



# TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING AGENDA

Thursday, April 17<sup>th</sup>, 2025, 6:15 pm

*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 the February 20<sup>th</sup> and March 27<sup>th</sup>, 2025 meetings
5. Approval and Order of Agenda
6. Update on administration and staff
7. 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. Daniel Ellsberg street naming recommendation – Action requested – 6:45 pm**

*Public Works Staff on behalf of the Western States Legal Foundation*

In accordance with the City of Berkeley's Policy for Naming and Renaming of Public Facilities, the Western States Legal Foundation requests consideration by the Transportation and Infrastructure Commission (TIC) to recommend naming Kittredge Street, between Milvia and Fulton streets, in honor of Daniel Ellsberg. This request was [supported by Berkeley's Peace and Justice Commission](#) in 2024. Mr. Ellsberg's work greatly contributed to the release of the Pentagon Papers, which helped end the Vietnam War. He also worked towards denuclearization, informing people in the U.S. and the rest of the world about this issue. See page 36 of "[The Berkeley City Council Rules of Procedure and Order](#)" for the street renaming process. Action requested: Recommend to the

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Thursday, April 17<sup>th</sup>, 2025

City Council to rename Kittredge Street, between Milvia and Fulton streets, in honor of Daniel Ellsberg.

**2. 2025 Commission work plan – 7:15 pm**

*Commissioners and Public Works staff*

Commissioners and staff to discuss 2025 work plan. Possible actions: Adopt 2025 work plan; create subcommittees and assign members; appoint liaisons.

**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 – 8:30 pm**

**E. FUTURE AGENDA ITEMS – 8:40 pm**

**F. ADJOURNMENT 8:45 pm**

Agenda Posted: April 10<sup>th</sup>, 2024

*The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, May 15<sup>th</sup>, 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.**

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**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, 4<sup>th</sup> 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  
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TRANSPORTATION and INFRASTRUCTURE COMMISSION  
**REGULAR MEETING**  
**DRAFT MINUTES**

Thursday, February 20<sup>th</sup>, 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 16<sup>th</sup>, 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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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 27<sup>th</sup>, 2025 at 6:15 pm, at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.*

Transportation and Infrastructure Commission  
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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.

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TRANSPORTATION and INFRASTRUCTURE COMMISSION  
**REGULAR MEETING**  
**DRAFT MINUTES**

Thursday, March 27<sup>th</sup>, 2025, 6:15 pm

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

**A. PRELIMINARY BUSINESS**

**1. Call to order**

**6:15 pm:** Commission Secretary Amiri called the meeting to order.

**2. Roll call**

**6:16 pm:**

Commissioners Present: Ben Gerhardstein (alternate for Karen Parolek), Ellie Greene (alternate for Ren Zaro), Marc Hedlund (alternate for Adrian Leung), Arsh Singh Hothi, Julia Moss, Holly Scheider, Kim Walton (arrived at 6:23 pm)

Excused: Liza Lutzker

Staff Present: Terrance Davis, Wahid Amiri, Noah Budnick, Elaine Hargraves

6:16 pm: Four members of the public present.

**3. Meeting chair selection – Action requested**

**6:17 pm Action:** It was Moved / Seconded (Hedlund / Gerhardstein) for Commissioner Moss to chair this meeting.

**6:17 pm: Vote:**

Ayes: Gerhardstein, Greene, Hedlund, Hothi, Moss, Scheider, Walton

Noes: None

Abstain: None

Absent: None

Excused: Lutzker

Recused: None

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

**4. Public comment on items not on the agenda**

**6:17 pm:** Three public comments.

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

**5. Approval of minutes from the February 20<sup>th</sup>, 2025 meeting**

**6:24 pm Action:** It was Moved / Seconded (Scheider / Walton) to review and approve the February minutes at the April Transportation and Infrastructure Commission meeting.

**6:24 pm: Vote:**

Ayes: Gerhardstein, Greene, Hedlund, Hothi, Moss, Scheider, Walton

Noes: None

Abstain: None

Absent: None

Excused: Lutzker

Recused: None

**6:24 pm Motion passed 7-0-0-0-1-0**

**6. Approval and Order of Agenda**

**6:25 pm Action:** It was Moved / Seconded (Greene / Gerhardstein) to approve the meeting agenda.

**6:25 pm: Vote:**

Ayes: Gerhardstein, Greene, Hedlund, Hothi, Moss, Scheider, Walton

Noes: None

Abstain: None

Absent: None

Excused: Lutzker

Recused: None

**6:25 pm Motion passed 7-0-0-0-1-0**

**7. Update on administration and staff**

**6:26 pm:** Deputy Director Wahid Amiri provided updates and answered Commissioner questions about the Transportation Division hiring an Associate Planner for transit, a Senior Planner to manage Vision Zero and two new Traffic Calming Program staff; restarting the Traffic Calming Program; preparing to onboard a new Parking Services Manager; recruiting a new Transportation Manager.

6:27 pm: Four members of the public present.

Deputy Director Amiri provided updates and answered Commissioner questions about the Engineering Division recruiting to hire a Supervising Civil Engineer for streets, sidewalks and stormwater, an Associate Civil Engineer for development and permitting, two Engineering Inspectors – one for sewers and one for development and permitting – one Junior Public Works Engineer for sewers and one Chief of Party for surveying; recently awarded contracts for sewer work on Adeline, Shattuck, and Oxford, restroom renovation and elevator improvements at the Telegraph-Channing Parking Garage, improvements at Fire Station #2, phase one of Strawberry Creek Culvert maintenance, FY23 streetlight maintenance, FY25 curb ramp improvements, pedestrian safety on Sacramento Street, the Woolsey-Fulton Bike Boulevard and Shattuck MLK Bus Stops project and the FY25 street maintenance and rehabilitation project.

Commissioners asked follow up questions and commented on the following topics: when the Engineering and Transportation divisions were last fully-staffed; if the divisions conduct exit interviews; how the City of Berkeley can better retain staff; the status of hiring for the Associate Planner for Vision Zero; staff churn; underfilling positions with engineers in training.

**8. Announcements**

**6:42 pm:** No announcements.

**B. DISCUSSION / ACTION ITEMS**

**1. Ad hoc subcommittee nominations**

Commissioners nominated new commission members to serve on ad hoc subcommittees.

**6:43 pm Action:** It was Moved / Seconded (Hedlund / Walton) to nominate Commissioner Scheider to the Bike Plan Update Ad Hoc Subcommittee.

**6:43 pm: Vote:**

Ayes: Gerhardstein, Greene, Hedlund, Hothi, Moss, Scheider, Walton

Noes: None

Abstain: None

Absent: None

Excused: Lutzker

Recused: None

**6:44 pm Motion passed 7-0-0-0-1-0**

**6:44 pm Action:** It was Moved / Seconded (Walton / Scheider) to nominate Commissioner Walton to be the BART liaison.

**6:45 pm: Vote:**

Ayes: Gerhardstein, Greene, Hedlund, Hothi, Moss, Scheider, Walton

Noes: None

Abstain: None

Absent: None

Excused: Lutzker

Recused: None

**6:45 pm Motion passed 7-0-0-0-1-0**

6:45 pm: Six members of the public present.

**2. Ad hoc subcommittee elections**

Commissioners acted on the nominations.

**6:47 pm Action:** It was Moved / Seconded (Moss / Greene) to elect Commissioner Scheider to the Bike Plan Update Ad Hoc Subcommittee.

**6:47 pm: Vote:**

Ayes: Gerhardstein, Greene, Hedlund, Hothi, Moss, Scheider, Walton

Noes: None

Abstain: None

Absent: None

Excused: Lutzker

Recused: None

**6:47 pm Motion passed 7-0-0-0-1-0**

**6:47 pm Action:** It was Moved / Seconded (Walton / Scheider) to elect Commissioner Walton to be the BART liaison.

**6:47 pm: Vote:**

Ayes: Gerhardstein, Greene, Hedlund, Hothi, Moss, Scheider, Walton

Noes: None

Abstain: None

Absent: None

Excused: Lutzker

Recused: None

**6:47 pm Motion passed 7-0-0-0-1-0**

**3. Measure FF presentation**

**6:48 pm:** Public Works Director Davis briefed the Commission on progress towards implementing Measure FF, which was passed by Berkeley voters in 2024. He reviewed the goals of Measure FF, discussed implementation challenges, provided a revenue forecast, described the SAFE STREETS Citizen Oversight Committee (SSOCC) and reviewed a timeline of key milestones.

6:51 pm: Five members of the public present.

**7:10 pm:** Commissioners asked clarifying questions on the following topics: if the integrated planning framework is comprehensive; if federal funding is a concern; if the Southside Complete Streets and Alameda County Transportation Commission's San Pablo Avenue projects received federal funding; if there's a pathway for faster public engagement and public comments to speed up implementation; what percent of implementation work is done by City staff versus contractors; if integrated planning is just happening for Measure FF or if it's happening for transportation planning as a whole; are there opportunities to standardize work processes and public comment processes?

**7:31 pm:** Members of the public commented on the factors that might contribute to cost escalation; the consideration of quick build versus more permanent projects; prioritizing

the disabled community with Measure FF funding; whether or not Public Works halted work on the Bike Plan to evaluate disability impacts.

**7:30 pm:** Commissioners commented on the following topics: using Measure FF money for quick builds; East Bay MUD and PG&E paving curb to curb in Oakland; if Measure FF planning will happen in-house or with a consultant; concern about the lack of community outreach; the need for consultants to prove their expertise in working with specific communities; the need to spend time in communities; why the new Measure FF funding isn't moving plans faster.

**4. Measure FF SAFE STREETS Citizen Oversight Committee (SSOCC) member nominations**

As stated in Measure FF (2024), Commissioners nominated two members to the Measure FF SAFE STREETS Citizen Oversight Committee (SSOCC) to oversee Measure FF expenditures and progress reports, ensure compliance, evaluate tax impact and meet periodically.

**8:04 pm Action:** It was Moved / Seconded (Moss / Gerhardstein) to nominate Commissioner Lutzker to the Measure FF SAFE STREETS Citizen Oversight Committee (SSOCC).

**8:05 pm: Vote:**

Ayes: Gerhardstein, Greene, Hedlund, Hothi, Moss, Scheider, Walton

Noes: None

Abstain: None

Absent: None

Excused: Lutzker

Recused: None

**8:05 pm Motion passed 7-0-0-0-1-0**

**8:05 pm Action:** It was Moved / Seconded (Hothi / Hedlund) to nominate Commissioner Hothi to the Measure FF SAFE STREETS Citizen Oversight Committee (SSOCC).

**8:05 pm: Vote:**

Ayes: Gerhardstein, Greene, Hedlund, Hothi, Moss, Scheider, Walton

Noes: None

Abstain: None

Absent: None

Excused: Lutzker

Recused: None

**8:05 pm Motion passed 7-0-0-0-1-0**

**5. Measure FF SAFE STREETS Citizen Oversight Committee (SSCOC) member elections**

Commissioners acted on the nominations to the Measure FF SAFE STREETS Citizen Oversight Committee (SSOCC).

**8:05 pm Action:** It was Moved / Seconded (Walton / Gerhardstein) to elect Commissioner Lutzker to the Measure FF SAFE STREETS Citizen Oversight Committee (SSOCC).

**8:06 pm: Vote:**

Ayes: Gerhardstein, Greene, Hedlund, Hothi, Moss, Scheider, Walton

Noes: None

Abstain: None

Absent: None

Excused: Lutzker

Recused: None

**8:06 pm Motion passed 7-0-0-0-1-0**

**8:06 pm Action:** It was Moved / Seconded (Hedlund / Greene) to elect Commissioner Hothi to the Measure FF SAFE STREETS Citizen Oversight Committee (SSOCC).

