



**TRANSPORTATION and INFRASTRUCTURE COMMISSION
REGULAR MEETING
AGENDA**

Thursday, June 12th, 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 May 15th, 2025 meetings
5. Approval and Order of Agenda
6. Update on administration and staff
7. Announcements

B. DISCUSSION/ACTION ITEMS – 7:00 pm

* Written material included in packet

** Written material to be delivered at meeting

The public may speak at the beginning of any item.

1. Informational presentation on the Telegraph Avenue Multimodal Corridor concept design alternatives

Public Works Staff

Staff will present design concepts and solicit feedback from Commissioners on the Telegraph Multimodal Corridor Study. The study looks at Telegraph Avenue from the Berkeley-Oakland border at Woolsey Street to Dwight Way. Staff will present on the study area and background, its goals and objectives, existing conditions, corridor analysis and the project's schedule and next steps. The project's vision statement is for Telegraph Avenue to provide more transportation options by improving transit speed and reliability and making Telegraph Avenue safer for all users, consistent with the City of Berkeley Vision Zero Policy and Vision Zero Action Plan.

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C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS – 8 pm

Information items can be moved to Discussion or Action by majority vote of the TIC

1. Temporary Ad Hoc Committee reports & assignments: verbal reports from committees
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 – 8:20 pm

E. FUTURE AGENDA ITEMS – 8:25 pm

F. ADJOURNMENT 8:30 pm

Agenda Posted: June 6th, 2025

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, August 21st, 2025 at 6:15 pm.

A complete agenda packet is available for public review at the Transportation Division and Engineering divisions 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.

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Communications Disclaimer

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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, May 15th, 2025, 6:15 pm

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

A. PRELIMINARY BUSINESS — 6:15 pm

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,
Holly Scheider (arrived at 7:12 pm), Ren Zaro

Excused: Julia Moss (out sick), Kim Walton (granted leave of absence)

Staff Present: Ron Nevels, Peni Basalusalu, Noah Budnick, John Hurtado,
Tucker Brofft, CiCi Corrales

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

3. Public comment on items not on the agenda

6:16 pm: Five public comments.

4. Approval of minutes from April 17th, 2025 meeting

6:26 pm Action: It was Moved / Seconded (Lutzker / Hothi) to approve the minutes from the April 17, 2025 commission meeting.

6:26 pm: Two members of the public present.

6:27 pm: Vote:

Ayes: Hothi, Leung, Lutzker, Scheider, Zaro

Noes: None

Abstain: None

Absent: None

Excused: Moss, Walton

Recused: None

6:27 pm: Motion passed 5-0-0-0-2-0

5. Approval and Order of Agenda

6:28 pm Action: It was Moved / Seconded (Lutzker/ Hothi) to agendize a vote at the next commission meeting to amend standing agenda item C1 to include to create or dissolve subcommittee.

6:32 pm: Vote:

Ayes: Hothi, Leung, Lutzker, Scheider, Zaro

Noes: None

Abstain: None

Absent: None

Excused: Moss, Walton

Recused: None

6:32 pm: Motion passed 5-0-0-0-2-0

6. Update on administration and staff

6:33 pm: Engineering Manager Ron Nevels provided updates and answered Commissioner questions about Engineering Division staff vacancy rates: one inspector resigned, and one inspector is going out on parental leave; and, provided an update from the Transportation Division on the Bay Wheels Bike Share Expansion.

Commissioners asked follow-up questions and commented on the following topics: Stormwater Management Plan update, including the status of the contract and a request to agendize a presentation on it; Daniel Ellsberg street naming recommendation – signs at Kittredge and Shattuck are currently non-compliant and suggested a replacement of those along with the Daniel Ellsberg signs; Derby Street one-way conversation; May 17, 2025 Public Works Day.

7. Announcements

6:41 pm: Commissioner Zaro announced today is Bike to Wherever Day, emphasized the City's staff participation in today's event, including the City's Manager, and stressed the continual work needed to improve street safety for people who ride bikes.

B. DISCUSSION/ACTION ITEMS — 6:44 pm

1. Mechanical Street Sweeping Opt-In Request: 2900 block of Regent Street – Action requested — 6:44 pm

6:44 pm: Two members of the public.

6:44 pm: Public Works Deputy Director Basalusalu and Maintenance Superintendent Hurtado presented a petition from the residents on the 2900 block of Regent Street to request that the City recommence mechanical street sweeping on their block. Staff presented that restarting street sweeping will require implementing alternate side of the street parking regulations and new signage that will cost approximately \$1,700.

6:52 pm: Commissioners asked follow-up questions on the following topics: the meaning of the words "industrial" and "commercial" on the street sweeping map; whether that

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removes or changes anything about the physical streetscape; why this wasn't done previously.

6:55 pm:
Public comments: One public comment.

6:56 pm:
Commissioners commented on the following topics: interest in developing a comprehensive street sweeping plan; questions and comments regarding the bike lane street sweeper; dumping occurring in the Milvia Street bike lane and bicycle boulevard; exploring ways the City can educate people and discourage dumping on Milvia.

7:00 pm Action: It was Moved / Seconded (Leung / Hothi) to recommend to City Council to approve reinstating the 2900 block of Regent Street, between Russell Street and Webster Street, to the Mechanical Sweeping Route, to implement alternate side of the street parking regulations two days per month to facilitate reinstating the Mechanical Street Sweeping here and to allocate funding if needed for sign production and installation.

7:01 pm: Vote:
Ayes: Hothi, Leung, Lutzker, Scheider, Zaro
Noes: None
Abstain: None
Absent: None
Excused: Moss, Walton
Recused: None

7:01 pm: Motion passed 5-0-0-0-2-0

2. Informational Presentation on UC Berkeley's Berkeley Innovation Zone Project —

7:02 pm: UC Berkeley staff and consultants presented the university's Business Innovation Zone (BIZ): North Building project on Oxford Street at University Avenue. This is the parcel where University Hall currently is being demolished, across University Ave from Anchor House. The project (approximately 159,000 gross square feet) would be a donor development project and would provide laboratories and office space for campus faculty, researchers, and campus-affiliated entrepreneurs and their collaborators in life sciences, genomics, and affiliated disciplines.

7:02 pm: One member of the public.

7:10 pm:
Commissioner asked a clarifying question and inquired whether the bike share will be relocated, and not removed.

7:11 pm:
Public comments: One public comment.

7:13 pm: Commissioners asked follow-up questions and commented on the following topics: the dangerous conditions created from construction spilling out onto the street

on University and Oxford; best practices for machinery operation - should be on the Addison-side, not Oxford; building's availability to accommodate classroom space; public accessibility options; best options for utilization of commercial space - high pedestrian traffic exists during the day - not at night; functionality of the pocket park; incorporating elements to activate the area to make it more pedestrian-friendly; the Oxford Complete Streets proposal alignment with this project; ensuring pedestrian access is maintained throughout construction; possible lane closures; the importance of open access for walking and ADA accessibility; a parklet design addressing accessibility and attractiveness concerns; closure of Center Street restaurants due to construction and the usefulness of adding food trucks; dumpster management plans; the lab's energy backup plans; non-existence of energy net-neutrality; available bike parking; installing bike racks in the park space that are accessible after parklet closes; a policy for providing bike parking for non-standard bikes and electric bicycle charging; the potential to park multiple cargo bikes in the building's bike room; investigating the development seismic detail and requirements for bike share stations – i.e. minimum anchorage for bolting the station to the ground; working closely with the City about potential changes to Oxford Street; keeping the bike share station; exploring ground floor activation – e.g. Salesforce Park, street vendors, food vendors, pop ups, once a week, Sunset Dunes Park in San Francisco.

A. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS — 7:42 pm

7:42 pm: Commissioner Lutzker reported that staff presented the bike share expansion update to the Bike Plan Update ad hoc committee; wants staff to utilize Veo scooter share data to plan bike share expansion; Bike Plan update ad hoc committee did not meet this week because agency technical advisory committee has more comments; stop sign warrant policy change includes putting stop signs at intersections of bike boulevards and major streets.

Commissioner Scheider asked follow-up questions on the status of safety improvements at the intersection of California and Ada.

