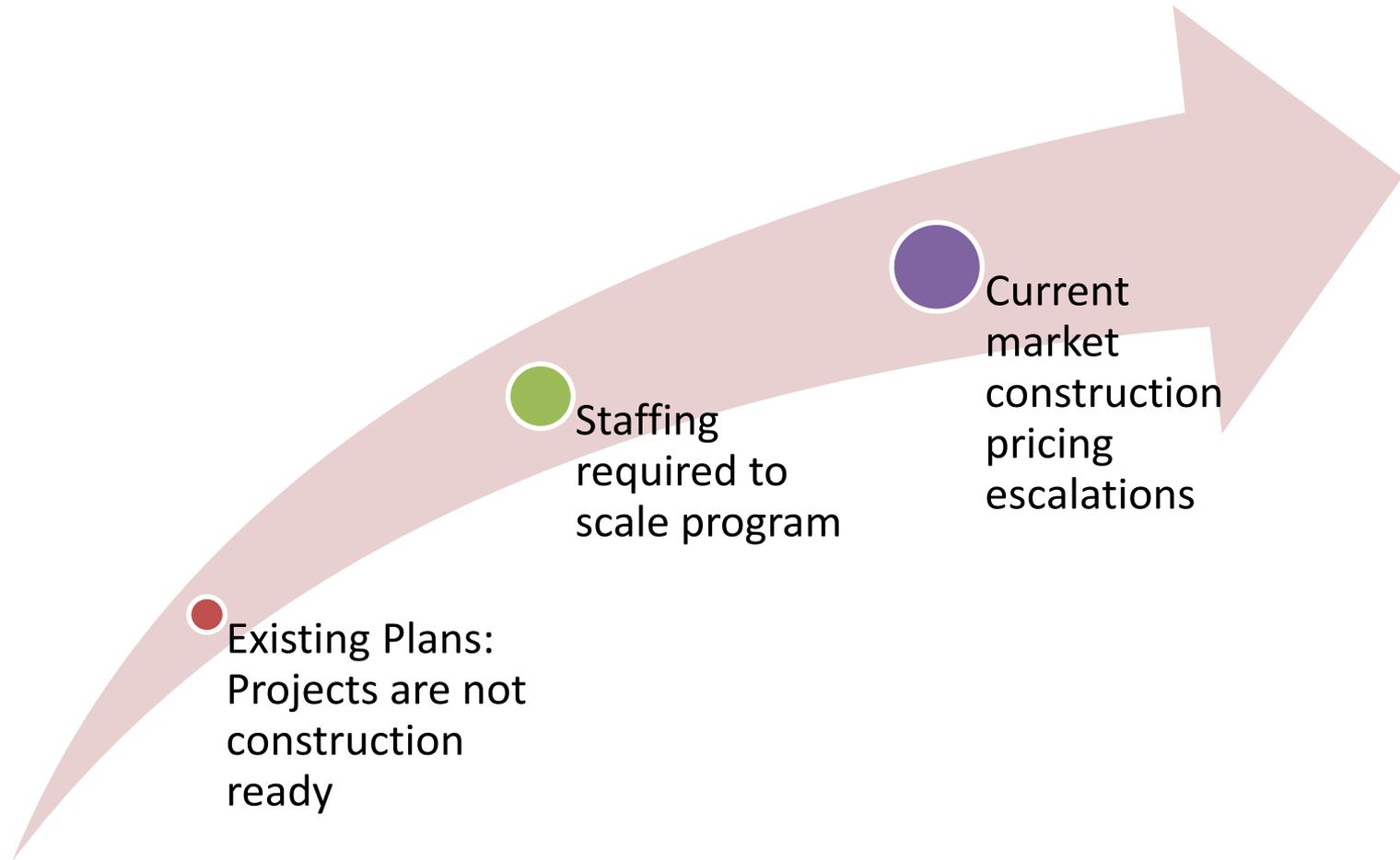
Bike Plan

Green Infrastructure

ADA Transition Plan

General Plan

Program Challenges



Existing Plans:
Projects are not
construction
ready

Staffing
required to
scale program

Current
market
construction
pricing
escalations

Revenue Forecast

- Assessment Rates:
 - Residential: \$0.17/sq ft
 - Non-Residential: \$0.25/sq ft
- Projected revenue over 14 years: \$278M - \$302M

December 2025	Advance – represents 50% special assessments levied on the current roll
March 2026	True-up to actual payments received. December Advance is reversed and offset against actual payments
April 2026	Advance – represents 30.5% special assessments levied on the current roll
June 2026	True-up to actual payments received. April Advance is reversed and offset against actual payments received March to May
August 2026	Payment for June collections

Revenue Forecast, By Year (millions)

YEAR	1	2	3	4	5	6	7
CPI	\$15.6	\$16.2	\$16.8	\$17.4	\$18	\$18.6	\$19.3
PIG	\$15.6	\$16.4	\$17.1	\$18	\$18.8	\$19.7	\$20.7

YEAR	8	9	10	11	12	13	14
CPI	\$20	\$20.7	\$21.4	\$22.2	\$23	\$23.8	\$24.7
PIG	\$21.7	\$22.7	\$23.8	\$24.9	\$26.1	\$27.4	\$28.7

CPI: Consumer Price Index

PIG: Personal Income Growth Index

In May each year, the City Council may increase the previous year's rate by up to either the cost of living in the immediate San Francisco Bay Area or per capita personal income growth in the state, whichever is greater.

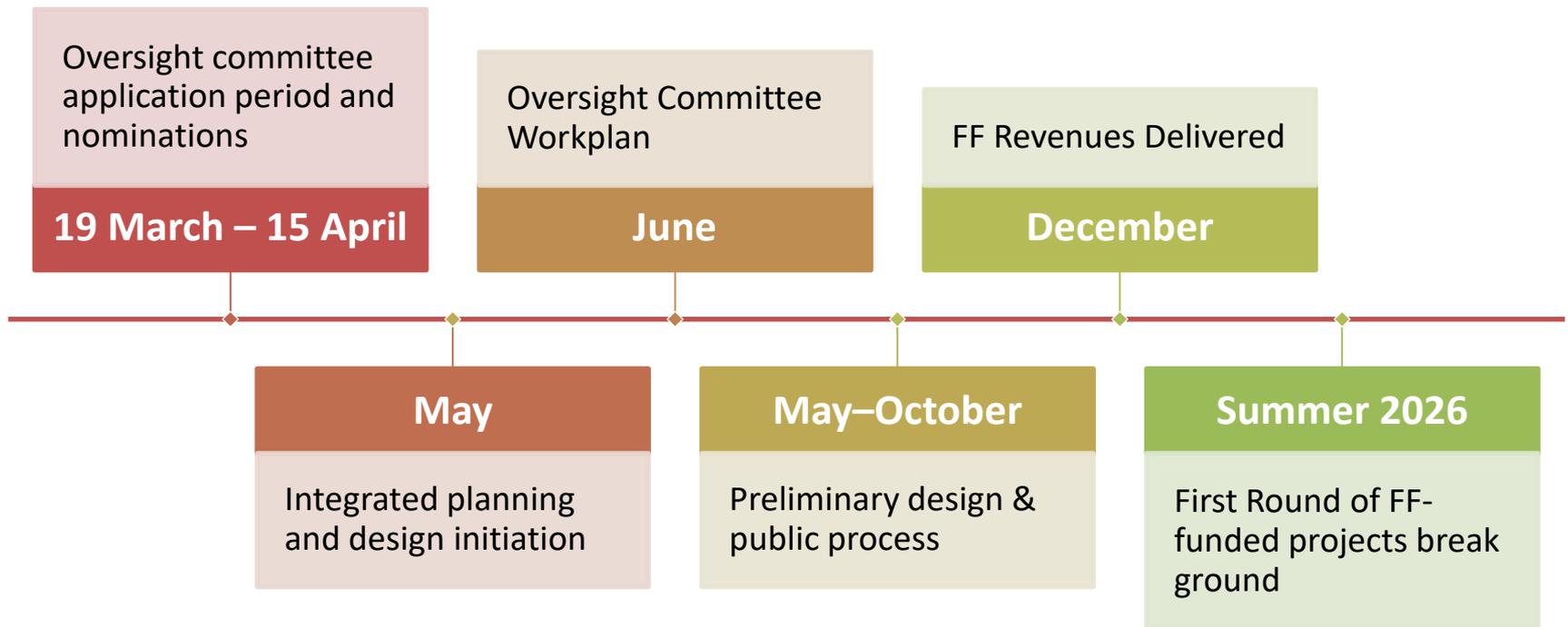
SAFE
STREETS
Citizen
Oversight
Committee
(SSCOC)