**8:06 pm: Vote:**

Ayes: Gerhardstein, Greene, Hedlund, Hothi, Moss, Scheider, Walton

Noes: None

Abstain: None

Absent: None

Excused: Lutzker

Recused: None

**8:06 pm Motion passed 7-0-0-0-1-0**

**C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS**

**8:07 pm:** Commissioner Moss reported that the Bike Plan Update Ad Hoc Subcommittee met with staff to discuss commission input.

**D. COMMUNICATIONS**

**8:09 pm:** Commissioner Hothi communicated that Shattuck Avenue needs audible pedestrian signals. Commissioner Hedlund expressed thanks for the new signal at Hillegass and Ashby. Commissioner Greene communicated that the pedestrian signals at Shattuck and Virginia are broken.

**E. FUTURE AGENDA ITEMS**

**8:12 pm:** Commissioner Gerhardstein asked for an update on the City's traffic calming designs.

**F. ADJOURNMENT**

**8:13 pm:** Commissioner Moss adjourned the meeting.

Transportation and Infrastructure Commission  
Thursday, March 27<sup>th</sup>, 2025

*The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, April 17<sup>th</sup>, 2025 at 6:15 pm, at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.*

Administrative Procedures

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To: Members of the Berkeley Transportation in Infrastructure Commission

From: Susan Schwartz, Friends of Five Creeks

Please forgive this hasty and unusual request.

The City of Berkeley has been promised, in draft form, a \$500,000 grant from the Department of Water Resources to repair a very serious erosion problem at 9<sup>th</sup> Street on Codornices Creek, our area's only trout stream. The 15 day comment period that closes at **5 PM April 5**.

I hope that some of you will send supportive comments to the RSP Program Manager at [RSP@water.ca.gov](mailto:RSP@water.ca.gov).

Skeletal info is here:

<https://water.ca.gov/News/Public-Notices/2025/Mar-25/Web-Announcement-Spring-2025-Draft-Grant-Awards>

This is important because the Regional Water Quality Control Board is seeking permit requirements that would go beyond the scope of what Department of Water Resources requires, I believe far exceed the funds available. As the attached letter explains, I believe these are emblematic of the permit gridlock for which California is notorious.

They also recommend dense plantings of trees in the sole open meadow edging the creek in the long stretch of public creek west of San Pablo. Friends of Creeks has defended this meadow in multiple ways for 25 years.

I hope that you will support this grant, which your Public Works Department went to significant effort to seek, despite severe staff shortages.

I do not believe they can solicit this at this meeting. They can briefly report on it, and /or you can ask questions. You also can request copies of the proposal, and I believe ask to be sent copies of the relevant links. Or you can email [f5creeks@gmail.com](mailto:f5creeks@gmail.com) now or soon, and I will send the links.

Thank you for your attention and consideration.

Susan Schwartz, President

Friends of Five Creeks



# Friends of Five Creeks

*Volunteers preserving and restoring watersheds of  
North Berkeley, Albany, Kensington, south El Cerrito and Richmond since 1996  
1236 Oxford St., Berkeley, CA 94709  
510 848 9358 f5creeks@gmail.com www.fivecreeks.org*

Mar. 27. 2025

Keith Lichten, Division Manager  
Watershed Management Division  
San Francisco Bay Water Board  
1515 Clay St., Suite 1400  
Oakland, CA 94612  
By email

Re: Water Board email re Department of Water Resources Spring 2025 \$500,000 grant to City of Berkeley (Friends of Five Creeks, Co-Sponsor) for Codornices Creek Restoration at 9<sup>th</sup> Street Bend

Dear Keith:

We have not seen each other for some years, but you may remember me from when you were a young staff member and Friends of Five Creeks discovered the steelhead in Codornices Creek. At the time, Board rules set schedules for review of classifying creeks as having anadromous fish. We waited until the correct year, but the staff refused to address our and others' proof. The board's ombudsman said it had "other priorities." We are still seeking to protect those fish.

"Perturbed" understates my reaction to the attached Water Board email concerning the erosion that has festered for more than 25 years at the north end of Berkeley's 9<sup>th</sup> Street. Here, the meander's natural northward veer and blocked draining from the street joined forces to wash out what was once the creek's best trout pool and dangerously undercut the street.

Let's start by agreeing that the City of Berkeley negligently ignored reports and pleas for a generation. Segments of 18-inch culverts were left dangling in air to eventually fall and wash downstream. Berkeley is only now facing the situation, as the eroded, scarp-like bank is undercutting the street and there is a fair chance that a heavy truck using the adjacent loading dock will tumble in, following a dumpster that had to be hauled out with a crane.

Leadership of Berkeley's Public Works Department, however, is entirely new. On March 11, Berkeley was awarded the only grant in the spring round of the Department of Water Resources (DWR) Riverine Stewardship Grant program -- \$500,000 to repair the bank and restore the bank at 9<sup>th</sup> Street. The DWR excluded fixing the street flooding and blocked drainage, as beyond the scope of its program. A different grant proposal to fix that problem is pending.

Berkeley may have gotten this money by the skin of its teeth. The spigot of state and federal grants is at minimum slowing. Near-term economic prospects look hazy. The state has a long history of slowing and clawing back grant money when things get tough. Here is a current example: CalTrans just awarded Berkeley \$4.1 million to address the even longer-festering problems at Aquatic Park, where aged pipes and poor circulation are filling in and polluting the lagoons, killing fish, and threatening to collapse the freeway. However, this sole Bay Area grant came as CalTrans prematurely ended the program, canceling a scheduled third round. Most of the money behind it was federal.

Seeking your correct job title, I found your recent Power Point: [Restoration Permitting: Collaboration is Key](#). The Board's email confirms what a respected regional planner recently told me: In the Bay Area, the permit process remains as captious and Byzantine as ever.

*Friends of Five Creeks is a partner project of 501(c)3 Berkeley Partners for Parks*

The Water Board should focus on working with stakeholders to find the best workable solution to benefit the environment.

Here are specific comments on the email.

- Without expertise, I agree with the email that moving the (nonfunctional) outfalls lower would help both water quality and threatened steelhead. I don't know what this would entail, or its cost.
- The public right of way on 9<sup>th</sup> Street is too small to create an adequate bioretention system – a depression filled with engineered soil and vegetation, filtering water and slowing runoff. Hemmed in by access to one building's parking and another's loading dock for heavy trucks, it floods with every sizable storm. The Board should find a way to permit and allow reasonable credit for structural solutions, such as flow-through planters, designed for areas with poor drainage and site constraints. (I represented creek groups in the process to integrating hydrograph modification, several permit cycles ago. It was used in appropriate sites then.)
- It is neither legitimate nor realistic to insist that the project is not restoration because it would also stabilize the bank. The project also would improve water quality and restore the 9<sup>th</sup> Street pool. This pool was so good that a Board-approved project dumped more than 100 trout into in on a hot day in order to dewater a block downstream for "restoration." No "restored" reach ever regained numbers like that.

Given the restricted street corridor and more than a century's channel incision due to urban development, a pre-European stream form will be restored here only if someone exercises eminent domain on businesses including the Berkeley Repertory Theater. Even building back the pre-meander bank of a generation ago would have unpredictable effects on the north bank and downstream, and the meander would seem likely to eat it back again.

- By the same argument, the required hardscape is self-mitigating. It will be needed in order to make stable improvements. , as it is required to Making things better here will require hardscape – rock or concrete. It is not appropriate to require mitigation.
- It seems like a bad joke that this email demands mitigation for removing a third generation of young root-sprout elms doomed to die of the incurable *Ophiostoma*-caused Dutch elm disease. In the DWR-approved plan, they would be replaced with viable and varied native vegetation. Across the creek, when the giant elms (stumps still visible) died, their brushy root sprouts at first took over the whole meadow. Our volunteers still do hard labor with these sprouts as we struggle to re-establish varied native vegetation. We have long preserved some snags for habitat, but this seems unwise close to buildings on the cliff-like south bank. There also are plenty of varied native trees now – Coast live oak, buckeyes, box elder, alder, walnut, willow, even a rogue redwood.
- The Board's letter calls for planting dense alders to discourage illegal camping on the north bank, opposite the project. This would not work any better than the dense willows that the Board required in restorations downstream, which did nothing to lessen our long struggle with camps, needles, fires, rats, and human waste.

Real creeks have clearings, from fire or flood or deadfall. They let sunshine reach water and provide primary productivity. They support a suite of colorful, vibrant water-loving flowers, bright dragon flies, insect hatches, frogs, turtles, healthy algae for cover and food, and other aspects of creek life. The Board's one-size-fits-all approach on Codornices ignores all this. It also ignores the early maps that show the creek petering out in grassland a short way downstream, well shy pf the year-round slough that meandered north-northwest to the Bay.

The 9<sup>th</sup> Street meadow is the sole place below San Pablo where the public – especially youth and families using the busy adjacent sports fields – could see these aspects of natural creek life. Friends of Five Creeks has fought for 25 years to make these joyous experiences possible, since we built the first rough trail from street to street. We have overcome infestations of elm brush, bindweed, and head-high flammable weeds that public agencies' failure to mow. We have cleared a solid cover to homeless-camp detritus that wiped out the native understory we had spread. to provide the joyous experiences possible here through 25 years . This has included the death of the elms, dense infestations of elm brush and bindweed, head-high weeds left to go to seed, and a solid paving of homeless-camp detritus that wiped out native understory. We have persuaded or insisted that the agencies responsible resume maintenance and build the creekside trail.

If the Board demands its outdated, narrow, and failed approach here, wiping out this lone meadow, we will withdraw our sponsorship as community partner and oppose the project. (We equally oppose a “boulder field,” whatever that means.)

Friends of Five Creeks makes mistakes. So do the other community stewards now finding creative solutions downstream. The Board should recognize and learn from its own missteps. Basing actions on a narrow set of partial truths has not served Codornices Creek well.

Designing to a mathematically correct meander has worked outstandingly to prevent floods below Fifth Street. Between Sixth and Eighth Streets, however, the designed channel quickly incised down to hardpan, making access difficult and providing virtually no habitat. The dense willows required by the Board formed root mats that covered the shallow creek bottom, preventing formation of pools and undercuts that trout need. (See the independent reviews of the downstream projects at <https://fivecreeks.org/background/>).

The Board also should recall that its insisting on closely spaced willows extending far back from all banks drove off the Codornices Creek Watershed Council, the volunteer stewardship group it founded and financed with paid staff. With their ideas disregarded and hard work destroyed, the group dissolved. Without volunteer stewardship, the responsible agencies – Albany, Berkeley, and UC Berkeley – forgot their promises of care, along with the escrowed money to pay for it. The project became a disgrace, characterized by litter, dumping, camps, and dense vegetation that children were warned not to enter as they hurried between the sports fields. This changed because Friends of Five Creeks volunteers returned and insisted that the maintenance money be used and the agencies do their jobs.

The Board should recognize that rules based on a narrow set of partial truths do not serve for the complexities of either nature or human behavior – especially in our fast-changing world.

I look forward to the Board’s withdrawing this email and collaborating with all concerned to find ways to carry out this important project, and protecting and restoring our only trout stream.

Sincerely,

A handwritten signature in black ink, appearing to read "Susan Schwartz", with a large, stylized flourish extending to the right.

Susan Schwartz, President, Friends of Five Creeks

**Attachment: Email from Brian Wines, San Francisco Bay Water Board, to Drew Goetting, Founder & CEO | Restoration Design Group Inc.**

| 510.644.2798 | 800 Hearst Avenue, Berkeley, CA 94710 | [RestorationDesignGroup.com](http://RestorationDesignGroup.com)

### **General Comment**

I have reviewed this project with other Water Board staff and we consider the project to be a bank stabilization project, rather than a restoration project. Bank stabilization is necessary to protect a parking lot and to rebuild two damaged outfalls. The proposed design relies on hardscape (rock riprap) to stabilize the bank failure and mitigation is required for the placement of rock on the bank of Codornices Creek (Creek), as well as any impacted riparian vegetation.