7:42 pm: One member of the public.

B. COMMUNICATIONS — 7:48 pm

7:48 pm: – None.

C. FUTURE AGENDA ITEMS — 7:48 pm

7:48 pm: Commissioner's suggested the following topics for future meeting agenda items: overview of Stormwater Management Plan update; a presentation from the Berkeley Police Department on collision reporting, as three children have been hit by drivers near Longfellow Middle School, and the police report no records of two of the three collisions; the school has records for all three crashes

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D. ADJOURNMENT 7:54 pm

7:54 pm: Action: It was Moved / Seconded (Lutzker/ Scheider) to adjourn the meeting.

7:55 pm: Vote:

Ayes: Hothi, Leung, Lutzker, Scheider, Zaro

Noes: None

Abstain: None

Absent: None

Excused: Moss, Walton

Recused: None

7:55 pm: Motion passed 5-0-0-0-2-0

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, June 12th, 2025, at 6:15 pm, at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.

Administrative Procedures

From the City of Berkeley Commissioners' Manual, 2019 Edition, page 70 regarding minutes:

Although the Brown Act does not require minutes, except for closed sessions, the Commissioners' Manual does require minutes of commission meetings but not for subcommittee meetings. When required, minutes are limited to action minutes only. Minutes are unofficial until approved by the commission. The minutes are converted to PDF and posted on the City's website.

The secretary shall keep an accurate record of the commission's proceedings and transactions. The secretary shall provide action minutes similar to those provided to the Council by the City Clerk. Action minutes list the date, time, and place of the meetings; the staff in attendance; the commissioners present and absent; and a clear and concise description of final actions taken. Approved motions are indicated by "moved, seconded, and carried" and include a breakdown of the vote. The vote breakdown includes the commissioners voting yes, no, abstain, absent, recused, and reason for recusal. Reasons for making a motion, debate, content of public comments, and audience reaction are not to be included.

Commission Secretary: Wahid Amiri, Deputy Director
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Office of the City Manager

ACTION CALENDAR
May 1, 2012

To: Honorable Mayor and Members of the City Council
From:  Christine Daniel, Interim City Manager
Submitted by: Andrew Clough, Director, Public Works
Subject: Derby Street Land Vacation and Exchange with Berkeley Unified School District

RECOMMENDATION

Conduct a public hearing and upon conclusion, adopt:

1. A resolution adopting the Mitigated Negative Declaration previously adopted by the Berkeley Unified School District and all required findings under the California Environmental Quality; and
2. The first reading of an Ordinance:
 - a. Vacating a portion of the public right-of-way of Derby Street; and
 - b. Conveying the City's interests in the vacated property to Berkeley Unified School District; and
 - c. Accepting, in exchange, an offer of street dedication of fee interest at 1925 Derby Street from Berkeley Unified School District for public right-of-way purposes.

FISCAL IMPACTS OF RECOMMENDATION

Berkeley Unified School District (BUSD) has paid the appropriate fees (approximately \$15,000) related to the processing of this land exchange. As BUSD is exempt from paying property taxes and they will fund the construction work, there is no fiscal impact from this land exchange.

CURRENT SITUATION AND ITS EFFECTS

Derby Street, between Milvia Street and Martin Luther King, Jr. Way, is a 2-way street approximately 42 feet in width from curb-to-curb, with sidewalk on both sides of the street. There is parallel parking on the north side and parallel and angled parking on the south side. During Tuesday afternoons this portion of Derby is reserved for the Berkeley Farmers' Market, where vendors erect tents on both sides of the street and pedestrians walk down the center of the street to access vendors. During work on Derby Street, BUSD will relocate the Farmers' Market to what is currently the western side of the field.

On the south side of Derby are the Berkeley Technology Academy and the King Child Development Center, both operated by BUSD.

On the north side of Derby is a grass sports field owned by BUSD and bounded by Carleton Street to the north, Milvia Street to the east, Derby Street to the south, and Martin Luther King, Jr. Way to the west. A chain link fence surrounds the sports field, with access provided via a turnstile at the northeast corner of the field. There is no permanently fixed sports infrastructure located on the field.

Due to the rectangular shape of the sports field, usage has mostly been for sports such as football, soccer, rugby, frisbee and lacrosse. Baseball and softball practices are also conducted on this field. BUSD is proposing to redevelop the field to accommodate a baseball/softball field, a basketball court, and a multi-purpose field. This requires the widening of the existing rectangular field.

As BUSD owns property on both sides of Derby Street, they are requesting the City vacate a portion of Derby Street in exchange for an equivalent portion of BUSD property on the south side of Derby Street (see accompanying letter from BUSD). This exchange of land results in Derby Street being realigned with a curve portion (see accompanying map and legal description). In addition, BUSD is currently working with the utility companies and obtaining approvals as it relates to the street realignment.

BACKGROUND

The Derby Street athletic field has been in discussion between the City and BUSD for many years. On October 2005, the Parks and Recreation Commission approved endorsing BUSD's request to work together to create a multi-purpose field.

On December 6, 2005 Resolution No. 63,135-N.S. was passed, which recommended, among other things, the City inform BUSD regarding the process for street vacation and BUSD proceed with options for a closed and open Derby Street scenario.

On March 7, 2012, BUSD's Board of Education passed Resolution No. 12-38 approving a land swap with the City to provide for a baseball field at the Derby Street athletic field (see accompanying BUSD Resolution).

RATIONALE FOR RECOMMENDATION

By vacating a portion of Derby Street in exchange for equivalent BUSD land, the Derby Street athletic field will accommodate a greater variety of activities for BUSD students, including baseball, softball and basketball. The general public will also benefit as the field will be available during non-school hours and when not in use by Berkeley High or Berkeley Technology Academy. In addition, Derby Street will maintain the same curb-to-curb width after realignment.

ALTERNATIVE ACTIONS CONSIDERED

Permanently closing Derby Street was considered an option to realigning Derby Street, but the cost for the closed option is considerably greater than the open option. Therefore closing Derby Street was not considered to be a viable alternative.

CONTACT PERSON

Jeffrey L. Egeberg, Manager of Engineering, Public Works, 981-6400

Lorin Jensen, Supervising Civil Engineer, Public Works, 981-6411

Vincent Chen, Associate Civil Engineer, Public Works, 981-6409

Attachments:

1. Resolution

Exhibit A: BUSD Resolution 10-64

2. Ordinance

Exhibit A-1: Legal Description of Land to be Vacated by the City

Exhibit A-2: Legal Description of Land to be Dedicated to the City

Exhibit B: Map of Land to be Exchanged Between the City and BUSD

3. Letter from BUSD

4. BUSD Resolution 12-38

5. Index to Initial Study/Mitigated Negative Declaration and response to Comments

6. Initial Study/Mitigated Negative Declaration and response to Comments

RESOLUTION NO. ##,###-N.S.

ADOPTING MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING
AND REPORTING PROGRAM FOR PARTIAL VACATION AND REALIGNMENT OF
DERBY STREET

WHEREAS, on March 3, 2010, the Berkeley Unified School District (“BUSD”) released for public review an Initial Study/Mitigated Negative Declaration (“IS/MND”) on the “East Campus Sports Fields Project” (“Project”); and

WHEREAS, on June 2010, BUSD issued a “Response to Comments Document” which addressed comments received on the IS/MND; and

WHEREAS, on June 30, 2010, the BUSD Board of Directors adopted the IS/MND and approved the Project; and

WHEREAS, completion of the Project requires that the City of Berkeley (“City”) adopt an ordinance partially vacating and realigning Derby Street between Martin Luther King, Jr. Way and Milvia Street; and

WHEREAS, the City is therefore a “responsible agency” for the Project under the California Environmental Quality Act; and

WHEREAS, the City Council has reviewed and considered the IS/MND and Response to Comments Document prepared by BUSD; and

WHEREAS, the IS/MND states that construction activities related to the Project could have potentially significant impacts on air quality, biological resources, cultural resources, soils and water quality, and could expose the public and environment to hazardous materials and the public to excessive construction noise; and

WHEREAS, the IS/MND concludes that all of these potentially significant impacts can be mitigated to a level such that they are not significant through the adoption of the mitigation measures specified in the IS/MND; and

WHEREAS, in adopting the IS/MND BUSD also adopted the mitigation measures set forth therein and a Mitigation Monitoring and Reporting Program (“MMRP”), which is attached as Appendix A to its resolution Number 10-64; and

WHEREAS, all construction activities related to the partial vacation and realignment of Derby Street will be undertaken and carried out by BUSD and its construction contractors, who will be responsible for complying with and implementing the MMRP.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that, on the basis of the whole record before it, the Council hereby finds that potentially

significant effects related to the partial vacation and realignment of Derby Street were identified in the IS/MND, but mitigation measures were identified that would avoid or reduce the effects to a point where clearly no significant effects would occur.