- Oversees expenditures and progress reports
- Ensures compliance and evaluates tax impact
- Composed of seven members
 - Two from Transportation Infrastructure Commission
 - One from Environment and Climate Commission
 - Four At-Large appointed by Council with expertise
 - Civil Engineering
 - Infrastructure Programs
 - Municipal Finance/Bonds

SAFE
STREETS
Citizen
Oversight
Committee
(SSCOC)

- Will elect chairperson and one of its members as the vice-chairperson
- City Manager will designate a City staff person to serve as secretary
- Meetings:
 - Regular place and time for meeting
 - Noticed as required by law
 - The frequency to be determined by City Council Resolution, but no less than four meetings per year
- The committee may make and alter rules governing its organization and procedures (Workplan)

Key Timelines & Milestones



Questions



Contact:

Terrance Davis

Director of Public Works

TDavis@berkeleyca.gov

More Information:

<https://berkeleyca.gov/your-government/our-work/bond-revenue-measures/measure-ff-sidewalk-and-street-repairs-parcel>

From: **aimee baldwin**

Date: Sun, Jan 19, 2025 at 12:04 PM

Subject: Proposed Public Restroom at University and San Pablo

To: <PBuddenhagen@berkeleyca.gov>, <SFerris@berkeleyca.gov>, <ttaplin@berkeleyca.gov>, Kesarwani, Rashi <rkesarwani@cityofberkeley.info>, <mayor@berkeleyca.gov>, <council@berkeleyca.gov>

Cc: Gerstein, Beth <bgerstein@cityofberkeley.info>, <RHernandezStory@berkeleyca.gov>, <rclarke@berkeleyca.gov>, Rivera, Robert <rrivera@berkeleyca.gov>, Cameron Woo, cdenney, meryl siegal

Regarding Proposed Public Restroom at University and San Pablo:

Despite asking several city staff and commissioners, we have not been shown the public restroom design by the city, however, we assume the restroom being discussed will be an unattended, independent building encroaching on the city sidewalk right of way, obstructing sightlines to the sidewalk, at one of the vacant building at University Ave (UA) and San Pablo Ave (SPA). This is a problematic design for several reasons.

- Unattended, without constant human monitoring will lead to unsanitary unhealthy conditions, misuse, and avoidance by the greater community, thereby not actually solving the greater community's need for a public restroom
- Reducing public right of way sidewalks; making pedestrian use and accessibility more difficult, counter to community goals of SPAASP and CPTED principles
- Obstructed sightlines = reduced safety (as explained by CPTED principles)
- Could limit future design or obstruct development, for either private developers or for a public gathering space of the corner of UA and SPA

Since the city invited the local community to envision a new SPA with the SPA Area Specific Plan (SPAASP) process, Beautiful San Pablo has been advocating for the adoption of the principles of Crime Prevention Through Environmental Design (CPTED) for SPA, and throughout the city. We advocate design which improves community safety, cohesion, and resilience with reduced policing, and have mentioned this at a couple of commission meetings in the past year, and I wrote an opinion piece in *Berkeleyside* (links at end).

I am sure you understand the reasoning behind our new California law daylighting crosswalks to improve pedestrian safety by opening sightlines to drivers. Many CPTED principles also emphasize clear sightlines (or "eyes on the street") to enhance safety on sidewalks for our pedestrian foot traffic, which our area of SPA and UA desperately needs. We are concerned that an independent building on the sidewalk will obstruct sightlines to the sidewalk. I, and other women, do not want to walk in a blind alley created between a restroom building and a blank wall of a building – especially one along vacant buildings with little or no regular foot traffic. Such a design feels extremely dangerous. Simple design choices can make a world of difference in everyday experiences of walking down a street.

Since the publication of the Citywide Restroom Study 2000 Executive Summary, the conditions of the San Pablo and University Ave area, have substantially changed:

- 99c store (drew many homeless for low cost goods) now closed and vacant
- 7-11 now closed and vacant
- Wells Fargo now closed and vacant
- Needle exchange recently moved from Hearst and University to 9th and UA
- Berkeley Food Network (9th and UA, former Premier Cru building) opened for less than a year at the time of the 2000 study publication but is now well established
- San Pablo Ave Area Specific Plan (SPAASP) has been initiated in 2023

Clearly there is significantly reduced retail at UA and SPA since the 2020 publication of the study. This substantial reduction in retail customer activity and foot traffic, has all but eliminated the opportunity for safety through “eyes on the street”.

In our extensive SPAASP discussions with community members about the desired future of SPA, top comments include increased width of the public right of way sidewalks, and adding vibrant public gathering space. We need a public restroom which will not reduce our already limited public right of way. If the city were adding a public restroom as a part of a greater plan to create a large public plaza at the intersection, and activate the space with events programming and supporting a constant retail presence, and enhance vibrancy as CPTED principles support, we would love that. (akin to what the Hidden Cafe at Strawberry Creek Park creates or downtown BART plaza). While this might be possible in future years after the SPA Specific Plan is done, and more residential developments are completed and occupied, The corner of University and San Pablo is not there yet.

We also don't know if or how a public restroom building put on the public right of way now will limit options for developers to build on any of the sites at the corner of UA and SPA. We are envisioning a dramatic increase in residential buildings here, and are really working hard with the city and community to design a vibrant pedestrian neighborhood.

We do support a public restroom, located inside the City owned building at 9th/10 and UA which now currently houses the Berkeley Food Network which would:

- Not obstruct right of way sidewalks
- Not obstruct sightlines to sidewalks from the street, and follow CPTED principles
- Have constant attendant/maintenance coordinated with Berkeley Food Network and/or a dedicated city employee
- Not inhibit nor limit future creation of gathering plaza or park at the corner of UA and SPA
- Not inhibit or obstruct private development design choices or activity at the corner of UA and SPA
- Potentially be phased out in the future, if a public plaza or park were to be designed with a public restroom, meeting CPTED principles and safety, as a part of an establishment of a positive, well designed vibrant community open gathering space, and city investment and asset, desperately lacking at the corner of UA and SPA currently

Please note that the Exhibit A data analysis heatmap on page 5 of the Citywide Restroom Study 2000 Executive Summary indicates that the City property between 9th and 10th on University is perfectly situated to meet the needs illustrated by the study. <https://berkeleyca.gov/sites/default/files/documents/Citywide%20Restroom%20Study%20and%20Executive%20Summary%20-%202020-10-06%20-%20Final.pdf>

Crime Prevention Through Environmental Design

- <https://www.berkeleyside.org/2024/06/25/opinion-berkeley-should-design-streetscapes-that-create-safe-neighborhoods>

<https://www.cpted.net/Primer-in-CPTED>

Sincerely,
Aimee Baldwin
and
Meryl Siegal
Beautiful San Pablo

From: aimee baldwin

Sent: Monday, February 17, 2025 12:35:37 PM

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

Cc: Buddenhagen, Paul <PBuddenhagen@berkeleyca.gov>; All Council <council@berkeleyca.gov>; Berkeley Mayor's Office <Mayor@berkeleyca.gov>

Subject: Fwd: Proposed Public Restroom at University and San Pablo

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.

Dear Transportation and Infrastructure Commission,

I attended the Public Restroom Community Meeting #2 on Feb 4.