We encourage the project team to relocate the outfalls from the middle of the Creek bank to the toe of bank. Relocating the outfalls to the toe of bank will minimize erosion between the outfall and the toe of bank and will also help to flush sediments out of the pool on the outer bank of the meander bend.

### **Specific Comments**

#### **Application for 401 Water Quality Certification**

##### **Box 14. Project Purpose**

Please revise the project purpose to bank stabilization

##### **Box 15. Description of Activity and Environmental Impacts**

The text in this section states that the 18-inch diameter outfall will be repaired by others. The design and construction of the outfall must be incorporated in the bank stabilization design and permitted as a component of this project.

##### **Box 18. Dredge & Fill Information**

For projects in creeks, both the surface area and linear feet of fill must be included in the final column of Box 18.

Box 18 must also be revised to include the temporary impacts associated with dewatering the Creek channel during construction. Temporary impacts include the dimensions of the coffer dams (square feet and linear feet in the direction of flow) and the dimensions of the dewatered reach of the Creek between the coffer dams (square feet and linear feet in the direction of flow).

##### **Box 19. Mitigation**

Please revise the entry in this box to provide mitigation for the placement of hardscape on the Creek bank, as well as mitigation for any riparian vegetation that will be removed by Project construction.

##### **Box 20. CEQA**

The entry in this box states that a Notice of Exemption (NOE) has been prepared for the project. Please provide the Class of Categorical Exemption that the NOE was based on. A Class 33 Exemption for habitat restoration is not appropriate for this project.

### **Additional Information**

#### **Box 15**

Text in this section states that the City is pursuing a vault-based stormwater treatment system and inlet filters to treat flows entering the creek at the 18-inch diameter outfall. We encourage the City to replace the proposed vault-based treatment with a bioretention system. Bioretention systems include biological processes for breaking down and/or sequestering pollutants in runoff and require less rigorous maintenance than vault-based systems. Bioretention systems also provide some mitigation of the impacts of hydrograph modification.

#### **Design Sheets**

Sheet L-1 refers to the removal of an unspecified number of elm trees. Please quantify the amount of trees to be removed and provide mitigation for all removed trees.

Sheet L-1 shows the location of a rebuilt outfall for an 18-inch diameter stormdrain line. The Additional Information for Box 15 refers to a second stormwater outfall. Please clarify the number of outfalls that will be impacted by the project.

Sheet L-5 shows an outfall daylighting through rock riprap in the mid-bank of the Creek. Please relocate the outfall to the toe of bank to improve flushing of sediment from the pool in the meander bend.

Sheet 1 proposes to place a boulder field on the floodplain on the inside meander bend as a means of discouraging encampments. Please consider a dense planting of alders as a means of discouraging encampments.

**Biological Habitat Evaluation Report** (Vollmar, May 20, 2024).

**Section 6.1 Wetlands or Waters of the U.S. and State of California.**

Text in this section appears to state that waters of the State extend to the ordinary high water mark. This is incorrect. Waters of the State extend at least to the top of bank.

Text in this section erroneously describes the project as self-mitigating. The project will remove riparian vegetation and place new hardscape on the Creek bank. Mitigation must be provided for all new hardscape placed on the Creek and for all impacted riparian vegetation.

Brian Wines

Water Resource Control Engineer

San Francisco Bay Regional Water Quality Control Board

**From:** Walton, Kim  
**Sent:** Wednesday, March 26, 2025 3:16 PM  
**To:** Budnick, Noah <NBudnick@berkeleyca.gov>  
**Subject:** Please share with Commissioners and PW staff

**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.

## **Cities Have a Public Bathroom Crisis. Are Smart, Portable Bathrooms the Way Forward?**

One toilet startup is using social psychology and gig labor to help address L.A.'s public bathroom problem. But advocates have questions

March 26, 2025



A free public bathroom installed by startup Throne. (Photo by Maylin Tu)

Gerardo Valerio had been looking for a bathroom in Los Angeles' Little Tokyo neighborhood for 20 minutes when he stumbled across a blue and white trailer with "FREE BATHROOM" at the top. At first, he was hesitant to enter the bathroom, which had been installed by the Washington, D.C.-based portable toilet startup Throne. To get in, he had to scan a QR code which pre-loaded a text onto his phone. After sending the text, the door would automatically slide open. "What do I text, 'I need to pee'?" he jokes.

All in all, he says, it was a positive experience: "It was pretty to look at but it definitely has a smell to it. It needs to be maintained a bit more. But overall, nice."

In Little Tokyo, there are almost no public restrooms – in most of the restaurants and shops, you have to buy something first. “There should be more,” Valerio says.

After years of complaints from riders, LA Metro is [rolling out more free public Throne bathrooms](#) this year at transit stations across L.A. County. The portable, touchless trailers are self-contained, requiring no water or electric hookup. This allows the company to rapidly deploy restrooms wherever needed — like a busy train station. The new location at Little Tokyo station has been particularly popular, with 120 to 150 uses per day during the weekend. Thrones have also been deployed in the D.C. area, Ann Arbor, Michigan, Beverly Hills and in the Bay area at two [Caltrain stations](#).



Inside of one of Throne's smart bathrooms. (Photo by Maylin Tu)

### **Built on accountability**

Throne says its “smart” bathrooms use accountability to solve the age-old problem of unwanted bathroom activity. Accessing a Throne requires a unique user ID, usually a cell phone number. For those without access to a phone, Throne also distributes key cards through local service providers.

“[It’s] just behavioral science,” explains Throne co-founder and COO Jessica Heinzelman. “If somebody knows that they’ve used their phone to get into a bathroom, they’re treating it a little bit nicer, kind of the same mentality of if you have somebody in line behind you in a regular bathroom.”

Every user is asked to rate the cleanliness of the Throne and can report any issues via text. Throne uses this feedback to optimize the cleaning schedule – which relies on gig labor – and rapidly respond to any issues. As of March 1, there have been 425,900 uses nationally, with 168,600 in L.A., and a rating of 4.07 out of five stars.

The biggest issue facing public bathrooms in Metro stations has been preventing inappropriate behavior, says Stephen Tu, deputy executive officer of station experience at Metro.

Throne bathrooms are cheaper to clean and maintain because problem users can be banned from the system. So far, only 375 people out of 37,144 unique users across the national Throne –network have been access-restricted, according to Heinzelman.

Last year, after a six-month pilot at four locations, Metro approved a \$22 million four-year contract with Throne to provide up to 64 bathrooms. Currently, there are [14 Thrones](#) in the Metro system, with four more set to roll out in April.

### **Tapping the gig workforce**

Some Throne features might be high-tech, but the bathrooms are still cleaned the old-fashioned way: by people, specifically gig workers who sign up to clean specific locations at specific times through an app.

“It allows us to respond really quickly, while also providing people flexible income opportunities,” says Heinzelman. “If we had a W-2 workforce, we would probably be able to accomplish a quarter of the cleans in twice the time.”

Correna T., a public transportation advocate with the L.A. chapter of the Democratic Socialists of America, believes that the bathrooms should be staffed by unionized Metro employees, not gig workers.

“We would much rather see those jobs go to union employees who have protections and benefits and are staffed publicly,” she says.

In July of last year, DSA-LA successfully [mobilized](#) to push LA Metro to conduct a [feasibility study](#) on bringing cleaning staff in-house. Over seven months later, the report is still not out. Next City reached out to Metro for a status update on the report but did not receive a response. Throne declined to provide details about how much a member of the cleaning network is paid per clean, but according to [Throne's website](#), each clean is priced “dynamically.”

“There are all sorts of variables to how we are setting clean tasks including when we have two Thrones co-located next to each other (no transit time or transit cost) [plus] the ability to get bonuses for rapid response,” says Heinzelman in an email.

Workers can receive [an extra \\$15](#) for “extra tough jobs” after submitting before-and-after photos that are then confirmed by the company. Throne’s top earners are making up to \$1,800 per week, says Heinzelman.

“Having bathrooms is an enormous social service support and health and safety strategy that we wholeheartedly support,” says Alfonso Directo, Jr., advocacy director for the Alliance for Community Transit, a coalition of transportation and housing organizations. But ACT-LA would rather see Metro provide stable employment for local residents.

“Metro, as a public agency with public dollars, could be using those dollars to develop the infrastructure themselves,” he says.

### **A temporary fix?**

Correna T. was initially excited about the Throne bathroom program, but thinks it doesn’t go far enough in providing a permanent solution.

The bathrooms are portable, not permanent, she points out. Metro doesn’t own them – Throne does. The contract only extends to 2028 – the year that L.A. is hosting the summer Olympic games. To DSA-LA, this shows that the Throne partnership is primarily meant to serve tourists during the Olympics.

“If they don’t expand this program past the Olympics, Throne could literally just come in and take them away, and they would no longer be an amenity for the city,” she adds. Tu doesn’t see the restrooms as “necessarily temporary” and says the agency has the option to renew the contract at the end of four years.

“The beauty of its portability allows us to scale very quickly, because to be able to do this with a more traditional approach would take many years to be able to get this at up to 64 locations,” he says.

LA Metro riders have been [requesting bathrooms](#) for [decades](#) with little success. The system has only three stations with permanent bathrooms in a system with [107 rail stations](#) and about [12,000 bus stops](#) (the city of Los Angeles has four bathrooms at Metro stations that it maintains separately).

Tu says that the challenge with building and maintaining public bathrooms has been not just the capital costs of adding new bathrooms, but also the amount of money needed to staff them and keep them clean.

During the pilot, Metro saw a 50% reduction in public urination and defecation incidents at locations where Thrones were deployed.

When Next City asked if Metro could use the money saved on maintenance to build permanent bathrooms, Tu repeated that the partnership with Throne allows the agency to roll out multiple bathrooms in a short period of time.

He stresses the high rating that Throne has received from users as evidence of the program's success, though he states that Metro is not opposed to exploring other options in the future.

"The only solution we see in the market right now is the Throne solution," he says.

*This story was produced through our [Equitable Cities Fellowship for Social Impact Design](#), which is made possible with funding from the National Endowment for the Arts.*

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*Maylin Tu is Next City's Equitable Cities Reporting Fellow for Social Impact Design. A freelance reporter based in Los Angeles, she writes about transportation and public infrastructure (especially bus shelters and bathrooms), with bylines in the Guardian, KCET, Next City, LAist, LA Public Press and JoySauce. She graduated with a BA in English from William Jewell College in Missouri.*

**Kim E. Walton**

*Pronouns: she/her/hers/they*

Senior Transportation Planner

Streets Division

**San Francisco Municipal Transportation Agency**



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SF, CA 94103

415-646-2541

[Kim.Walton@sfmta.com](mailto:Kim.Walton@sfmta.com)



*Note: I'm usually in the office Monday, Tuesday, & Wednesday as required*

**From:** Liza Lutzker

**Sent:** Thursday, April 10, 2025 10:23 AM

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

**Subject:** to circulate ped/bike/bus access during construction to TIC ahead of next week's meeting

**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 Noah,

Regarding an item I'd like to consider for adoption in our workplan, could you please circulate the City's "Supplemental Design Guidelines: Accommodating pedestrians, bicyclists, and bus facilities in construction zones" policy to TIC commissioners?