BE IT FURTHER RESOLVED that those mitigation measures applicable to construction activities that were identified in the IS/MND and adopted by BUSD by Resolution Number 10-64 on June 30, 2010, which is attached hereto as Exhibit A, are hereby adopted by reference with respect to any construction activities necessary to partially vacate and realign Derby Street.

Exhibit:

A: Berkeley Unified School District Resolution Number 10-64

ORDINANCE NO. #####-N.S.

VACATING A PORTION OF PUBLIC RIGHT-OF-WAY OF DERBY STREET, CONVEYING THE CITY'S INTERESTS IN THE VACATED PROPERTY TO BERKELEY UNIFIED SCHOOL DISTRICT AND ACCEPTING, IN EXCHANGE, AN OFFER OF STREET DEDICATION OF FEE INTEREST AT 1925 DERBY STREET FROM BERKELEY UNIFIED SCHOOL DISTRICT FOR PUBLIC RIGHT-OF-WAY PURPOSES

BE IT ORDAINED by the Council of the City of Berkeley as follows:

Section 1. Vacation of Portion of Right of Way at Derby Street

That pursuant to Streets and Highway Code Section 8320 et seq., the City of Berkeley hereby vacates the following portion of the public right-of-way on Derby Street, more specifically shown in Exhibit B and described in Exhibits A and A-2, on the basis of the following findings:

- a. That California Government Code Section 65402 does not apply as this street alignment is of a minor nature,
- b. That the public right-of-way described above is acquired to construct and maintain a sports field and related hardscape and landscape features,
- c. That the City Clerk is hereby authorized and directed to cause a certified copy of this ordinance of vacation, attested by him under seal, to be recorded in the Office of the Recorder of Alameda County, California, and
- d. The vacation approved by this Ordinance is contingent upon the receipt by the City of an irrevocable offer of street dedication at 1925 Derby Street, for public use, in a form acceptable to the City Attorney.

Section 2. Acceptance of Street Dedication of Fee Interest

That the City Manager is authorized and directed to accept dedication of fee interest of land for public right-of-way purposes from Berkeley Unified School District more specifically shown in Exhibit B and described in Exhibits A and A-2.

Section 3. Conveyance of Property

That the City Manager and City Clerk are hereby authorized and directed to execute a quitclaim deed conveying the City's interests in the portion of the right-of-way shown and described in Exhibits A, A-2 and B to the affected property owner, and that the City Clerk is authorized and directed to cause the executed quitclaim deed to be recorded in the Official Records of the Office of the Recorder of Alameda county, California.

Section 4. Posting

Copies of this Bill shall be posted for two days prior to adoption in the display case located near the walkway in front of Old City Hall, 2134 Martin Luther King Jr. Way. Within fifteen days of adoption, copies of this Ordinance shall be filed at each branch of the Berkeley Public Library and the title shall be published in a newspaper of general circulation.

City of Berkeley
Transportation and Infrastructure Commission
Ren Zaro, Chair

RE: Action Item B1, Mechanical Street Sweeping Opt-In Request, to be presented at the
May 15, 2025 Meeting of the Commission

May 13, 2025

Honorable Chair and Commissioners:

I am submitting written comments in support of reinstating mechanical street sweeping on the 2900 block of Regent Street.

We have owned our home on this block since 1995. I have been making attempts to reinstate mechanical street sweeping since 1998. My connection to Berkeley dates back to 1990-1991, when I received my Master's degree in Public Health from UC Berkeley.

More than 30 years ago, previous residents who no longer reside on this block opted out of street sweeping. The vast majority of current residents on our block now support mechanical street sweeping and have signed a petition in favor of reinstatement.

We live next to a very busy street (Ashby) and get a considerable amount of through-traffic that contributes to road dust, which may contain heavy metals such as lead and hydrocarbons as well as other pollutants. Accumulated dust and trash may cause harmful effects on human health and the environment. These hazards can be mitigated by mechanical street sweeping.

The inconvenience of monthly parking restrictions is minor compared to the public health benefits that will be gained by mechanical street sweeping. Moreover, our taxes already support street sanitation.

I urge the Commission to approve the petition for mechanical street sweeping on the 2900 block of Regent Street.

Respectfully submitted,

Rupali Das, MD, MPH
2917 Regent Street

From: Caroline Kessler <carolinehkessler@gmail.com>

Sent: Wednesday, May 14, 2025 4:08 PM

To: transportation <transportation@berkeleyca.gov>

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

Subject: Comments for Transportation and Infrastructure Commission Meeting on May 15 -- re 2900 Regent Street Sweeping

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 Noah and the Commission,

I live at 2921 Regent Street, Apt. A in Berkeley. I'm writing to submit my comments for the Transportation and Infrastructure Commission Meeting on May 15 as I am unable to attend in person but still want to share my thoughts on the proposed mechanical street sweeping parking enforcement.

I have lived on Regent Street for the past three years, and in the East Bay since 2015. I'm very grateful to my neighbor and friend Rebecca Lueck, who brought this issue to my attention and has advocated for street sweeping on our block. Over the past several years, I've noticed a lot of dust, dirt, and debris on our street because of the lack of street sweeping. She shared very compelling research with me that indicates we are at an increased risk for lung/respiratory issues because of the lack of street cleaning, and children on our block are even more at-risk.

Additionally, because we are so close to Alta Bates Hospital and there is a dentistry practice on our street, I've noticed a lot of cars parking on our street and being moved frequently--perhaps more so than surrounding blocks although that's anecdotal. Anyway, it leads me to think there is likely even more debris and a need for sweeping on our block and I'm glad you are considering this request.

Even though street sweeping can be inconvenient, my concern for the safety and health of our block's residents far outweighs any minor nuisance of having to move my car twice a month for a few hours.

Please distribute these comments to the Commissioners and Commission Secretary and include them in the meeting minutes if possible. I appreciate your time and energy on this issue!

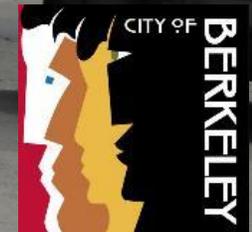
Best,
Caroline Kessler

carokess.com | 443.465.9705

June 12th, 2025

Telegraph Avenue Multimodal Corridor Study

Transportation and Infrastructure
Commission (TIC)



Agenda

- 1 Introductions
- 2 Study Area and Background
- 3 Goals and Objectives
- 4 Existing Conditions
- 5 Corridor Analysis
- 6 Schedule and Next Steps





Introductions

Say Hello to Our Team



Elliott Schwimmer

City of Berkeley



Thaddeus Wozniak, PE

Nelson\Nygaard



Study Area and Background

Study Area

- Telegraph Avenue
 - Woolsey Street (Oakland border) to Dwight Way
 - Approx. 0.85 miles
- Land Uses
 - Willard Middle School and Park
 - Medical offices and facilities
 - Restaurants, cafes, and retail
 - Existing Residential (low to medium density)
 - Proposed Residential development



Project Scope

2022 project phase

- Prepared an Existing Conditions Report
 - Collected traffic counts and performed intersection operations analysis
 - Performed an assessment of existing transit travel times and reliability
 - Performed a parking capacity and utilization calculation
- Developed two corridor concept designs
- Engagement
 - Engaged with the Telegraph Businesses Improvement District (TBID)
 - Shared concepts with the Technical Advisory Committee (TAC)
 - Held a virtual public workshop

Project Scope

Current project phase (2024 and 2025)

- Three initial concept schematics for high-level evaluation
- Update Transit, Traffic, and Parking Analysis
- Engagement
 - Willard Neighborhood Association meeting in March, 2023
 - City staff conducted door-to-door outreach with individual businesses
 - Presentation to the FITES Committee in March, 2025
 - Regular updates to the AC Transit-City of Berkeley Inter-Agency Liaison Committee
 - Community workshop June 25th
- Identify tradeoffs between concepts and perform evaluation
- Working towards identification of a preferred single concept, study report, and City Council presentation in late 2025.
- Detailed design and engineering will occur after concept design is approved by City Council



Goals and Objectives

Vision Statement

Provide more **transportation options** by improving **transit speed and reliability** and making Telegraph Avenue **safer for all users**, consistent with the City of Berkeley Vision Zero Policy and Vision Zero Action Plan.