Public Works has been treating the restroom kiosk at University and San Pablo as a done deal, with little or no discussion with any community groups about the design or placement. Our community members: local pedestrians, business owners, potential restroom users, disabled, bus stop users, residents....were left out of any initial discussion on placement or design of this public toilet. Now that we understand the intended design and location, we foresee many various problems with this proposal, from how we use the sidewalks at this intersection.

One consideration is that all four corners of the intersection of University and San Pablo have major bus stops, so already have substantial sidewalk space taken up to serve bus stops. The pictured restroom (attached) at Channing and Telegraph is corner with **NO** bus stops. The site of Adeline and Alcatraz has a sidewalk and pedestrian right of way space that is over 4 times as wide as at University and San Pablo.

A kiosk on any side of any corner at the narrow sidewalk at University and San Pablo will either **block sightlines** that our new intersection daylighting laws were made to improve, or they would block sightlines between approaching bus drivers and passengers at a stop waiting for a bus. This seems extremely poorly thought out, from a set of designers/planners who apparently never use public transit buses? Anyone who takes a bus regularly knows the importance of having a good sightline between a busdriver and the bus stop with waiting passengers. There is no corner at San Pablo and University that would be a good location for a toilet from the standpoint of sightlines.

There should be discussion of the toilet kiosk design and location with the Design Review Committee on potential impacts of such a structure on future developments at University and San Pablo.

There should be discussion of the toilet kiosk design and location with the Disability Commission to review ADA impact on sidewalk and public right of way.

There has apparently been no research into the feasibility of an indoor toilet at the city's building at 9th and University, a much better location for a public restroom, particularly when it comes to maintenance and supervision that can be shared with the Food Network. quote from study, page 11:"Maintenance is critical. Hyphae discourages any new facilities from being built without first identifying funding for maintenance. Without a maintenance strategy, a new facility will fail to actually increase access." I would argue that if the funding for maintenance is used, but the work of maintenance doesn't have adequate oversight and accountability, it will also fail. Having constant cooperation with the Food Network staff and customers could provide maintenance oversight.

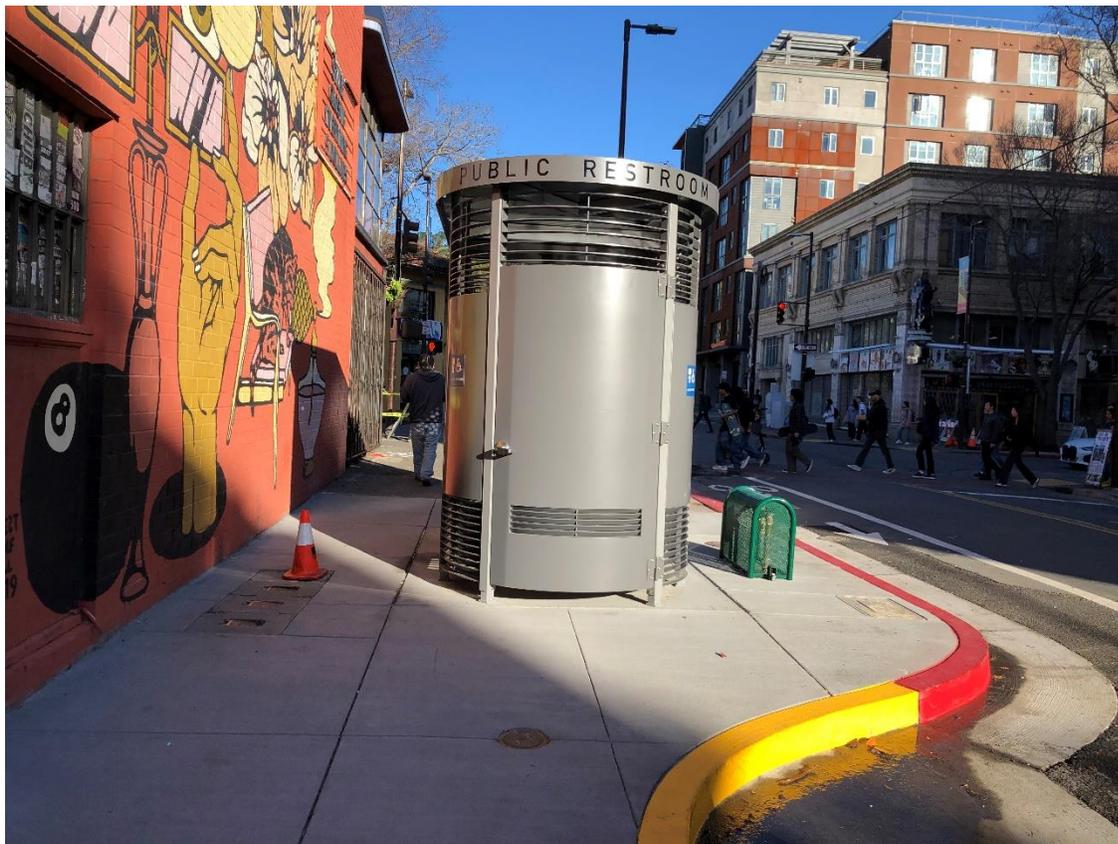
The city staff at the meeting #2 were unable to answer the community's questions about this toilet, and have failed to follow up with promised responses in writing that were supposed to go out to our community.

The city needs to have a new plan for a public restroom in the area of University and San Pablo, and needs a design that is well thought out for ALL stakeholders and users of the intersection, and considers the option to use the city property at the former Premier Cru/now Food Network location.

Sincerely,
Aimee Baldwin
D1 resident



[toilet:channing+telegraph.jpg](#)



map informing suggested locations of a toilet near San Pablo and University: page 5
<https://berkeleyca.gov/sites/default/files/documents/Citywide%20Restroom%20Study%20and%20Executive%20Summary%20-%202020-10-06%20-%20Final.pdf>

From: Amiri, Wahid

Sent: Tuesday, February 18, 2025 6:14 AM

To: aimee baldwin

Cc: Buddenhagen, Paul <PBuddenhagen@berkeleyca.gov>; 'All Council' <council@berkeleyca.gov>; Berkeley Mayor's Office <Mayor@berkeleyca.gov>

Subject: RE: Proposed Public Restroom at University and San Pablo

Good morning,

Aimee, thank you for your follow-up email and for sharing your concerns regarding the proposed public restroom at University and San Pablo. As we discussed during the community engagement workshop, this initiative aims to gather feedback from community members on the design and other aspects that would benefit the neighborhood.

The intersection at University and San Pablo was identified through a comprehensive city-wide assessment, considering the unique challenges faced by the community, including issues related to public urination/public defecation. This location emerged as one of the areas most in need of a public restroom facility.

We understand the concerns about sidewalk space, original design called for the S/E corner but based on merchant feedback, we relocated it to the N/E corner. Our PW Engineering team is committed to ensuring that the restroom's placement does not obstruct sightlines between bus drivers and passengers or impede pedestrian flow. We are exploring design solutions that maintain clear visibility and accessibility for all users.

Regarding the restroom's design and location, we plan to assess potential impacts on future developments and ensure ADA compliance. Your suggestion to consider the city's building at 9th and University as an alternative location may not be viable, as the public restrooms is designed/intended to be open 24-hrs, 7 days a week – however, we will evaluate its feasibility & report back.

As emphasized during the meeting, a robust maintenance program is crucial for the success of this facility. We intend to implement a maintenance schedule similar to the one at Telegraph and Channing, involving a qualified contractor performing detailed maintenance at least three times over a 24-hour period. This approach aims to prevent the restroom from becoming a nuisance due to inadequate upkeep.

We acknowledge the community's concerns about resource allocation and are committed to ensuring that this facility is properly maintained. Our PW Engineering team is diligently working to provide comprehensive responses to all feedback received during the workshop. As promised, we will email these responses to attendees and post them on the project website.

We appreciate your active participation and will continue to engage with the community as we move forward with this project.