Thank you,  
Liza

## **Supplemental Design Guidelines: Accommodating pedestrians, bicyclists, and bus facilities in construction zones**

**Every reasonable effort should be made to avoid and minimize construction impacts on pedestrian, bicycle, and bus facilities in Berkeley.**

This document provides engineering and design guidance on temporary traffic control measures used to accommodate pedestrians, bicyclists, and bus facilities through construction zones in Berkeley. The guidance supplements the guidance in [Part 6 of the California Manual on Uniform Traffic Control Devices \(CA MUTCD\)](#)<sup>1</sup>, which specifies that bicyclists and pedestrians must be safely accommodated through construction zones, and the City of Berkeley's "TRAFFIC CONTROL PLAN PREPARATION GUIDELINES" This supplemental guidance specifies when and where pedestrian, bicycle, and bus facilities may be relocated, detoured, modified, and closed in Berkeley. This guidance applies to all sidewalks and all roads on which bicyclists are legally allowed to travel, including designated bikeways. The guidance applies to any entity ("construction sponsor") performing construction work in the public right-of-way, including utility companies, private land use development, and the City of Berkeley.

Any construction sponsor submitting for any permit<sup>2</sup> for work in the public right-of-way to the City of Berkeley that will result in the blockage of a sidewalk, bicycle lane, vehicle travel lane, bus stop, or other public bicycle or pedestrian path must submit a Temporary Traffic Control Plan (TCP) to Public Works Traffic Engineering for review and approval. The guidance in this document is intended to direct the development of the construction sponsor's TCP.

The two major types of temporary traffic control (TTC) for pedestrians are adjacent sidewalk diversions and sidewalk detours (see Figure 1). To determine which temporary facility is appropriate, refer to Table 1.

### **Pedestrian Accommodation**

All temporary pedestrian facilities and alternate paths must be ADA-compliant, and all pedestrian-related signage shall be as permanent as the other TTC signage. Any diversions, detours, or full closures must be approved as part of a Traffic Control Plan. Refer to the [CalTrans Temporary Pedestrian Access Routes Handbook](#)<sup>3</sup>, for guidelines on these standards.

- Sidewalk Diversion - A temporary, protected pedestrian route shall be provided adjacent to the sidewalk in a parking lane (if present), travel lane, or bicycle lane. It shall be protected from moving traffic by an approved barricade device that is detectable by people with visual disabilities. If the pedestrian diversion takes up a bike lane, bike accommodation must be maintained (see Bicyclist Accommodation below). All sidewalk diversion routes must keep and maintain minimum 5 feet clear width, but shall provide up to 6' where feasible for pedestrian access.
  - The preferred treatment for long-term pedestrian diversions in construction zones in downtown Berkeley and other areas with significant pedestrian activity is a covered pedestrian walkway. Covered walkways shall conform with Berkeley's Pedestrian Access During Construction Projects (see attachment), the [CalTrans Temporary Pedestrian Access Routes Handbook](#), ADA accessibility standards, and [OSHA structural specifications for](#)

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<sup>1</sup> California Manual on Uniform Traffic Control Devices (CA MUTCD) 2009 Edition Part 6: <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ca-mutcd/rev6/camutcd2014-part6-rev6.pdf>

<sup>2</sup> Permits include but are not limited to Concrete Permits for Sidewalk, Curb, Gutter and Driveway Approaches, Utility Excavation Permits, Miscellaneous Permits to Obstruct, Excavate and/or Construct in the right of way, Street and Sidewalk Use Permits, etc.

<sup>3</sup> CalTrans Safety / Traffic Webpage: <https://dot.ca.gov/programs/construction/safety-traffic>

[scaffolding](#)<sup>4</sup>. Design of the walkway should ensure limited obstruction between the top of railing and walkway cover to allow passive surveillance into and from the walkway, and should have a maximum exit access travel distance of 100 feet. Construction sponsors are responsible for maintaining adequate lighting within the covered walkway at all times and for removal of graffiti and cleaning of debris.

- Construction sponsors may alternatively propose uncovered diversions using longitudinal channelizing devices, such as concrete k-rails, if permitted under the requirements listed by Berkeley's Pedestrian Access During Construction Projects. Channelizing devices used to separate a pedestrian diversion from moving traffic must fully protect pedestrians from motor vehicle impacts. Bases of temporary cyclone fences shall not extend over any adjacent traffic, bicycle lane, or pedestrian path of travel.
- Pedestrian diversions shall always be clearly identified, wheelchair usable, shielded from motor vehicle traffic, and free of pedestrian hazards such as holes, debris, gravel, mud, etc.
- **Sidewalk detours are not acceptable in downtown Berkeley, nor in areas where significant pedestrian activity occurs, such as near BART stations, near the University of California, Berkeley campus and in neighborhood commercial areas and are up to the discretion of the City's Traffic Engineer, or their designee.** All detours should ensure accessible conditions. Sponsor may be required to make appropriate repairs to the detour route. Signage shall be provided at closest intersections to alert pedestrians of the sidewalk closure and direct them to the detour. Advance notification to pedestrians of any sidewalk detours or diversions shall be provided at the nearest crosswalk that meets minimum safety requirements on either side of the detour or diversion.
  - In areas where long-term sidewalk detours are not acceptable, sidewalk detours may be approved for limited duration when full closure of a sidewalk is required for intermittent and unavoidable construction activity. Refer to Table 1 for the maximum acceptable duration and conditions per project location.
- In areas where sidewalk diversions or detours impact access to AC Transit, Berkeley Lab, or Bear Transit bus and shuttle stops the Contractor must receive written confirmation from affected parties regarding stop relocations. See "Bus Stop Relocation or Closure" subsection below.

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<sup>4</sup> OSHA Standard 1910-28: Duty to have fall protection and falling object protection:  
<https://www.osha.gov/laws-regs/regulations/standardnumber/1910/1910.28>

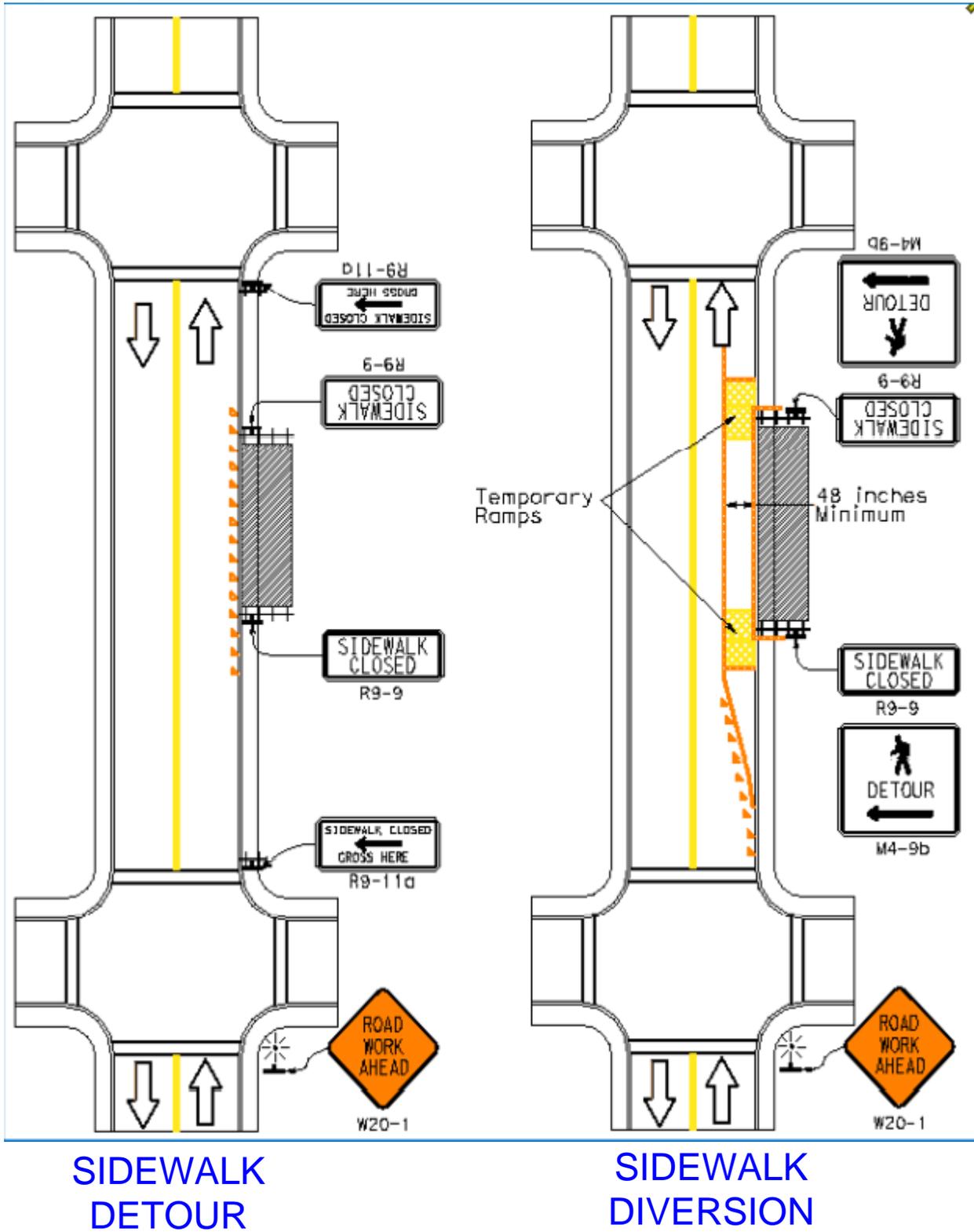
**Table 1: Reasonable Accommodation for Pedestrians**

Treatment*	Construction Project Location		
	Downtown & within 0.25 miles of a BART station or UC Berkeley campus	Neighborhood commercial areas and major transit corridors	All other areas
Sidewalk diversion (temporary ADA walkway provided)*	Acceptable†	Acceptable†	Acceptable†
Sidewalk detour (no walkway provided)*	Prohibited	Prohibited	Acceptable†
Maximum duration of temporary sidewalk detour	4 hours Flagger required throughout duration of closure.	24 hours Flagger required throughout duration of closure.	One week Flagger required during peak traffic hours only.

\* “Sidewalk diversion” and “Sidewalk detour” are defined in Figure 1.

† Acceptable only if TCP is deemed sufficient and approved by the City’s Traffic Engineer, or their designee.

Figure 1: Sidewalk Detour and Sidewalk Diversion<sup>5</sup>



<sup>5</sup> Caltrans Pedestrian Temporary Access Routes Handbook (2020): <https://dot.ca.gov/-/media/dot-media/programs/construction/documents/policies-procedures-publications/temp-ped-access-routes-handbook-2020-a11y.pdf>

## Bicyclist Accommodation

As with pedestrian facilities, bike lane closures should be avoided. Existing bike lanes must remain clear (minimum 5') unless the bike lane closure is specifically approved as part of a Temporary Traffic Control Plan (TCP) and a reasonable accommodation for an alternate bicycle path of travel is implemented, defined and prioritized below:

1. Closing a parking lane and keeping the adjacent bicycle lane open;
2. Shifting the bicycle lane to a location on the same roadway to bypass the work zone or obstruction, and if necessary, shifting and narrowing the adjacent motor vehicle traffic lanes; provided the adjacent motor vehicle travel lanes shall be maintained at no less than ten feet (10 ft.) wide;
3. Closing the adjacent motor vehicle travel lane to provide space for a bicycle lane, provided that a minimum of one (1) motor vehicle travel lane shall remain in the same direction of travel;
4. Merging the bicycle lane and the adjacent motor vehicle travel lane into a shared travel lane adjacent to the work zone or other obstruction, installing shared travel lane markings (sharrows) in the shared travel lane and installing signage directing bicyclists to merge into the shared travel lane; provided the shared travel lane shall be maintained at no less than fourteen feet (14 ft.) wide; and
5. As a last resort, detouring bicyclists onto an adjacent roadway, in which case the detour route shall be adequately signed and replicate, as closely as practicable, the level of safety found on the bicycle route being blocked.