Goals & Objectives

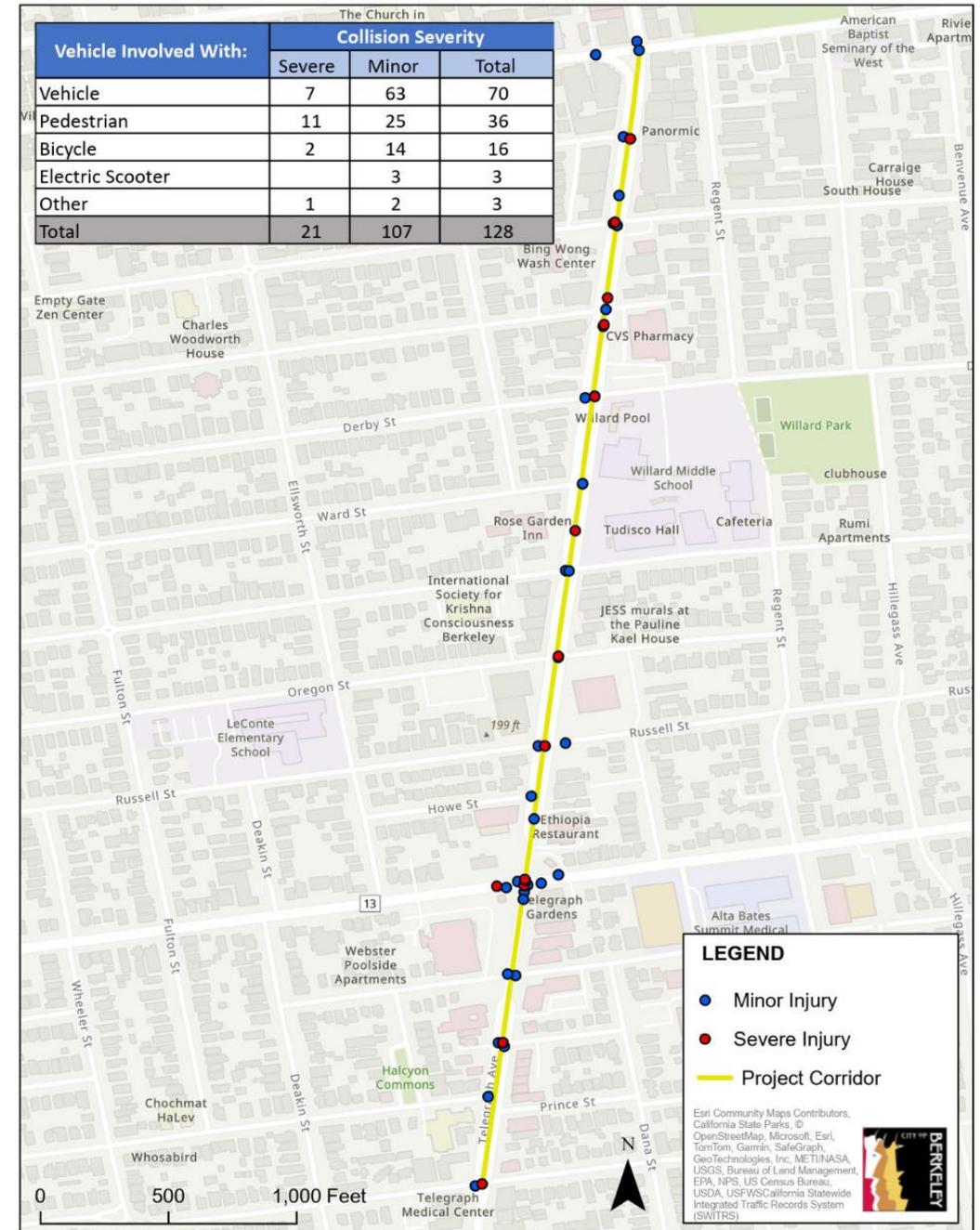
- **Meeting Vision Zero Policy Goals (new stated goal)**
 - Safety improvements and design to reduce traffic deaths and serious injuries.
- **Improve transit travel times and on-time reliability**
 - Safety improvements and design to reduce traffic deaths and serious injuries.
- **All Ages & Abilities biking facilities**
 - Provide safe, comfortable, connected bike facilities for bi-directional travel consistent with the goals of the City of Berkeley Bicycle Plan.
- **A state of good repair**
 - Spot pavement repair, ADA curb ramp upgrades, traffic signal upgrades, improved street lighting, and other maintenance activities to enhance safety for all users.
- **Curb management strategy**
 - With input from residents, visitors, and the business community, develop a design that provides commercial and passenger loading zones adequate to support local businesses and destinations, more and better accessible parking spaces and paratransit access, and preserve on-street parking as much as possible.



Vision Zero

- Telegraph is identified as a High-Injury Street
- One third of people on Telegraph are walking, biking, and using transit
 - Based on 2025 intersection counts, and data from AC Transit
- Half of all collisions, and over 60% of serious collisions, involve a person driving hitting a person walking or biking
- Applying the guiding principles of Vision Zero
 - **Safety is our highest priority.**
 - We will create safer transportation options for walking, cycling, and taking transit.
 - Street safety must be achieved equitably.
 - Vision Zero will be accountable, transparent, and data-driven.

Telegraph Avenue Collisions between 2013-2025



Vision Zero

"The Berkeley City Council adopts the Vision Zero goal of eliminating traffic deaths and severe injuries by 2028" (Resolution No. 68,371-N.S., March 27, 2018)

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Tragedy on Telegraph | Jazy and Angel

Emilie Raguso
October 14, 2022 7:31 PM · 10

TRAFFIC SAFETY

2 pedestrians taken to hospital after Southside Berkeley crash

One woman reported a leg injury and one said she had pain in her shoulder, police said. They were taken to Kaiser Oakland for treatment.



The Berkeley Fire Department took two pedestrians to the hospital Friday evening after a driver struck them at Telegraph Avenue and Parker Street in the Southside Berkeley neighborhood (file photo). *Emilie Raguso/The Berkeley Scanner*

A driver who said the setting sun was in his eyes struck two pedestrians in a crosswalk in Berkeley on Friday evening, sending them to the hospital, authorities report.

One of the pedestrians, both women who appeared to be in their 30s, reported a leg injury and one said she had pain in her shoulder, according to preliminary information from the Berkeley Police Department.

CRIME & SAFETY

Driver strikes woman in crosswalk on Telegraph, critical injuries reported

The woman is still alive but BPD has called out its Fatal Accident Investigation Team.