Respectfully,

Wahid Amiri, PE, TE, PTOE, PMP, QSP, QSD

Deputy Director of Public Works | Engineering & Transportation

City of Berkeley, CA

510-981-6396

SIDEWALK CONDITIONS IN BERKELEY

PARTIAL ASSESSMENT OF PATH AND SIDEWALK CONDITIONS IN PARTS OF NORTH BERKELEY
January 1, 2025

With the passage of Proposition FF I hope that significant improvement will be made to Berkeley sidewalks. As someone who walks at least five miles most days of the week I am dismayed by rough, broken, and otherwise inadequate pavement which is often too narrow for people to walk two abreast. This is a brief survey of conditions I have noticed in the area of North Berkeley where I walk regularly.

I originally became aware of the poor condition of many sidewalks when looking for a smooth route for a friend who loved to walk, but had fallen on uneven pavement and was super-cautious. I've also discovered that walking at night is much easier on some streets than sidewalks because of broken pavement and irregularities, as well as poor lighting.

In north Berkeley there is ample access to paths, steps, trails, and parks, as well as easy access to downtown Berkeley, BART, and Solano Street. However there are many places where the sidewalks are dangerously rough, broken, deteriorated and blocked—sometimes by cars and trucks. The enclosed photos show precisely some of the situations I have encountered.

ATLAS PATH AT GRIZZLY PEAK

Absolutely the most dangerous spot I've found in all of Berkeley.



At the bottom of Atlas Path one steps right into Grizzly Peak Blvd on a blind curve with fast-moving traffic from the south. There is no sidewalk, no crosswalk, no signage, no light—no warning of any kind to motorists that pedestrians could be in the road. This is far and away the most dangerous situation I encounter regularly on Berkeley streets.

SPRUCE AND EUNICE

A raised barrier was constructed when the handicap ramp was recently installed at Spruce and Eunice. It is yet another obstacle to safe walking, especially at night. This is a difficult, problematic intersection, but the barrier solution is more dangerous than the original problem.

The City of Berkeley 2020 Pedestrian Plan states:

“Berkeley is a model walkable city where traveling on foot or with an assistive device is safe, comfortable, and convenient for people of all races, ethnicities, incomes, ages and abilities.”

This statement is part of the Vision and Goals section of the Plan. It is a perfectly good goal, and needs follow-through and implementation.

The problems on Euclid (between Keith and Eunice), built in the early twentieth century (or even the nineteenth?) are manifold.

This is definitely an urban infrastructure problem involving planners, civil engineers, utilities, public works, and of course homeowner parking concerns. But it is a challenge which could be fruitful.



EUCLID AND KEITH: PROBLEMATIC WHEELCHAIR ACCESS

Handicap ramps are installed at most corners where there are sidewalks in Berkeley. However, at Euclid and Keith a wheelchair could not navigate the sidewalk a few feet from the corner ramp. It is awkward for pedestrians as well. More than once I have seen handicap ramps in places where the rest of the sidewalk is not navigable.

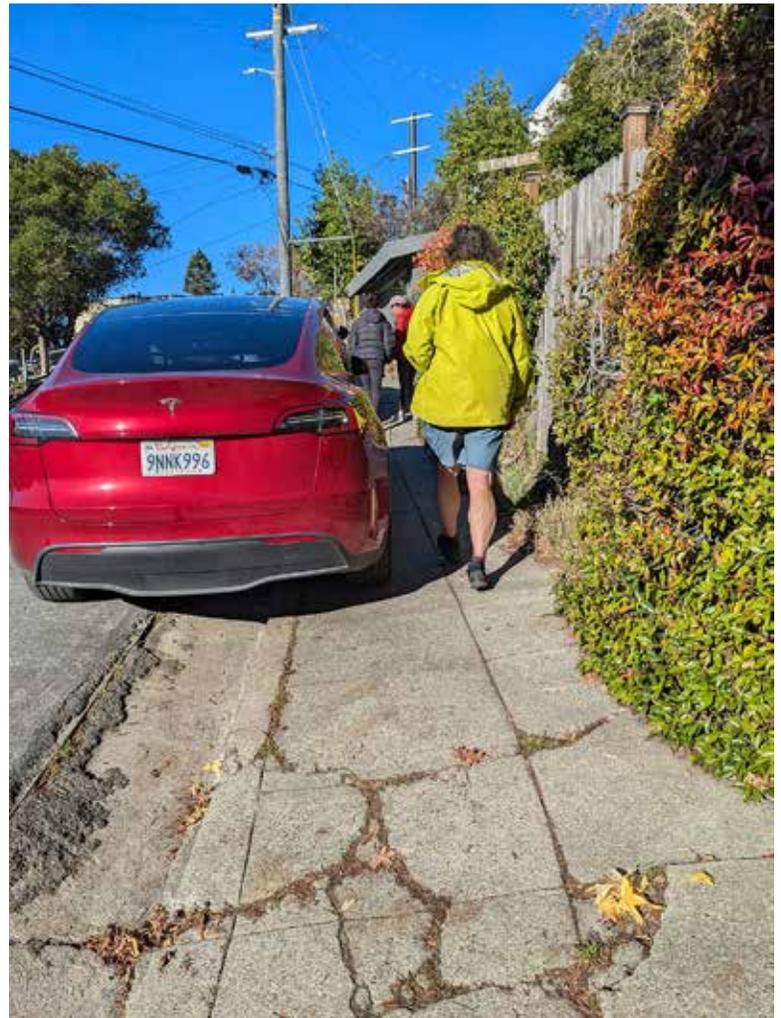


EUCLID BETWEEN EUNICE AND KEITH

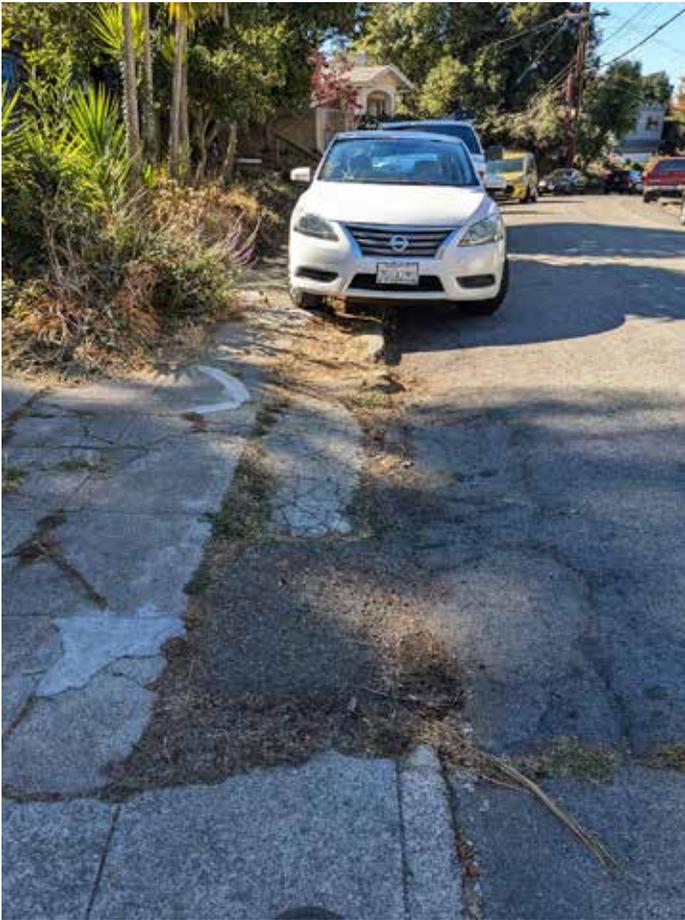
PAVEMENT IN SERIOUS DISREPAIR

Part of Euclid between Eunice and Keith is on an extreme west slope, which results in the roadway being on two levels. Especially on the upper level, many cars and trucks park on the sidewalks, which are seriously deteriorated. Euclid is heavily traveled by both cars and bicycles. This presents many challenges for pedestrians which may be resolved only by serious reconfiguration of the street. Could a one way street be a solution? (Spruce and Grizzly Peak parallel Euclid.)