**Note:** if a bike lane closure is needed, the alternate path of travel must be implemented at the same level of protection as the existing facility. For example, if an existing protected bike lane must be closed, then a temporary protected bike lane shall be provided.

Any TCP that identifies bike lane closures, detours, or other bike facility changes is subject to approval and shall address the following guidance:

1. Active bike lanes must remain clear (5' minimum). Signage, channelizing devices, barriers, and other equipment shall not be placed in active bike lanes or in locations that would block bicyclists' path of travel.
2. Bike lanes shall not be closed for construction activities unless the closure is documented and approved in a TCP.
3. TCPs shall indicate the length and duration of all bike lane closures.
4. Where bike lanes must be closed, advance notification and tapers shall be provided with sufficient length to allow bicyclists to merge into the adjoining travel lane in advance of the bike lane closure.
5. TCPs that include bike lane closures shall post construction zone speed limits of 25 mph or less.
6. All bicycle-related signage shall be as permanent as the other TTC signage in the construction zone.
7. If the TCP includes roadway striping, temporary bike lanes and/or sharrows shall be installed.
8. The City's Traffic Engineer, or their designee, shall review TCPs that include bikeway detours or bike lane closures of longer than one week.

Refer to temporary traffic control details for Multi-lane Roadway with Travel Lane Closure, Temporary Bike Lane, and Parking Lane Closure and Single-lane Roadway with Bike Lane Closure and Parking Lane Closure (attachments).

## Bus Stop Relocation or Closure

Temporary relocation of a bus or shuttle stop for construction activity requires written approval from AC Transit, Berkeley Lab, and/or Bear Transit, submitted at the time of a TCP submission. Temporary bus stops must also be approved by Public Works Traffic Engineering and must be noted on the TCP. Any parking obstruction, sidewalk obstruction, travel lane obstruction, or other accommodation required for the temporary bus stop shall be proposed through an Engineering Permit application at the sponsors' expense.

## Lane Closures

On multi-lane roadways, traffic lanes may be converted to a bike lane or pedestrian diversion, as specified in an approved TCP. Below is a set of guidance related to lane closures:

- As a general rule, no more than one lane fewer than the total lanes per direction may be closed. For example, a four-lane roadway with two lanes in each direction shall provide a minimum of one lane in each direction.
- Different guidance applies to lane closures on multi-lane one-way streets in downtown Berkeley. So long as a minimum of one travel lane remains open, the closure of two or more travel lanes may be approved upon request.
- The minimum width of a temporarily narrowed traffic lane is 10' (12' for streets serving AC Transit bus routes), clear of any obstructions, including traffic cones or delineators. Fire Department may have additional clear width requirements for emergency vehicle access.
- Existing left turn lanes shall be maintained. Left turn lanes should not be used for temporary through travel lanes.
- Completely closing any direction of traffic is generally not allowed. This includes any plan which allows one lane to be used for two directions of traffic ("Two-Way Flag Control"). An approved TCP is required to use "Two-Way Flag Control."
- When any movement is reduced to a single lane that includes left and through movements at an intersection, the TCP may need to prohibit the left turn movement to facilitate efficient traffic flow. The TCP should include a recommended detour of the left turn.

## Developing a Traffic Control Plan

Reflecting the above guidance in addition to the "Traffic Control Plan Preparation Guidelines", Traffic Control Plans shall be prepared by a certified traffic engineer. The proposed design and placement of the temporary traffic control signs, devices, and roadway markings shall be in compliance with the most recent edition of the CA MUTCD.

Subject to the conditions in Table 1, periodic full closures of streets and sidewalks may be approved. Note: the safe and reasonable flow of pedestrian and bicycle traffic is to be maintained in preference to construction activities and the flow of construction vehicles. If periodic full closures are necessary and anticipated, the construction sponsor shall indicate the following within the TCP, subject to approval:

1. The proposed location of flaggers or spotters to be posted at each end of the closed pedestrian or cycle route for the entire duration of time the intermittent closure is in place; and
2. The times of day when intermittent closure may occur; and
3. Acknowledgement that advance notice to Public Works Traffic Engineering, Berkeley Police Department, and emergency services is required for each full closure, subject to fine and/or revocation of the Engineering Permit.

## Display of Permitted Temporary Traffic Control Plan

After an obstruction permit and TCP is approved and before commencing any activities that result in the blockage of a pedestrian or bicycle facility, construction sponsors must display a copy of the Engineering Permit at a prominent, publicly accessible location near the construction site entrance. Additionally, the following information must be simultaneously displayed:

1. The range of dates during which the permit is valid;
2. The name and contact information of the party requesting the permit;
3. A clear description of the approved temporary traffic control plan
4. A Berkeley Public Works Traffic Engineering phone number and email address to direct questions, comments, and concerns regarding the blockage.

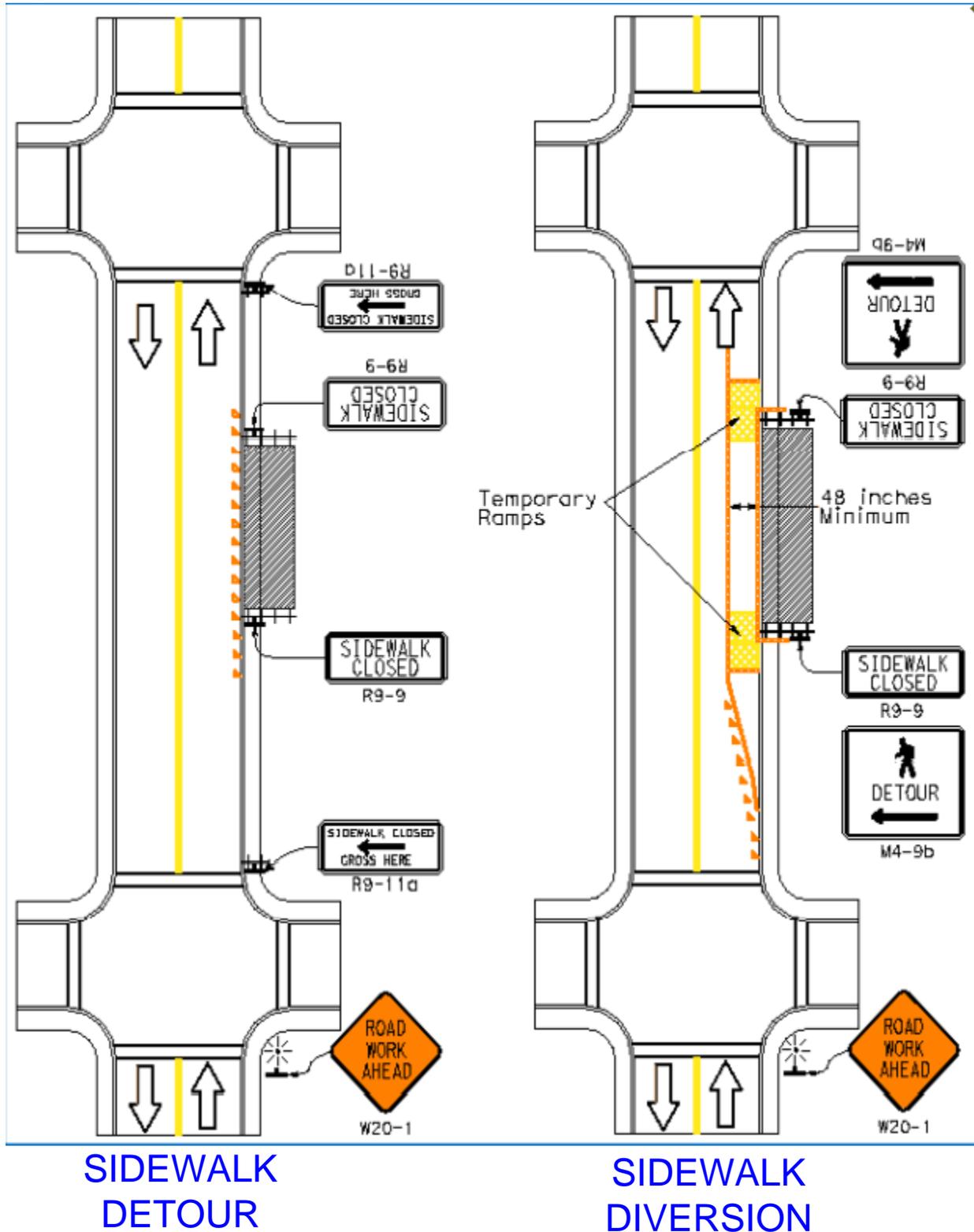
## Planning Appropriately for Temporary Traffic Control Plan Review

Every reasonable effort should be made to avoid and minimize construction impacts on pedestrian, bicycle, and bus facilities in Berkeley. As such, construction sponsors for land use development projects may elect to propose and receive feedback on preliminary plans for temporary traffic control within a land use development planning application. At minimum, construction sponsors should submit TCP proposals 60 days before desired construction start date.

## Attachments

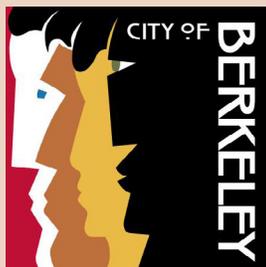
- *Figure 1: Sidewalk Detour and Sidewalk Diversion*
- *Pedestrian Access During Construction Projects*
- *Detail TTC-1: Multi-lane Roadway with Travel Lane Closure, Temporary Bike Lane, and Parking Lane Closure*
- *Detail TTC-2: Single-lane Roadway with Bike Lane Closure and Parking Lane Closure*
- *Signs: Temporary Traffic Control Sign Details for Bikeway Detours and Long-Term Bike Lane Closures*

Figure 1: [Sidewalk Detour and Sidewalk Diversion](#)<sup>6</sup>



<sup>6</sup> Caltrans Pedestrian Temporary Access Routes Handbook (2022): <https://dot.ca.gov/-/media/dot-media/programs/construction/documents/policies-procedures-publications/temp-ped-access-routes-handbook-2020-a11y.pdf>





## Public Works Engineering

The purpose of these standards for construction in the public right-of-way is to ensure pedestrian safety and access.

Standards apply to City of Berkeley crews, Contractors with the City, and all others working in the right-of-way.

Each project is unique and requires thorough review to ensure complete, safe, usable, and accessible paths of travel.

Please note: City of Berkeley Engineers may stop work when any hazardous conditions are present.

**Permit Service Center**  
1947 Center St. 3<sup>rd</sup> floor  
Berkeley, CA 94704  
510-981-7500 TTY 6903  
[permits@cityofberkeley.info](mailto:permits@cityofberkeley.info)

# PEDESTRIAN ACCESS DURING CONSTRUCTION PROJECTS

## **MAINTENANCE OF A CLEAR AND ACCESSIBLE PEDESTRIAN CORRIDOR**

*The Contractor or permittee shall maintain an accessible corridor that provides at least one safe path of travel for all pedestrians at all times for the duration of the project.*

Pedestrian corridor shall be a nominal width of 6' whenever feasible, and shall conform to ADAAG guidelines. It shall not be less than 48" wide at single point of contact or obstruction.

Accessible pedestrian corridor shall connect with facilities within the project area.

Equipment, debris, construction materials or vehicles shall not obstruct the corridor.

No parked vehicles can obstruct blue curb parking spaces unless permitted.

Temporary closure of designated pedestrian routes and crossings shall be allowed only when flaggers are present and safely directing pedestrians around hazards.

## **TEMPORARY RAMPS CONFORMING TO ACCESSIBILITY STANDARDS**

*The Contractor or permittee shall install and maintain temporary concrete, asphalt or wood ramps to provide a safe path of travel for mobility-impaired pedestrians at all locations where ramps have been temporarily removed OR needed to route pedestrians.*

Temporary ramps shall be constructed so installation and removal will not damage existing pavement, curb and/or gutter.