By Emilie Raguso

July 25, 2022, 5:51 pm

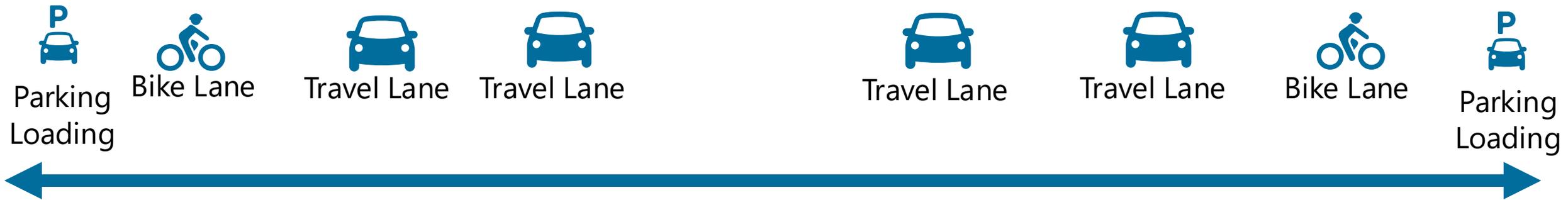


A woman was taken to the hospital with critical injuries Monday after a driver in a white van (pictured here) struck her in a crosswalk on Telegraph Avenue, July 25, 2022. Credit: Emilie Raguso



Existing Conditions

Street Layout



68' – 74' Curb-to-curb

Walking



- Complete sidewalks along both sides of Telegraph Avenue
 - Poor sidewalk conditions in spot locations
 - Recently-updated ADA curb ramps
- 16 intersections
 - 8 signalized
 - 28 of 31 crossings are marked with crosswalks



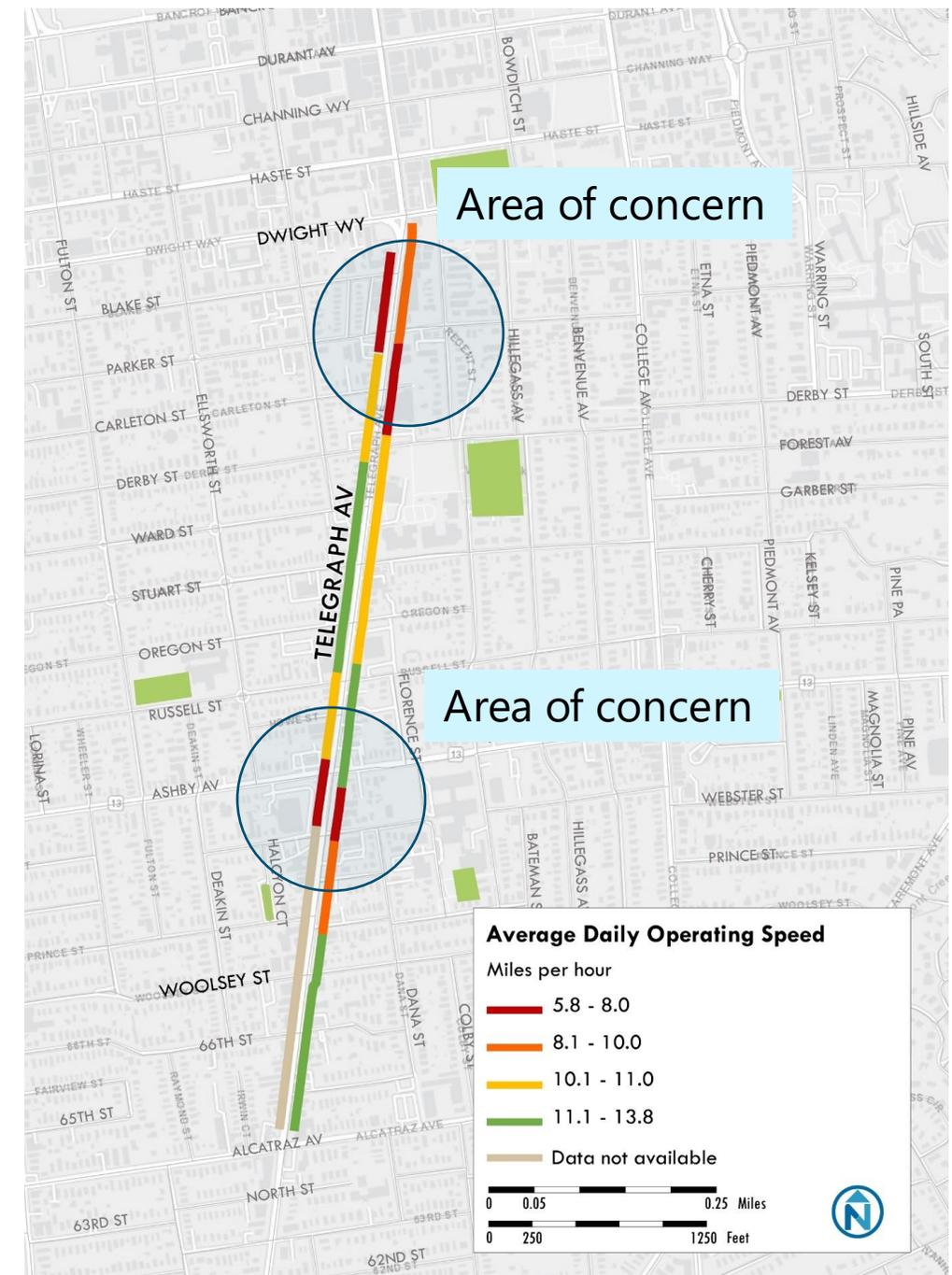
Bicycling

- Fading and deteriorating conventional bike lanes
 - Dwight Way to Ashby Avenue
 - Narrow, located within “door zone”
 - People frequently riding in general traffic lane
- Bikeway Gap
 - Ashby Avenue to Woolsey Street/Berkeley City line
 - Sharrows only
- Connecting and complementing other biking investments
 - Intersecting three Bicycle Boulevards at Derby St, Russell St, and Woolsey St.



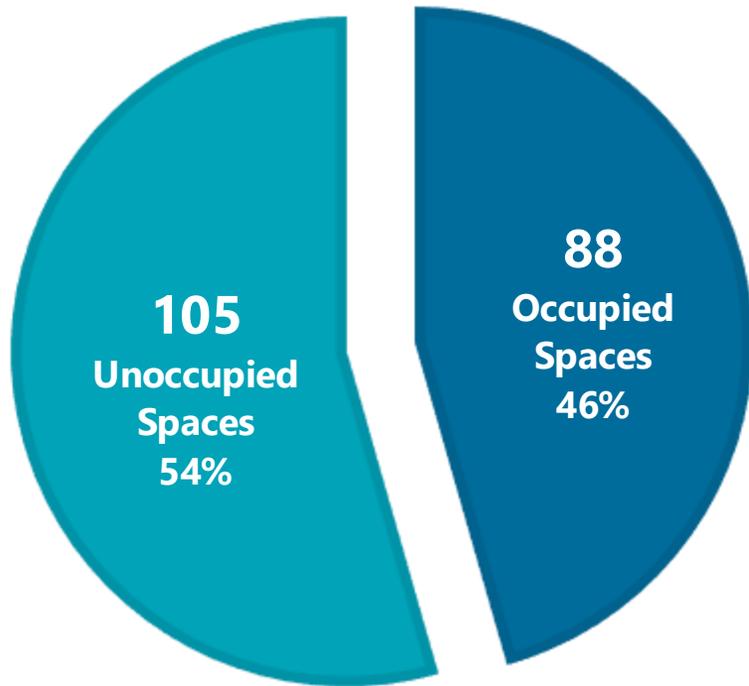
Transit

- Transit investments are part of a strategic approach for improving existing transit corridors with the highest ridership
- Telegraph Avenue is the logical progression in this strategy, after San Pablo and the 51B corridors
- Telegraph Avenue is a frequent transit corridor
 - AC Transit: Lines 6 and 800
 - LBNL Shuttle: Rockridge Route
 - Alta Bates Hospital Shuttles
- AC Transit Route 6
 - Top 3 most-ridden routes in Berkeley
 - Serves transit dependent populations
 - 4,600 daily riders overall (March 2025)
 - 1,000+ daily riders on Telegraph within Berkeley