There is room for a car and cyclist to travel north, but barely enough, hence cars park partly on the sidewalk. Many sections of the sidewalk are blocked by cars, as well as damaged by many years of car parking. This is in no way a condemnation of people who park cars on the sidewalk when there appears to be no other alternative, but it is definitely problematic for pedestrians.



Cragmont West of Euclid



Cragmont west of Euclid has sections where the usable part of the sidewalk allows only single file walking. The narrow curb strip is often used for parking.

Perhaps there is no need for a curb strip here. Might this be a good candidate for not only repair, but widening to the recommended sidewalk width of five feet?

Sometimes curb strips are rough and unloved, neither paved nor providing an attractive barrier to the street. Nor are plants always desirable or necessary in a curb strip. Reduction of the need for watering is also a factor when considering possible future drought conditions.

Sidewalks in disrepair do not encourage pedestrian activity.



SPRUCE STREET NORTH OF EUNICE

PROBLEMATIC CURB STRIPS

Sometimes bricks or flagstone are used to fill a curb strip. They are frequently placed on dirt that subsides with moisture, becoming more of a hazard than a walkable surface. These areas on Spruce Street and Santa Barbara are examples partially filled by stones or bricks in a haphazard manner, or left infilled.

Some Danish cities use large stone or pavement squares for access to underground infrastructure in the curb strip. That combined with standard concrete paving allows for a safe, wide sidewalk.

Alternately, perhaps both street and sidewalk could be widened by eliminating the curb strip?

Is it possible that when sidewalks are considered to be the property owner's responsibility instead of part of civic infrastructure, broken pavement and derelict curb strips are more likely to occur? City requirements for homeowner maintenance of sidewalks are perhaps sometimes an obstacle to creating a walkable system.

<https://berkeleyca.gov/city-services/streets-sidewalks-sewers-and-utilities/sidewalk-repair#:~:text=Property%20owners%20in%20Berkeley%20are,%2C%20deterioration%2C%20and%20other%20damage.>

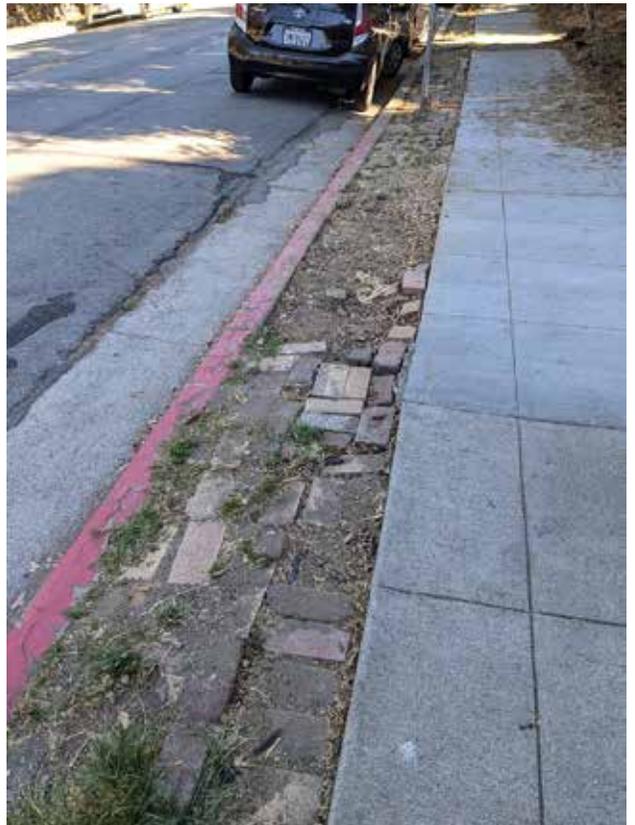


This curb strip once had some vegetation, but has been in this state for quite some time.

SANTA BARBARA EAST OF SPRUCE



SPRUCE STREET SOUTH OF EUNICE





UPPER SECTION BERRYMAN PATH

This could be a safe, lovely connector from Oxford to Spruce. Instead the asphalt is rough, irregular, and broken by numerous tree roots.



OXFORD SCHOOL WAY

Oxford School Way may be five feet wide, but vegetation encroaches and there's a split down the middle.



MENDOCINO PATH

Someone recently patched the broken pavement, though it is still uneven.



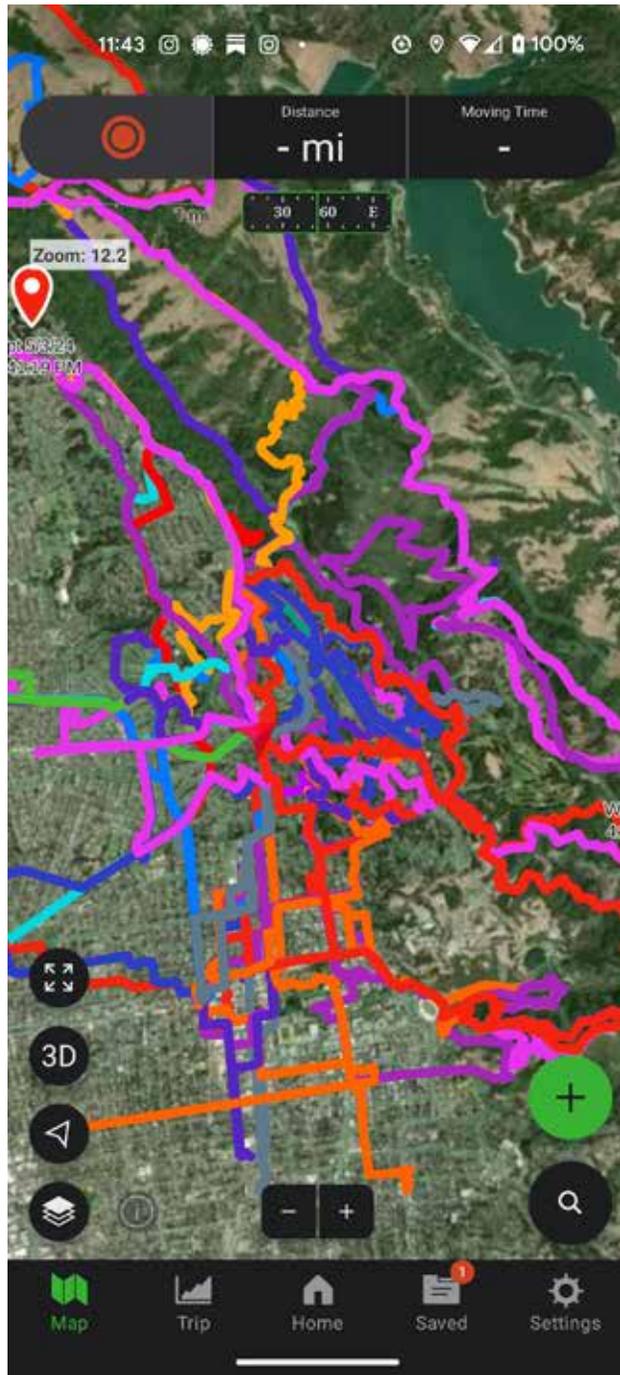
LOS ANGELES NEAR OXFORD STREET

The broken, uneven pavement is dangerous day or night. Perhaps the huge redwood tree nearby is responsible for the damage. Whatever the cause, this needs to be addressed.

SANTA BARBARA WEST OF SPRUCE

This is another spot where a redwood has deformed the sidewalk; no assistive device could pass.





This report is based on my observations in areas I walk regularly. The GaiaGPS shot above shows just a few of my many walks/hikes across and around Berkeley. This report reflects my appreciation of Berkeley's remarkable setting between the Bay and the beautiful parklands. It is a simple joy to be able to walk around Berkeley, to have pedestrian access to groceries and shopping, and to not need a car. I also appreciate the progress that has been made for bicycling infrastructure and the general thrust among some in Berkeley for creating a walkable city, and I hope for continued improvement to realize the vision of a true walkable city.