Ramps shall have a minimum 4' wide walking surface and a maximum slope of 8%.

Ramps shall snugly meet existing surfaces without gaps for drainage as required.

Schedule 40 PVC pipe minimum 2" diameter shall be installed through ramp.

Transitions between ramps and the street surface shall be smooth such that no lip exists at the base of the ramp.

Sides of a ramp shall be protected where there is any drop-off.

## **CONSTRUCTION OF SIGNPOSTS, BARRICADES AND FENCING**

*Barricades that are impenetrable shall be used to separate pedestrians from hazards on all sides of excavations that may be exposed to pedestrians. Use materials and methods suitable to site conditions. Signs and fencing material shall not protrude into the clear pathway.*

A-frames used for defining path of travel (not barricading trenches) shall be placed end-to-end without spacing, shall be connected and maintained to ensure stability to help a person who is blind negotiate a safe path while using a cane.

Caution Tape shall NOT be used by itself to delineate the path of travel or create a barricade.

Fencing material requires a minimum 3" height, solid, uninterrupted toe-board.

Signposts, scaffolding and fencing supports shall be placed entirely outside the pedestrian path of travel, minimum 4' wide and 80" high without obstruction.

Construction barriers shall be maintained in a sound, neat and clean condition.

## **IDENTIFICATION OF SAFE PATH OF TRAVEL**

*If a portion of the pedestrian way is rerouted due to construction, the path of travel shall be clearly defined. Traffic Engineer shall review any pedestrian access limitations and notification requirements for pedestrians with mobility or vision impairments.*

Paths of travel that DO NOT continue to the next corner or to a safe crosswalk shall be closed to pedestrian traffic. Signs a minimum of 36" x 36" must be posted stating the sidewalk is closed and detour pedestrians to accessible sidewalk.

Pedestrian access corridors shall be clearly delineated with cones or barricades, as approved by the Engineer.

If a crosswalk is closed, curb ramps leading into that crosswalk must be barricaded in such a manner that walkways that are not closed remain accessible to use.

Caution Tape shall NOT be used by itself to delineate the path of travel or create a barricade.

## **SURFACING OF PEDESTRIAN CORRIDORS**

*During construction, tripping hazards and barriers for people with mobility impairments must be removed to maintain an accessible pedestrian corridor.*

Any change of level, which exceeds 1/4" height, must be beveled at 45°.

Closed trenches, temporary paving surfaces, walking surfaces, steel plates; etc. shall have a smoothly finished, firm walking surface made even w/surrounding walkways.

Aisle or loading area adjacent to a parking space is part of the pedestrian corridor.

## **RESTORATION OF PEDESTRIAN ROUTES**

*After construction, the site shall be returned to its former condition, or new condition as required.*

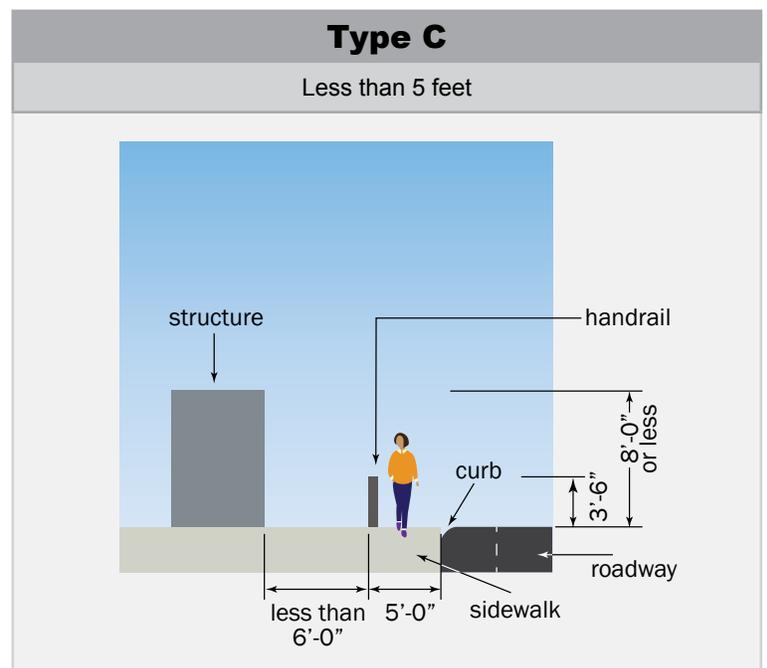
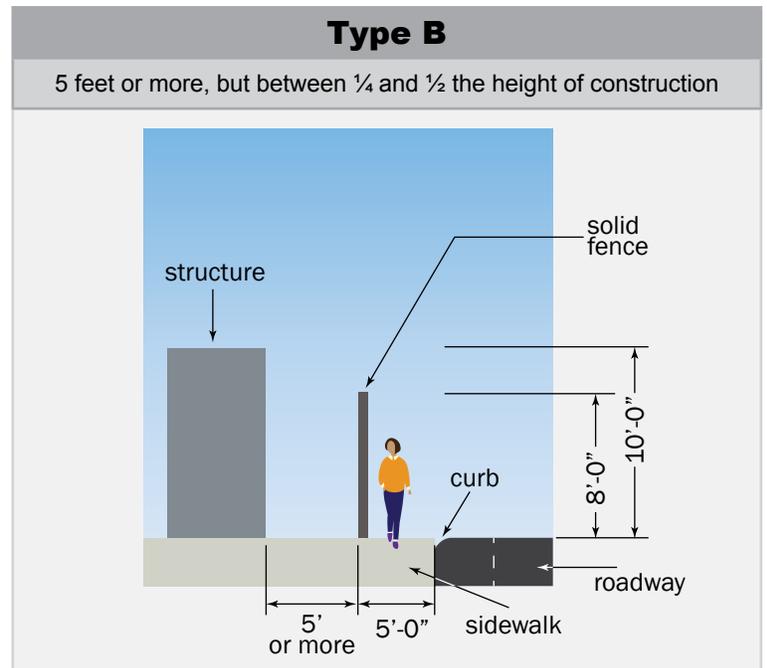
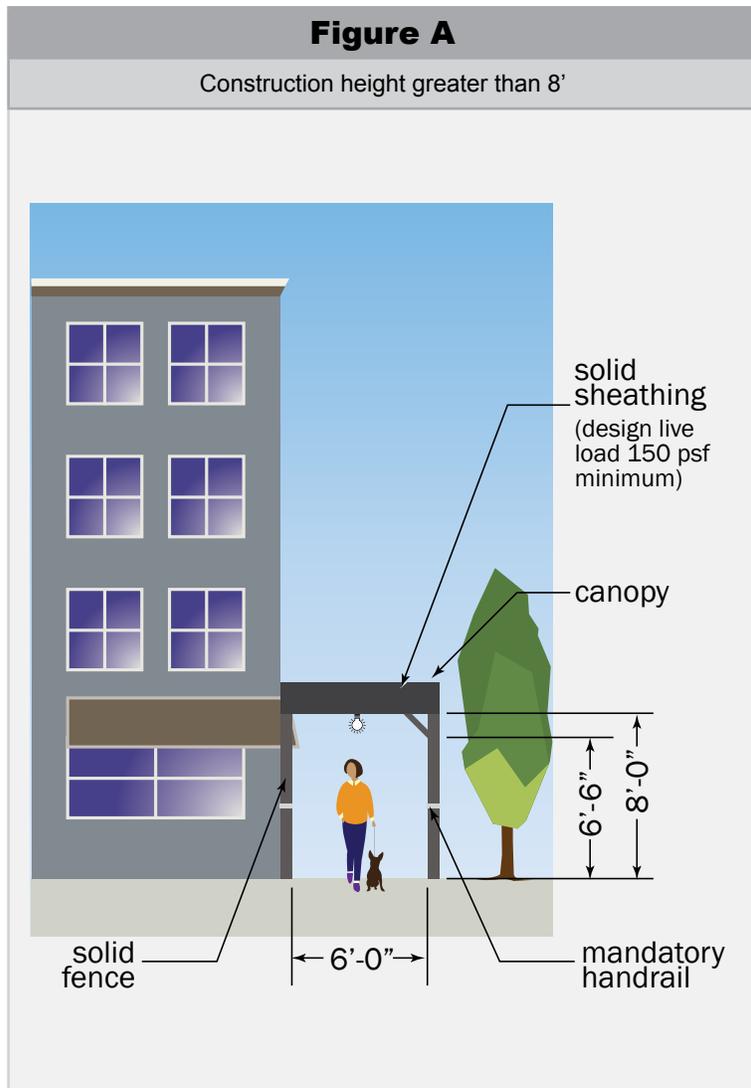
Temporary ramps shall be removed as soon as construction and approval of permanent ramp is completed.

After work is completed, surface of the pedestrian path shall be restored free from all ridges, gaps, bumps and rough edges.

Construction that affects existing curb ramp shall include replacement or repair of the curb ramp to meet current City standards.

**TABLE 3306.1 PROTECTION OF PEDESTRIANS**

Height of Construction	Distance from Construction to Lot Line	Type of Protection Required
8 feet or less	Less than 5 feet	Construction Railings (see Figure C)
	5 feet or more	None
More than 8 feet	Less than 5 feet (see Figure A)	Barrier and covered walkway
	5 feet or more, but not more than ¼ the height of construction	Barrier and covered walkway
	5 feet or more, but between ¼ and ½ the height of construction	Barrier (see Figure B)
	5 feet or more, but exceeding ½ the height of construction	None



**3306.2 WALKWAYS**

A walkway shall be provided for pedestrian travel in front of every construction and demolition site unless the applicable governing authority authorizes the sidewalk to be fenced or closed. Walkways shall be of sufficient width to accommodate the pedestrian traffic, but in no case shall they be less than 4 feet (1219 mm) in width. Walkways shall be provided with a durable walking surface. Walkways shall be accessible in accordance with Chapter 11 and shall be designed to support all imposed loads and in no case shall the design live load be less than 150 pounds per square foot (psf) (7.2 kN/m<sup>2</sup>).

**3306.3 DIRECTIONAL BARRICADES**

Pedestrian traffic shall be protected by a directional barricade where the walkway extends into the street. The directional barricade shall be of sufficient size and construction to direct vehicular traffic away from the pedestrian path.

**3306.4 CONSTRUCTION RAILINGS**

Construction railings shall be not less than 42 inches (1067 mm) in height and shall be sufficient to direct pedestrians around construction areas.

**3306.5 BARRIERS**

Barriers shall be not less than 8 feet (2438 mm) in height and shall be placed on the side of the walkway nearest the construction. Barriers shall extend the entire length of the construction site. Openings in such barriers shall be protected by doors that are normally kept closed.

**3306.6 BARRIER DESIGN**

*Barriers shall be designed to resist loads required in Chapter 16 unless constructed as follows:*

Barriers shall be provided with 2-inch by 4-inch (51 mm by 102 mm) top and bottom plates.

The barrier material shall be boards not less than 3/4-inch (19.1 mm) thick or wood structural panels not less than 1/4-inch (6.4 mm) thick.

Wood structural use panels shall be bonded with an adhesive identical to that for exterior wood structural use panels.

Wood structural use panels 1/4 inch (6.4 mm) or 5/16-inch (23.8 mm) in thickness shall have studs spaced not more than 2 feet (610 mm) on center.

Wood structural use panels 3/8 inch (9.5 mm) or 1/2 inch (12.7 mm) in thickness shall have studs spaced not more than 4 feet (1219 mm) on center provided a 2-inch by 4-inch (51 mm by 102 mm) stiffener is placed horizontally at mid-height where the stud spacing is greater than 2 feet (610 mm) on center.

Wood structural use panels 5/8 inch (15.9 mm) or thicker shall not span over 8 feet (2438 mm).