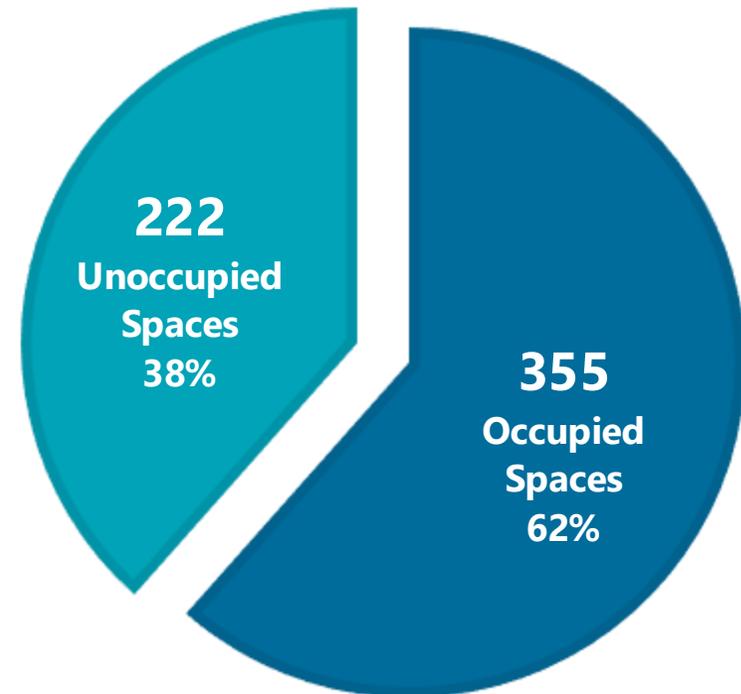
Parking and Loading

Average On-Corridor Utilization



193 Public spaces on Telegraph Ave

Average Off-Corridor Utilization



577 Public spaces on side streets within a one-block walk of Telegraph Ave

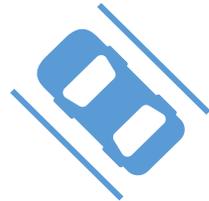
Parking and Loading

Telegraph Ave Corridor Vicinity Parking Use



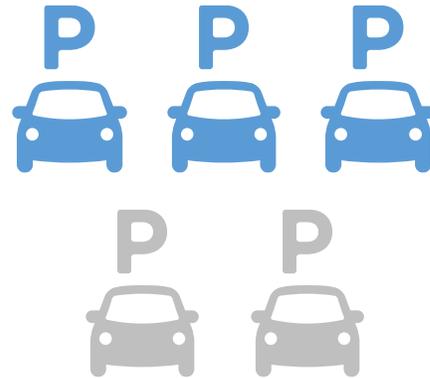
770

On-street parking spaces on or within a one-block walk of the project corridor

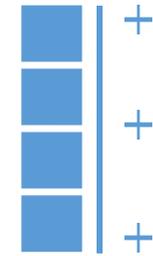


443

Occupied on-street parking spaces on or within a one-block walk of the project corridor



On average 2 in 5 on-street spaces are open

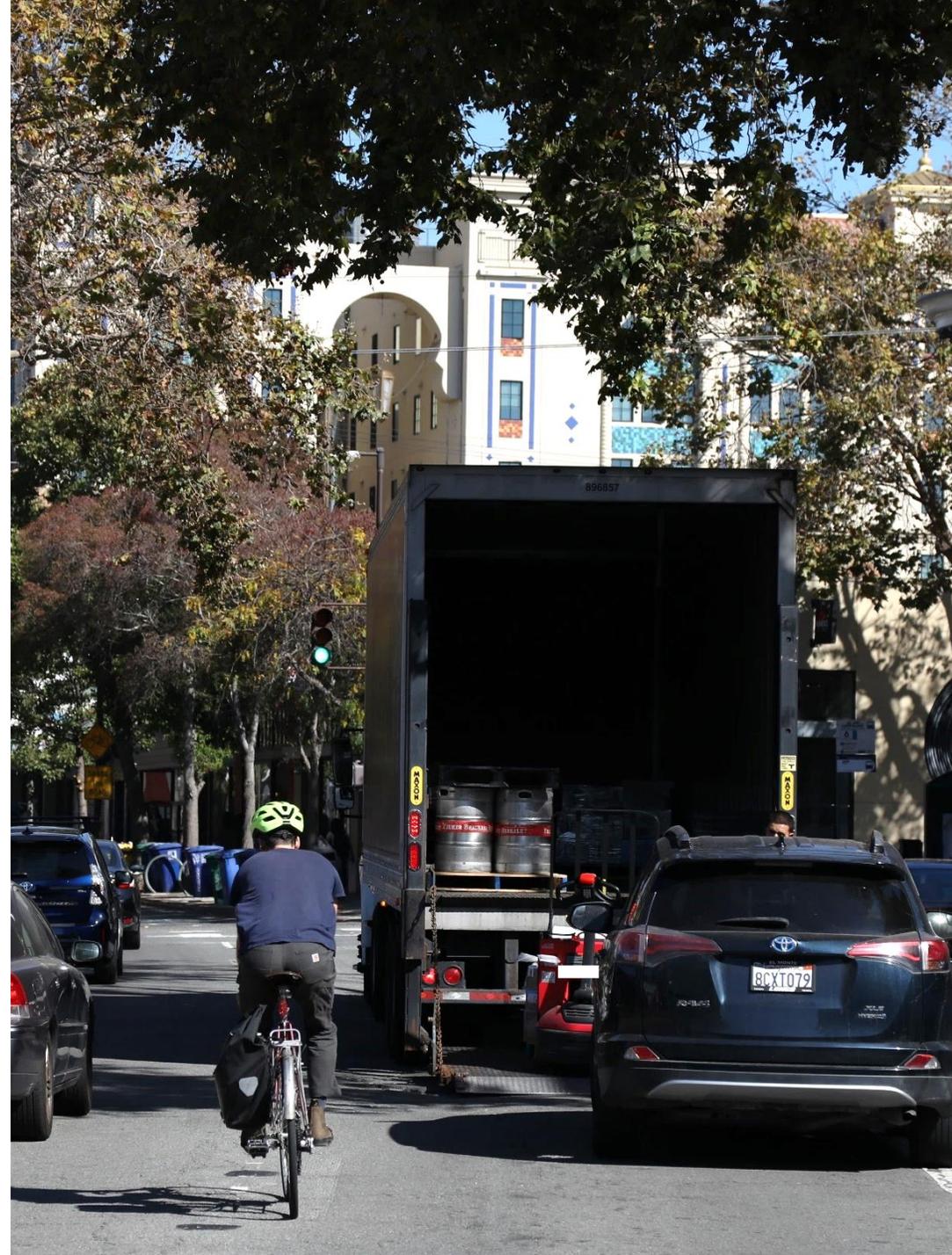


212

Approximate "extra" on-street spaces exist

Parking and Loading

- 14% (28 of 193 spaces) are for loading and unloading
- Opportunity to update curb space management to better serve those in the corridor
- Data doesn't tell the entire story
 - Outreach with businesses to determine specific needs
 - Evaluating block-by-block needs, which can vary by time and adjacent land use
 - Field observations confirm feedback
 - Note the double-parked delivery truck at right





Corridor Analysis

Baseline Assumptions

- Commonalities between Concepts
 - All Ages & Abilities buffered and protected bike lanes for the length of the corridor
 - In-lane transit stations
 - Restricted vehicle movements at intersections of Telegraph Avenue and Bicycle Boulevards
 - Left turns off Telegraph Avenue restricted where left turn pockets or center turn lane does not exist
 - Protected left turn phasing at signalized left turn locations



Corridor Concepts

- Evaluating three concepts
 - **Concept 1**
 - Two travel lanes in each direction
 - One General Purpose lane (“GP lane”)
 - One transit, right turn, and driveway access lane (“BAT lane”)
 - Maximizes parking by limiting left turn pockets
 - **Concept 2**
 - Similar to Concept 1 – Two travel lanes in each direction
 - More left turn pockets and opportunities (Stuart Street and Parker Street) by reducing curb space
 - **Concept 3**
 - Continuation of the “Oakland” design on Telegraph
 - Reduction of travel lanes to one in each direction
 - Maximizes left turn pockets and opportunities