Please feel free to share this pdf.

Emerald Canary
emeraldcanary@gmail.com
(650) 534-6749

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

From: Thomas Yamaguchi

Sent: Thursday, February 20, 2025 8:47 PM

To: transportation <transportation@ci.berkeley.ca.us>

Subject: Restrooms in the public right-of-way

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.

I attended this evening's meeting of the Transportation and Infrastructure Commission. While I appreciate the concerns brought by the neighbors on locating a public restroom on San Pablo and University, I agree with commissioners who say this is part of a greater problem that includes homelessness, crime, and empty storefronts. I believe this restroom can have a positive impact. We need a variety of efforts to solve the larger problems of that commercial district. As Commission Walton mentioned, our transit drivers need access to restrooms along their routes. As a resident of District 2, I would appreciate more public restrooms in our city. Access to a restroom becomes a more urgent need as we get older.

I have not used the restroom at Channing and Telegraph yet, though I pass it frequently as I bike to work. It looks very nice from the outside, and I plan to give it try when I get the chance.

Tom Yamaguchi

1015 Channing Way

Berkeley, CA 94710

From: Budnick, Noah <NBudnick@berkeleyca.gov>
Sent: Tuesday, February 25, 2025 11:41 AM
To: Amiri, Wahid <WAmiri@berkeleyca.gov>
Cc: Hargraves, Elaina <EHargraves@berkeleyca.gov>
Subject: Fw: Community Health Assessment

Dear Transportation and Infrastructure Commissioners,

Please see below and attached.

I am not going to print the attachment for the March meeting agenda packet, as it's over 40-pages. The attachment and related staff report are available online here:

<https://berkeleyca.gov/sites/default/files/documents/2025-02-25%20Item%2016%20Community%20Health%20Assessment.pdf>

Best,
Noah

From: Amiri, Wahid <WAmiri@berkeleyca.gov>
Sent: Tuesday, February 25, 2025 11:03 AM
To: Budnick, Noah <NBudnick@berkeleyca.gov>
Subject: FW: Community Health Assessment

Please share, thanks.

Respectfully,

Wahid Amiri, PE
Deputy Director of Public Works
510-981-6396

From: Knox, Kellie <KKnox@berkeleyca.gov>
Sent: Tuesday, February 25, 2025 10:38 AM
To: Lovvorn, Jennifer <JLovvorn@berkeleyca.gov>; Bronson, Darlene <DBronson@berkeleyca.gov>; Rose, Emily <ERose@berkeleyca.gov>; Vance-Dozier, Okeya <OVance-Dozier@berkeleyca.gov>; Burns, Anne M <ABurns@berkeleyca.gov>; May, Keith <KMay@berkeleyca.gov>; Moore, Sarah M. <SMoore@berkeleyca.gov>; Jacobs, Joshua <JJacobs@berkeleyca.gov>; Cash, Anna <ACash@berkeleyca.gov>; Katz, Mary-Claire <MKatz@berkeleyca.gov>; Works-Wright, Jamie <JWorks-Wright@berkeleyca.gov>; Miller, Roger <RMiller@berkeleyca.gov>; Brown, Rex <ReBrown@berkeleyca.gov>; Horner, Justin <JHorner@berkeleyca.gov>; Shen, Alisa <AShen@berkeleyca.gov>; Terrones, Roberto <RTerrones@berkeleyca.gov>; Bryant, Ginsi

<GBryant@berkeleyca.gov>; Heath, Julia <JHeath@berkeleyca.gov>; Amiri, Wahid <WAmiri@berkeleyca.gov>; Aguilar Martinez, Amalia <AAguilarMarinez@berkeleyca.gov>; Aguilar, Hansel <HAguilar@berkeleyca.gov>; Uberti, Mike <MUberti@berkeleyca.gov>; Wyant, Jenny <jwyant@berkeleyca.gov>

Cc: Roseman, Catherine <CRoseman@berkeleyca.gov>

Subject: FW: Community Health Assessment

Internal

Hello Commission Secretaries,
Please share the attached with your commissions for their information and see the email from HHCS Director below about the report.

Let me know if there are any questions.

Best,

Kellie

Kellie Knox, LMFT, she/her

Future of Public Health Coordinator
Community Health Commission, Secretary
City of Berkeley, HHCS
2180 Milvia Street, Berkeley, CA 94704
510-981-5301 kknox@berkeleyca.gov



The City is hiring! <https://agency.governmentjobs.com/berkeley/default.cfm>

From: Gilman, Scott <SGilman@berkeleyca.gov>

Sent: Tuesday, February 18, 2025 1:59 PM

To: All HHCS <dHHCS@berkeleyca.gov>

Subject: Community Health Assessment

Internal

Dear HHCS team,

I am writing to let you know that our Community Health Assessment – a component of our Berkeley Wellness Blueprint – has been completed and is attached for your reading enjoyment. The Community Health Assessment, or CHA, is a culmination of several months of collaborative work with JSI Consultants, caring and thoughtful community members, and a committed group of staff who spearheaded the effort.

This CHA includes both qualitative and quantitative data metrics to paint a picture of the current state of health of the Berkeley community. Data from a series of community focus groups, a community survey, and key informant interviews with community partners and leaders helped to inform the qualitative data component.

You will see that the CHA identifies four priority areas. HHCS staff are working closely with JSI Consultants and the community steering committee that was created to help guide the Berkeley Wellness Blueprint process, to embark on the next phase of this project – the Community Health Improvement Plan, or CHIP. The CHIP will identify strategies to address the four priority areas in the CHA. HHCS staff are already working closely with the consulting team and the community steering committee, to develop the CHIP, which should be released by early this summer.

The CHA has been shared with the City Manager and City Council. It has been included on the Feb. 25 Council agenda packet as an Information Item, and it will soon be posted on the City website.

I want to acknowledge the hard work and efforts of our consulting team, community steering committee, and all the HHCS staff who were involved in the development of the CHA – especially Kellie Knox, Patricia Zialcita, Catherine Roseman, and Janice Chin.

I encourage you all to read the attached report. Thank you for all your great work.



Scott Gilman

Director of Health, Housing, and Community Services

Pronouns: He/him/his

2180 Milvia Street, 2nd Floor

Berkeley, CA 94704

(510) 981-5404

SGilman@berkeleyca.gov

From: beautifulsanpablo

Sent: Friday, February 28, 2025 6:02 PM

To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Buddenhagen, Paul <PBuddenhagen@berkeleyca.gov>; Gonzalez, Uriel <ugonzalez@berkeleyca.gov>; Rivera, Robert <RRivera@berkeleyca.gov>

Cc: Cameron Woo; Lawrence Grown; aimee baldwin; lauren parsons; Berkeley Mayor's Office <Mayor@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Taplin, Terry <ttaplin@berkeleyca.gov>

Subject: Revised Letter Requesting A Task Force on the San Pablo Avenue Rest Room project

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.

Revised Letter – please keep revision

February 28, 2025

To: Mr. Wahid Amiri, City Manager Paul Buddenhagen, Karen Parolek, Kim Walton, Lize Lutzer, Julia Moss, Arsh Sing Hothi, Lauren (Ren Zaro) Fitzgerald, Adrian Leung, Mr. U. Gonzalez

CC: Transportation and Infrastructure Commissioners (TIC), Other Project Engineers

Our community believes that we are in agreement with the city as we are all desirous of safety, cleanliness, and vibrancy on San Pablo Avenue. We attended two City run public meetings on the restroom facility for SPA and University but are still waiting for the answers to our questions from the February 4th meeting, and were only allowed 1 minute comment per participant at the TIC meeting (having about 10 minutes of public input that evening). Therefore we are asking for a transparent, inclusive, and perhaps more appropriate way to go about this.