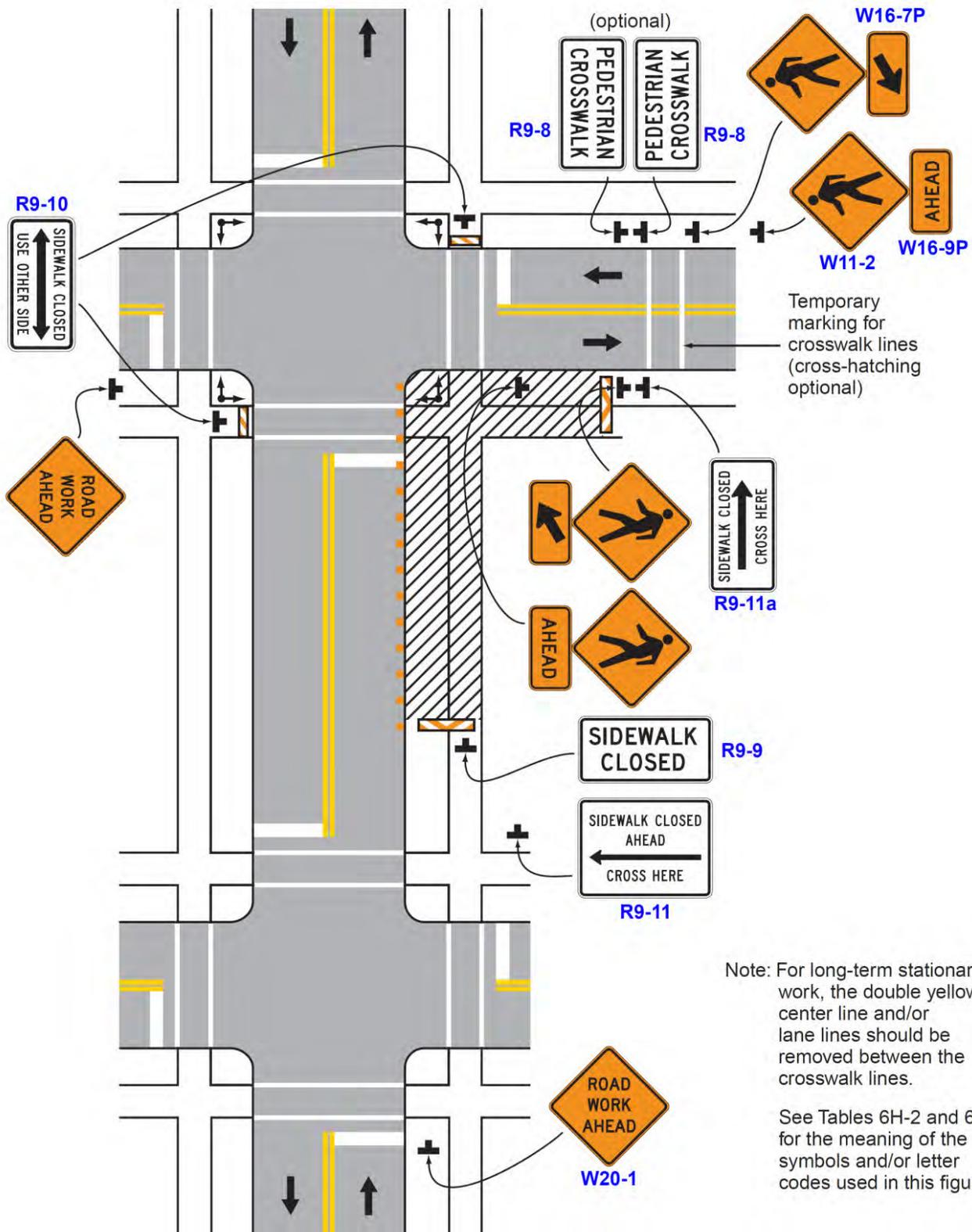
Check One:      Contractor      Owner      Owner's Agent

Name

Signature

Date

Figure 6H-29. Crosswalk Closures and Pedestrian Detours (TA-29)

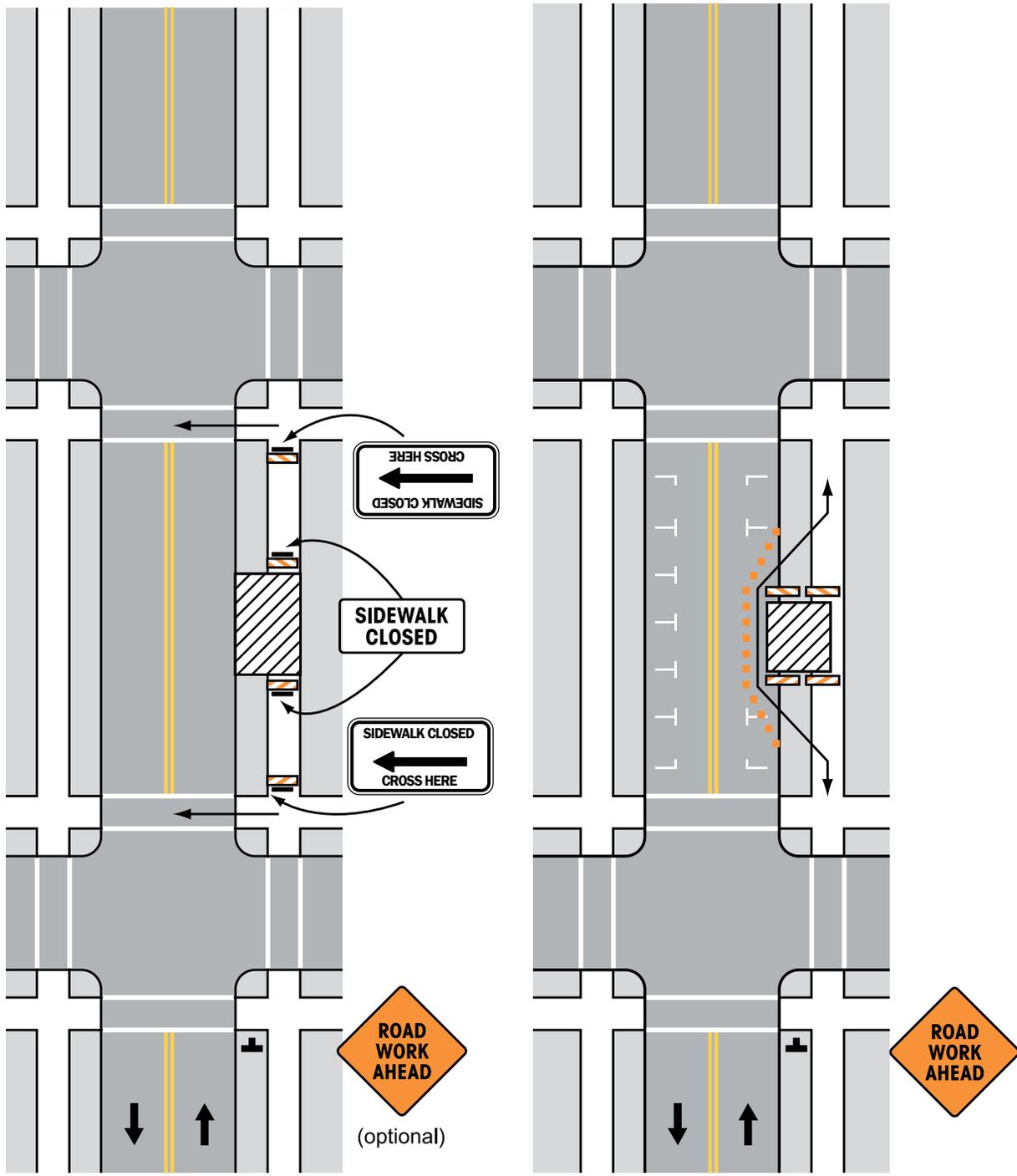


Note: For long-term stationary work, the double yellow center line and/or lane lines should be removed between the crosswalk lines.

See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 29

Figure 6H-28. Sidewalk Detour or Diversion (TA-28)

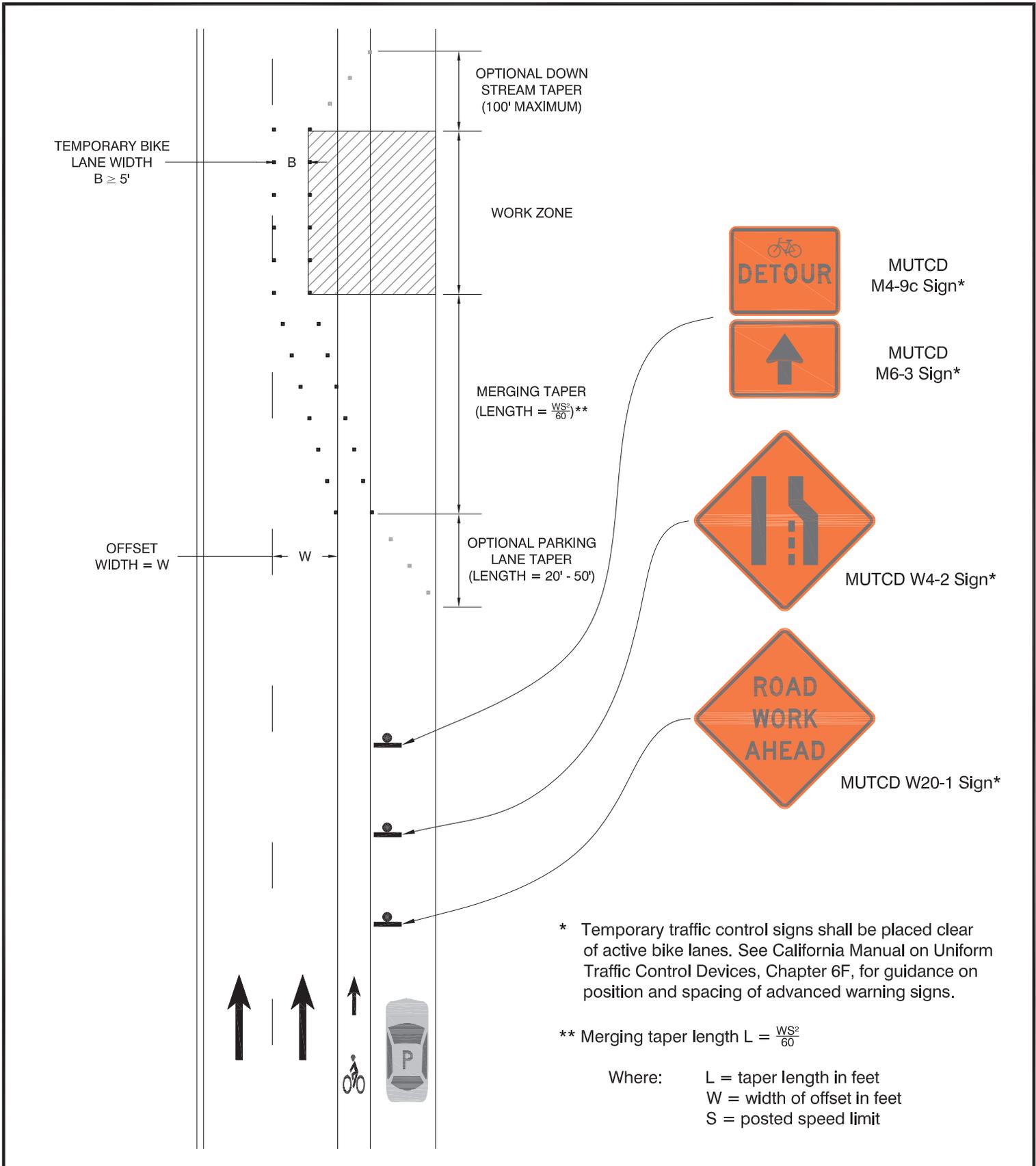


SIDEWALK DETOUR

SIDEWALK DIVERSION

Typical Application 28

Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.