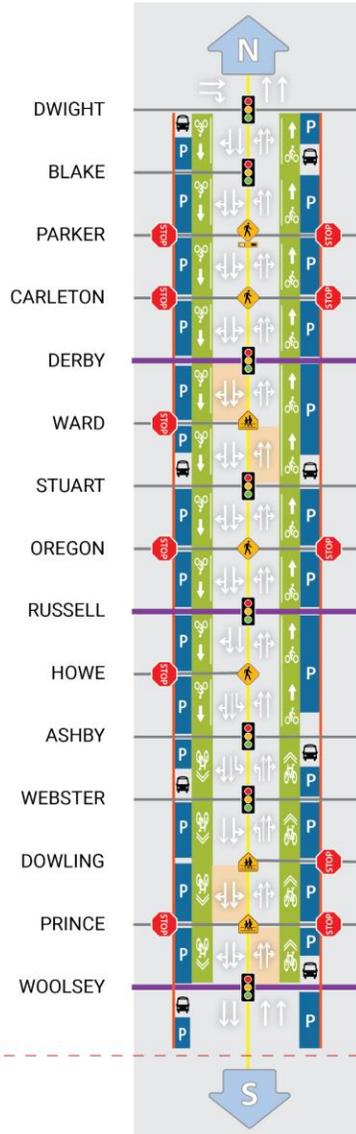
Concept Schematics

TELEGRAPH AVENUE

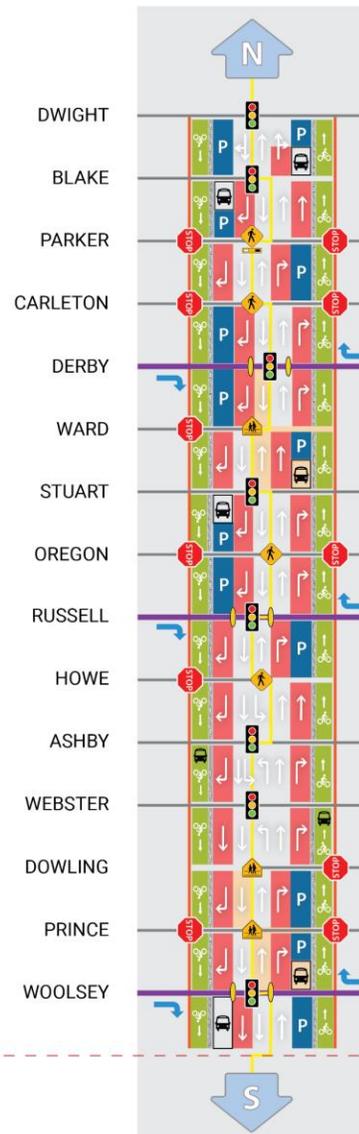
LEGEND

-  School Zone
-  Bus Lane
-  Shared Bike Lane
-  Conventional Bike Lane
-  Protected Bike Lane
-  Bicycle Boulevard
-  On-Street Parking
-  Existing Traffic Flow
-  Vehicle Traffic Flow
-  Restricted Traffic Flow
-  Traffic Signal
-  Stop Sign
-  Bus Stop
-  Bus Stop - Constrained Step Out
-  Bus Stop - Transit Island
-  Traffic Diverters
-  Rectangular Rapid Flashing Beacon (RRFB)
-  School Crossing
-  Pedestrian Crossing

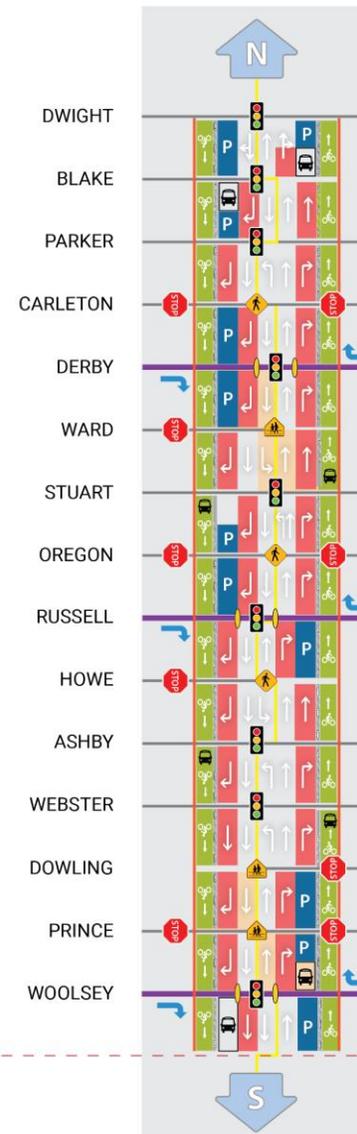
EXISTING CONDITIONS



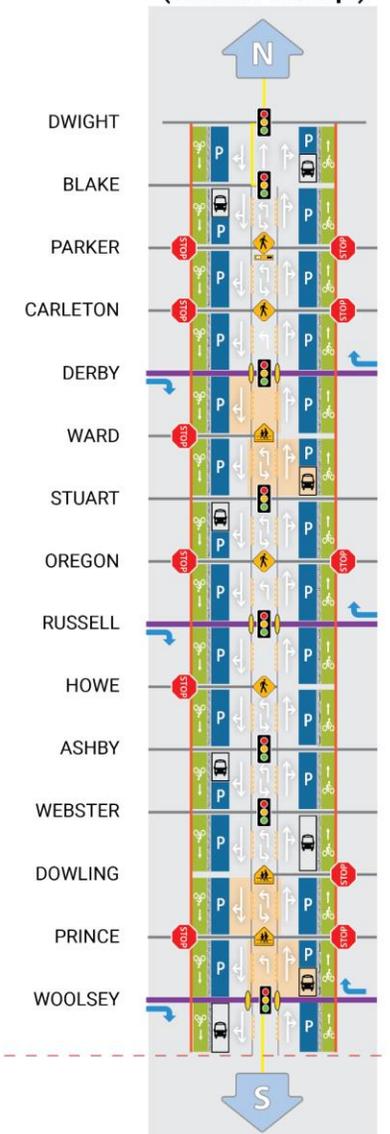
CONCEPT 1



CONCEPT 2



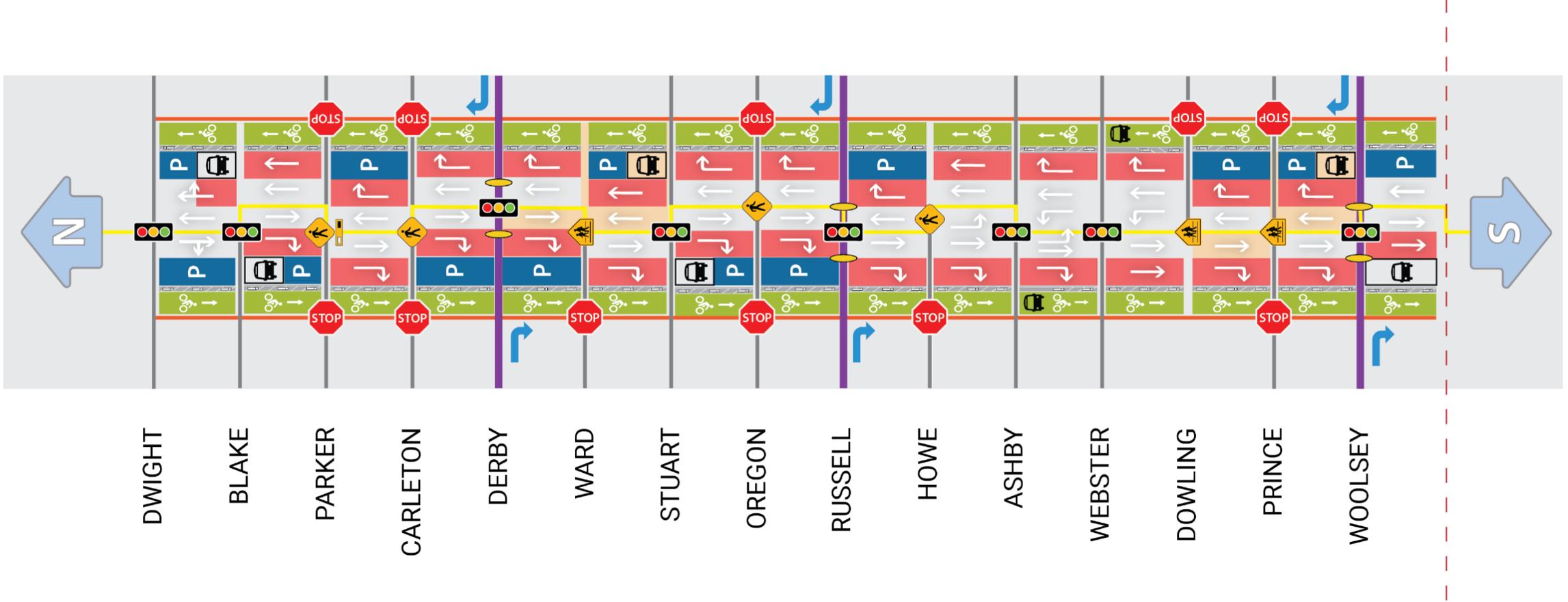
CONCEPT 3
(Oakland Concept)