We are writing to you to ask for a Task Force including but not limited to representatives from Public Works, members from BSP and the International Marketplace businesses, members from TIC, and perhaps also a representative from the OED and Mr. Robert Rivera (Senior City Planner on the San Pablo Avenue Specific Plan). We ask that the city provide some data on the numbers of police incidents on SPA and also provide the data set which indicated the intersection of University and San Pablo as a greater need for a public restroom than elsewhere in the city, particularly as the conditions at University and San Pablo Avenues have changed since the time of the 2019 study.

We sincerely believe a safe, supervised and well maintained rest room facility in this general area could be a boon to the business community and perhaps the city as a whole, but this needs to be a fully fleshed out plan with all the stakeholders involved and feeling “complete” at the end of the process. We believe we can do this.

Please, give the community/city process a chance and let’s create something great in a neighborhood that is currently undergoing a great transition, as well as a comprehensive rezoning and revitalization process to be something wonderful again.

Sincerely,

**Beautiful San Pablo
Meryl & Aimee**

International Marketplace

**Lawrence Grown / Metro Lighting / West Berkeley Design Loop
Deepak and Shelly Ajmani / Bombay Spice House**

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

Sent: Sunday, March 2, 2025 5:13 PM

To: beautifulsanpablo <beautifulsanpablo@gmail.com>

Cc: Cameron Woo <cameronjwoo@gmail.com>; Lawrence Grown <intlmarketplacewb@gmail.com>; aimee baldwin <junk.menagerie@gmail.com>; lauren parsons <laurengae@hotmail.com>; Berkeley Mayor's Office <Mayor@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Taplin, Terry <ttaplin@berkeleyca.gov>; Gonzalez, Uriel <ugonzalez@berkeleyca.gov>; Buddenhagen, Paul <PBuddenhagen@berkeleyca.gov>; Rivera, Robert <RRivera@berkeleyca.gov>

Subject: Re: Revised Letter Requesting A Task Force on the San Pablo Avenue Rest Room project

Greetings Meryl and Aimee,

Thank you for your follow-up email and for the community's continued engagement. We appreciate the time and effort everyone dedicated to attending the TIC meeting and sharing their perspectives. Regarding the promised FAQs, I checked in with our PW project team last Thursday. They have made significant progress and are now approximately 80% complete in compiling responses to the questions and inquiries received during the community engagement workshop. We anticipate emailing these FAQs to attendees and posting them on the project webpage within the next two weeks.

As we emphasized during the community meeting, and as I reiterated at the TIC meeting and in subsequent discussions with individuals and community members, the City has received valuable feedback. Public Works leadership and the City Manager are committed to ensuring that the proposed public restroom enhances the community, rather than creating a public nuisance. Our goal is to foster a safe, clean, and thriving environment.

As I mentioned numerous times, we are committed to implementing the public restroom at this location **only** with a robust maintenance and monitoring program to prevent it from becoming a public nuisance or an eyesore.

Furthermore, we acknowledge the community's concerns regarding the changing characteristics of the area (outdated data). As I committed, Public Works Engineering is in the process of onboarding a consultant to review relevant data/current environment and confirm whether this location remains a high-priority hotspot that would benefit significantly from a public restroom.

To manage expectations, please understand that this review will be a focused assessment, not as extensive as the original 2020 W.A.S.H Report. However, it will be sufficient to inform our decision-making process, either guiding us to a new location or reaffirming the suitability of the current site.

We will provide further updates as soon as they become available. Thank you again for your valuable engagement.

Respectfully,

Wahid Amiri, PE, TE, PTOE, PMP, QSP, QSD
Deputy Director of Public Works | Engineering & Transportation
City of Berkeley, CA
510-981-6396

From: Amiri, Wahid
Sent: Friday, March 7, 2025 4:27 AM
To: Rick Raffanti <rikraf@techneinstruments.com>
Subject: RE: Bike plan comments - TIC

Good morning Rick,

Your email below has been received and will be distributed to our TIC Commissioners. Thank you.

Respectfully,

Wahid Amiri, PE, TE, PTOE, PMP, QSP, QSD
Deputy Director of Public Works | Engineering & Transportation
City of Berkeley, CA
510-981-6396

From: Rick Raffanti <rikraf@techneinstruments.com>
Sent: Thursday, March 6, 2025 8:54 PM
To: Amiri, Wahid <WAmiri@berkeleyca.gov>
Subject: Bike plan comments

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.

Hi Wahid,
I'm a former member of the TIC. Could you include these comments in the commission's agenda package?
Thanks,
Rick Raffanti

Dear Members of the TIC,

I am writing to share my perspective on the Bicycle Network Plan Recommendations, both in terms of the accomplishments since 2017 and the proposed future initiatives. As an avid cyclist and a former member of the Transportation and Infrastructure Commission, I have a deep interest in ensuring that Berkeley's transportation policies are effective, data-driven, and inclusive of all road users.

While I appreciate the efforts to expand cycling infrastructure, I have significant concerns about the emphasis on protected class-IV cycle tracks. Many experienced cyclists, myself included, find these protected bikeways—whether one-way or two-way—to be both unsafe and inefficient. They are often avoided by cyclists who perceive them as slow and hazardous, particularly at intersections where conflicts with vehicles and pedestrians are common.

I understand that bike advocates argue these facilities are not intended for experienced cyclists like me, but rather to encourage newcomers. However, I have yet to see any data supporting the claim that protected bikeways achieve this goal. In fact, the available data paints a troubling picture:

- According to the California Office of Traffic Safety, Berkeley has consistently ranked as the #1 or #2 worst medium-size city for both pedestrian and bicycle safety from 2017 to 2022.

- The US Census American Community Survey shows that Berkeley's bicycle mode-share has declined from a peak of 10% in 2014 to just 6% in 2023.

These trends raise serious questions about the effectiveness of the current approach. Yet, the Bicycle Network Plan Recommendations appear to embrace a "stay the course" strategy, doubling down on costly protected bikeways without clear evidence of their success.

As a former member of the Transportation and Infrastructure Commission, I was surprised to learn that Berkeley has not measured traffic flows since 2018. Without this data, it is impossible to evaluate whether these projects are achieving their stated goals. This lack of accountability undermines public trust and risks wasting limited resources on initiatives that may not improve safety or encourage cycling.

Furthermore, cyclists represent a very small portion of Berkeley's population, while everyone walks. Prioritizing expensive protected bikeways over more cost-effective safety measures—especially those benefiting pedestrians—seems misguided. For example, improving crosswalk visibility, using design elements to reduce vehicle speed, and enhancing pedestrian signals could yield significant safety benefits at a fraction of the cost.

I urge the City Council to reconsider the current approach and demand a more data-driven, cost-effective, and inclusive transportation policy. Before committing to further investments in protected bikeways, the city should:

1. Conduct a thorough evaluation of existing cycling infrastructure, including traffic flow data and safety outcomes.
2. Prioritize low-cost, high-impact safety measures that benefit all road users, particularly pedestrians.
3. Engage with a broader range of cyclists and community members to ensure that transportation policies reflect the needs and preferences of all residents.

Thank you for considering my comments. I hope the City Council will take these concerns seriously and work to create a transportation system that is safe, equitable, and effective for everyone in Berkeley.

Sincerely,

Rick Raffanti

Berkeleyans for Accessible Rights-of-Way

February 6, 2025

Mayor Adena Ishii
Members of the Berkeley City Council
2180 Milvia Street
Berkeley, CA 94704

Via email to council@berkeleyca.gov

Subject: Recommendations from the Disability and Senior Community for Implementing 2024 Measure FF

Dear Mayor and Members of the City Council:

As members or supporters of Berkeley's disability and senior community, we write to offer our recommendations for how Measure FF, passed by the voters last November, can be implemented such that the needs of people with disabilities on public rights-of-way are served. In Berkeley, 6.7% of people under 65 have disabilities. By 2030, 1 in 5 adults will be over 65 years of age and 37% of people over 75 experience ambulatory difficulty. This significant population faces heightened dangers every day simply navigating our sidewalks and street crossings.