# CITY OF OAKLAND

BUREAU OF ENGINEERING AND CONSTRUCTION  
BICYCLE FACILITIES PROGRAM  
250 FRANK H. OGAWA PLAZA, SUITE 4344 \* OAKLAND CA, 94612  
(510) 238-3466 \* FAX (510) 238-7415

## MULTI-LANE ROADWAY WITH TRAVEL LANE CLOSURE, TEMPORARY BIKE LANE, AND PARKING LANE CLOSURE

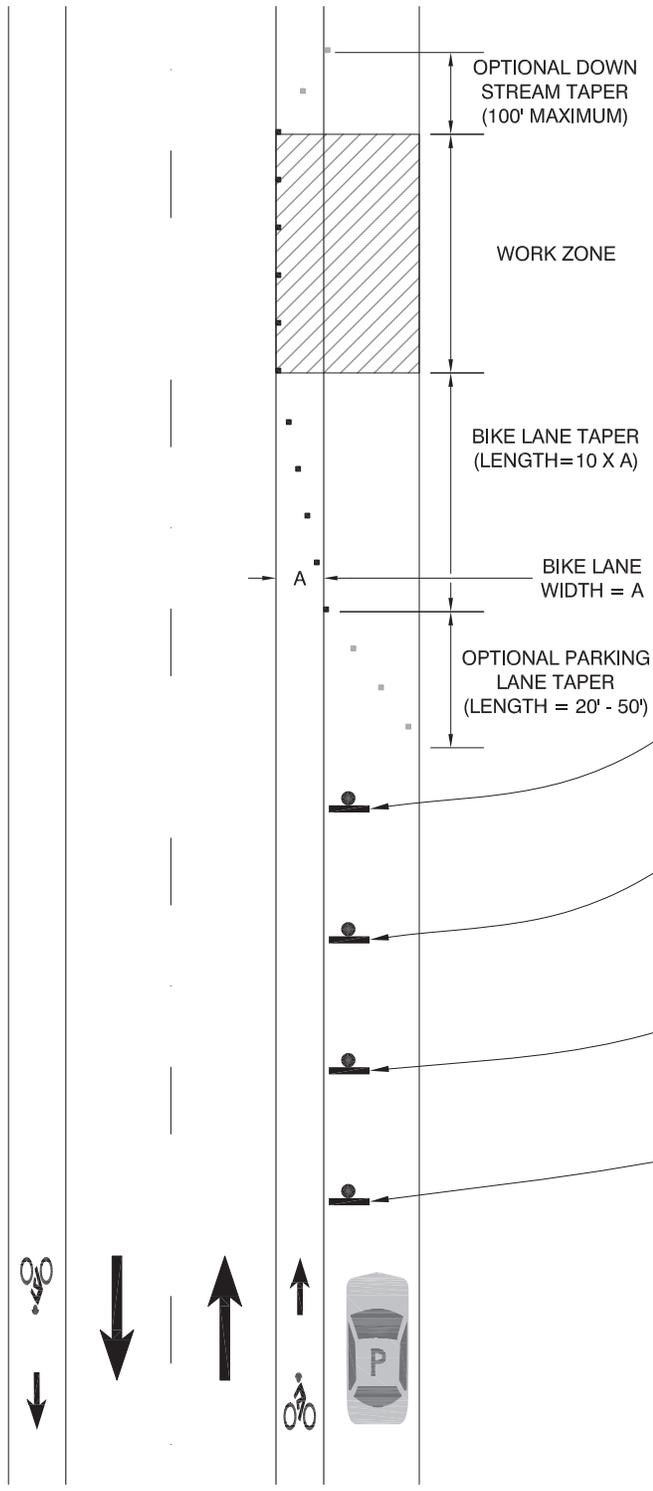
### TEMPORARY TRAFFIC CONTROL DETAILS

SCALE: NOT TO SCALE

DWG. NO.

TTC-1

DATE: OCT 2016



MUTCD R4-11 Sign\*  
(Black on Orange)



Modified  
MUTCD W20-5 Sign\*



MUTCD C17(CA) Sign\*



MUTCD W20-1 Sign\*

\* Temporary traffic control signs shall be placed clear of active bike lanes. See California Manual on Uniform Traffic Control Devices, Chapter 6F, for guidance on position and spacing of advanced warning signs.



# CITY OF OAKLAND

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BICYCLE FACILITIES PROGRAM  
250 FRANK H. OGAWA PLAZA, SUITE 4344 \* OAKLAND CA, 94612  
(510) 238-3466 \* FAX (510) 238-7415

## SINGLE-LANE ROADWAY WITH BIKE LANE CLOSURE AND PARKING LANE CLOSURE

### TEMPORARY TRAFFIC CONTROL DETAILS

SCALE: NOT TO  
SCALE

DWG. NO.

TTC-2

DATE: OCT 2016

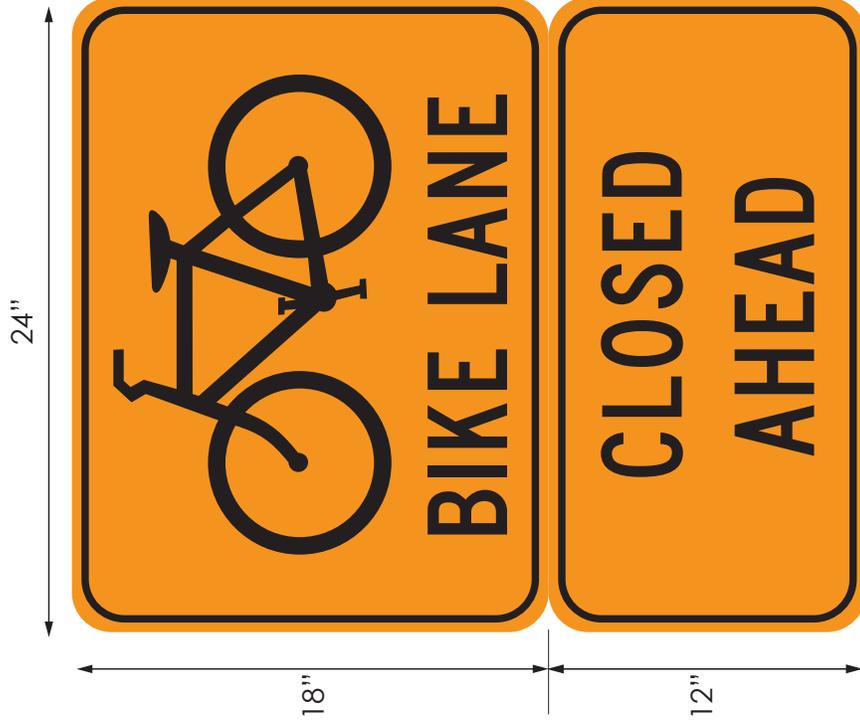


**Assemblies for Long-Term  
Bike Lane Closures**

Sign blades/assemblies based on those in the MUTCD (sign numbers indicated, except where noted), modified for traffic control use. All signs shall have a black legend and border on an orange background and use FHWA Series C typeface.

**R81/Custom Supplemental "CLOSED AHEAD" Plaque**

- 3" letter height, all CAPS



**R81/Custom Supplemental "CLOSED" Plaque**

- 3" letter height, all CAPS





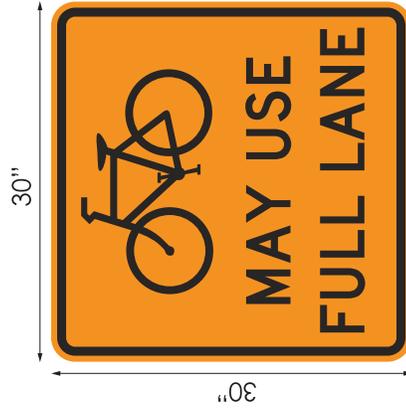
## City of Oakland, Temporary Traffic Control Sign Details for Bikeway Detours and Long-Term Bike Lane Closures

### Assemblies for Streets Without Bike Lanes

Sign blades/assemblies based on those in the MUTCD (sign numbers indicated, except where noted), modified for traffic control use. All signs shall have a black legend and border on an orange background and use FHWA Series C typeface.

#### R4-11 (BIKES MAY USE FULL LANE)

- Use: roads with two or more lanes per direction
- 4" letter height, all CAPS



#### W11-1 (bike warning) / W16-1 (SHARE THE ROAD) assembly

- Use: roads with one lane per direction
- W16-1: 5" letter height, all CAPS



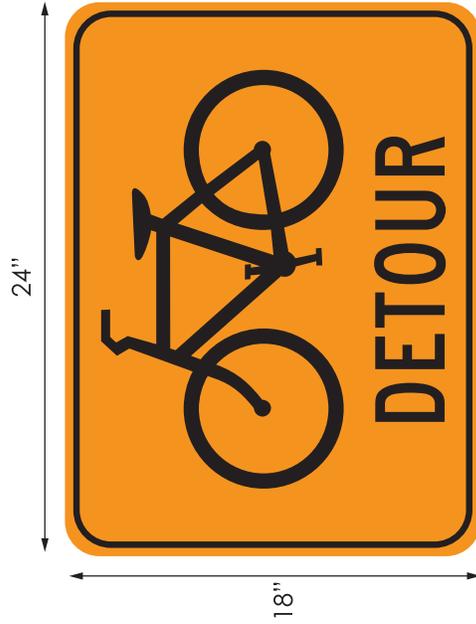


**Blade Layout Details**

Sign blades/assemblies based on those in the MUTCD (sign numbers indicated, except where noted), modified for traffic control use. All signs shall have a black legend and border on an orange background and use FHWA Series C typeface.

**D11-1**

- 3" letter height, CAPS



**M4 series**

- 3" letter height, CAPS



**S17 (CA)**

- 2.5" letter height, CAPS  
(example route name shown)

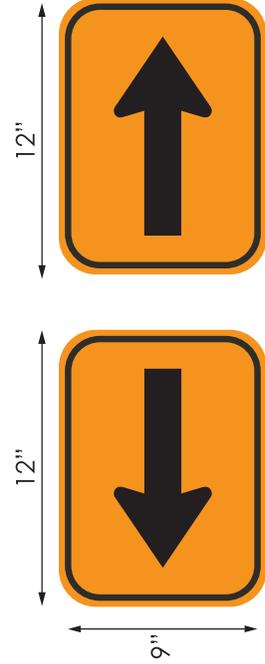


**D1-1b**

- 24" wide, 6" high (one-line);  
10" high (two-line, not shown)
- 2" letter height, Title Case  
(example text shown)



**M7-1 (L/R)**

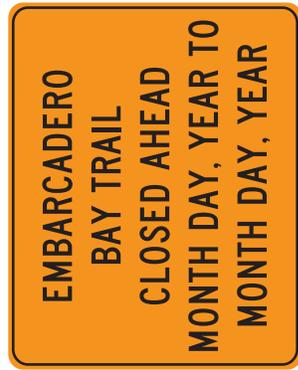




## City of Oakland, Temporary Traffic Control Sign Details for Bikeway Detours and Long-Term Bike Lane Closures

### Example Assemblies for Bikeway Detours \*

Sign blades/assemblies based on those in the MUTCD (sign numbers indicated, except where noted); modified for traffic control use. All signs shall have a black legend and border on an orange background and use FHWA Series C typeface.



- 30" wide; height varies based on content
- Min 2.5 letter height, all CAPS



- 24" wide x 36" high



- 24" wide x 33" high



- 24" wide x 30" high



- 24" wide x 30" high

\* Example assemblies shown above are from a project-specific detour. Assemblies will vary by project.