The City's 2019 Vision Zero Action Plan, which Measure FF spending must be consistent with, recognizes that seniors and people with disabilities, among other groups, face a "disproportionate burden of traffic deaths and severe injuries."¹ It is important also to recognize that severe injuries and death can result solely from hazardous street and sidewalk conditions unrelated to traffic (affecting able-bodied people as well), and those hazardous conditions also impinge on the ability of mobility-impaired persons to simply get around town. Many such persons cannot drive cars and must walk, use wheelchairs or adaptive bicycles, or take public transportation.

Further, in late 2023, the Federal government adopted guidelines under the Americans with Disabilities Act (ADA), known as PROWAG, that require state and local governments to ensure that facilities used by pedestrians in the public right-of-way are readily accessible

¹ The Plan includes other groups that also face a disproportionate burden: people of color, people with no or low income, people with no or limited English proficiency, people experiencing homelessness, youth, and seniors.

to and usable by pedestrians with disabilities.² Thus, by the terms of both Measure FF and federal guidelines, the City should take care to implement the measure to address the needs of people with disabilities.

We offer the following recommendations both to meet Vision Zero goals and to comply with the ADA:

1. Add a position to the city's ADA program staff to focus on bringing the City into compliance with the new federal ADA guidelines, PROWAG, including monitoring and enforcing the ADA obligations of the City's contractors. Private construction, especially large buildings, can block sidewalks and create hazards for people with disabilities. Proper signage and safe alternate passageways, as required under the new Federal rules, are often lacking. The position could be fully funded with Measure FF funds.
2. Prioritize Measure FF's goal of "eliminating" the backlog of damaged sidewalks "by 2036," and "ensur[ing] accessibility for all users." The most hazardous sidewalk conditions should be identified and repaired immediately, and all sidewalks should be made acceptable and safe – meeting all ADA requirements – within at least 12 years. The 15% of funds allocated for sidewalks and pedestrian paths should be used strictly for repair of damaged sidewalks and paths, and should add to, not replace, historical levels of funding except where other sources of funding (such as past measures) are expiring.

The City should fully fund the 50/50 cost-sharing program to expedite clearance of the backlog of cost-sharing requests and to prevent future backlogs (as proposed by CM Humbert in 2023). In addition, the city should evaluate whether the 50/50 waitlist includes the most dangerous ADA violations and, if not, establish a means of prioritizing correction of these violations.³

3. Incorporate ADA-mandated curb ramps and other ADA Title II traffic safety measures (crosswalks, street furnishings, pedestrian signals, parking, and other parts of the public right-of-way) in all pedestrian and bicycle "Safety Improvement" projects and fund all such measures out of the "Safety Improvements" budget (which is twice as large as the allocation for sidewalk and pathway repairs).

² Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), Appendix to Part 1190, R.204. See: <https://www.ecfr.gov/current/title-36/chapter-XI/part-1190>. Also See <https://www.govinfo.gov/content/pkg/FR-2023-08-08/pdf/2023-16149.pdf> and <https://www.access-board.gov/prowag/>.

³ The City keeps a highly detailed ADA violations database describing each violation, e.g., the slope of broken sidewalks.

4. Ensure that bike lanes and cycle tracks are designed to be equitable and accessible and do not impose additional barriers for people with disabilities and promote transit access for all sectors and abilities, as required by law.⁴
5. Ensure that the three required Measure FF implementation workshops build in an inclusive community process to identify and mitigate disability street injustices and ensure that the disability community is represented on the new SAFE STREETS Citizen Oversight Committee (SSCOC) and/or by formally coordinating with the Commissions on Aging and Disabilities.
6. Collect data on street, sidewalk, and bikeway usage and injuries (related and unrelated to vehicle traffic), including data on whether parties involved are disabled as recommended in the Vision Zero Action Plan,⁵ prior to implementing Complete Street projects, as required by the city’s Complete Streets policy.⁶ The Vision Zero Action Plan calls for “shifting away from state crash data and toward use of BPD police report data.” However, not all injuries are reported to BPD or involve a traffic collision. Rather, many people are injured solo due to poor sidewalk conditions and new street designs where public reports are not taken. Therefore, special outreach to vulnerable communities and targeted data collection efforts are needed.

We would be happy to provide more detailed recommendations and would welcome the opportunity to meet with each of you and share our perspective on the needs of seniors and people with disabilities on Berkeley’s public rights-of-way.

Sincerely,

Michai Freeman
Systems Change Advocate
Center for Independent Living

Erik Knaresboro and Michaela Tszto
Founders
Streets of Equality

Helen Walsh
Accessibility-Inclusion Advisor
UCC Disaster Ministries
-and-
Vice-Chair
Berkeley Disability Commission*
*for identification purposes only

⁴ Federal law requires cities to consider accessibility when redesigning its streets to add protected bike lanes. *Sarfaty v. City of Los Angeles*, No. 2:17-CV-03594-SVW-KS, 2020 WL 4697906, at *5 (C.D. Cal. Aug. 12, 2020), as cited in ADA Update: https://ada-update.com/2020/08/19/bike-lanes-can-create-disability-barriers/#_ftn2.

⁵ The Vision Zero Action Plan calls on the City to, among other things, “perform a robust assessment of other key gaps in safety datasets as part of the first update to this plan; and elevate community voices to understand the perception of safety and personal security in our most vulnerable communities.”

⁶ Berkeley’s 2012 Complete Streets Policy. See <https://berkeleyca.gov/sites/default/files/2022-04/Berkeley%20Complete%20Streets%20Policy.pdf> at PDF-p. 9.

Carol Crooks
Betsy Morris
Co-conveners
Gray Panthers of Berkeley and the East Bay

Rev. Kelly Colwell
Rev Molly Baskette
Co-Senior Ministers
First Congregational Church of Berkeley

Rev. Hannah Turner
Minister for Youth, Young Adults, &
Emerging Ministries

Bab Freiberg
Executive Director
Ashby Village

cc: Commission on Aging
Commission on Disability

INDIVIDUALS IN SUPPORT OF THE RECOMMENDATIONS
OF BERKELEYANS FOR ACCESSIBLE PUBLIC RIGHTS-OF-WAY
As of February 5, 2025

Mary-Ellis	Adams	Nathan	Hood	Anne	Rowe
James	Anas-Benson	Jennifer	Hu	Helen	Rubardt
Leonard	Ash	Jun	Hu	Linda	Sawyer
Rick	Ayer	Margaret	Kavanaugh-Lynch	Susan	Shome
Birtukan	Beyenssa	Kathleen	Keller	Rebecca	Smith
Stanley	Boghosian	Katia	Kiefaber	Steven	Spielman
Jonathan	Bradshaw	Yuka	Kobayashi	Laura	Spielman
John	Brockett	Kara	Korbel Chinula	Jeanne	Strauss
Katharine	Brooks	Nick	Kukulan	Sharla	Sullivan
Sharonda	Chappel	Annis	Kukulan	Sara	Tanenhau
Lee	Cher-Weinstein	Lorenzo	Llanillo	Charles	Taylor
Lisa	Chow	Jonell	Lucas	Bella	Vavra
Alice	Clark	Dorris	Lynch	Martha	Vognar
Jim	Coates	Julia	Madore	Charles	Webb
Carolyn	Cox	Janet	McDonald	Morris	Wright
Alex	Cruz	Marcy	McGaugh	Jelle	Zijlstra
Chloe	Faison	Laura	Monroe		
Jeremy	Fish	Charles	Monroe		
Elizabeth	Forsyth	Melissa	Moss		
Mary	Fujii	Ann	Naffziger		
Susan Leslie	Gleason	Jennifer	Nixon		
Barbara	Grady-Ayer	Nancy	Rader		
Mack	Griffith	Helga	Recke		
Kerrie	Hein	Matthew	Reed		
Barbara	Hollinger	Althea	Rosales		