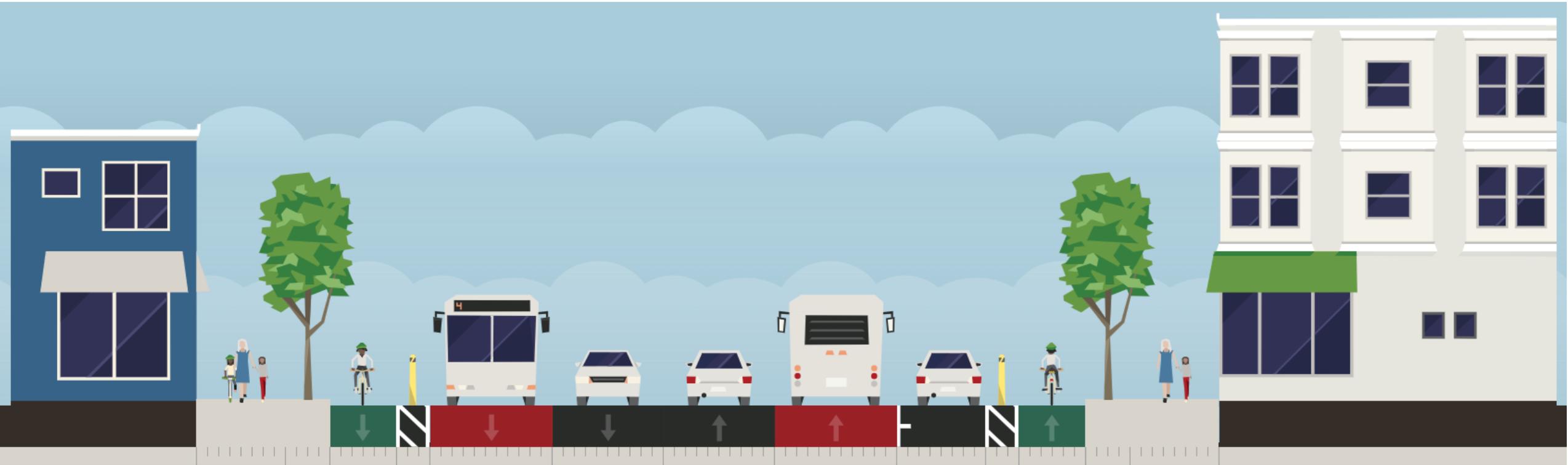
BERKELEY CITY LIMIT

Concept Schematics

CONCEPT 1



Concept 1 Example

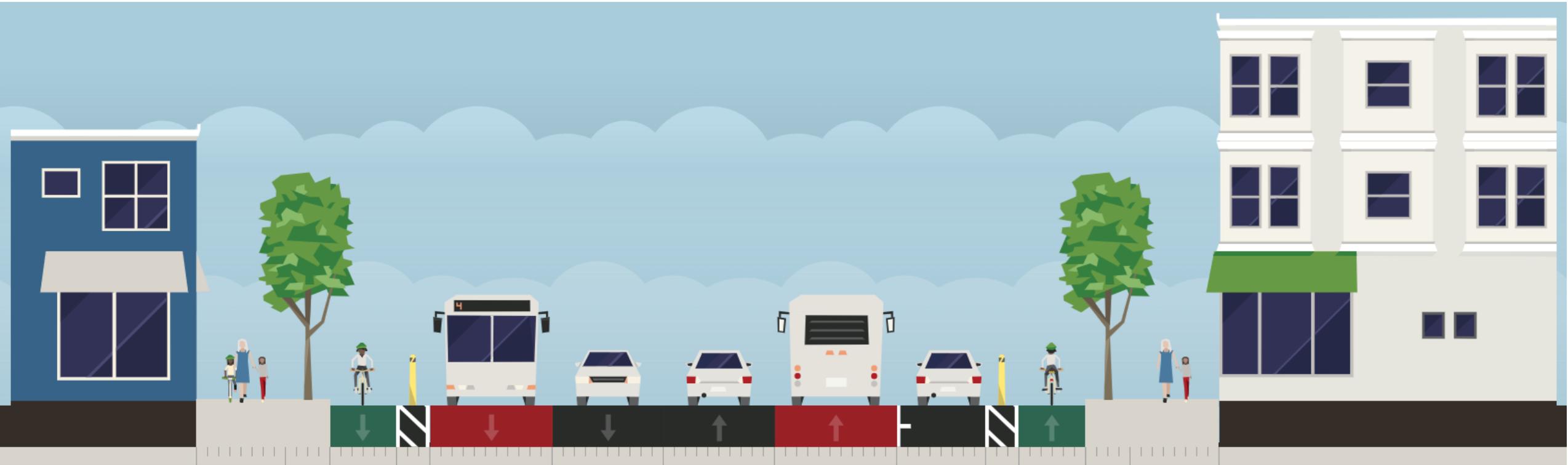


Concept Schematics

CONCEPT 2

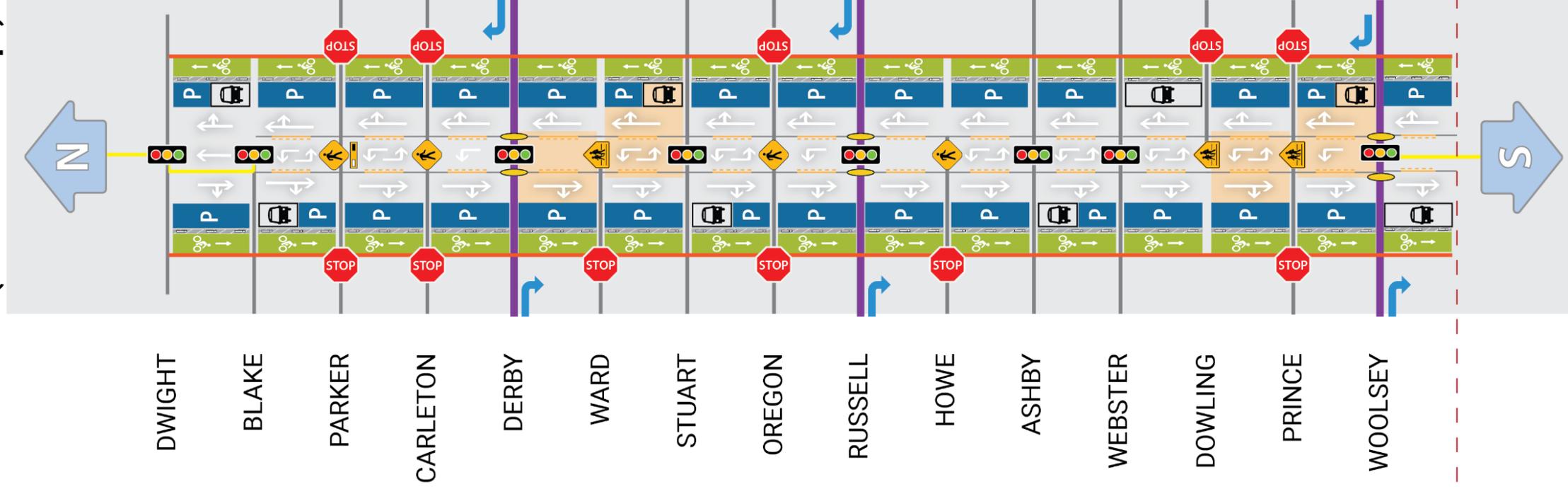


Concept 2 Example

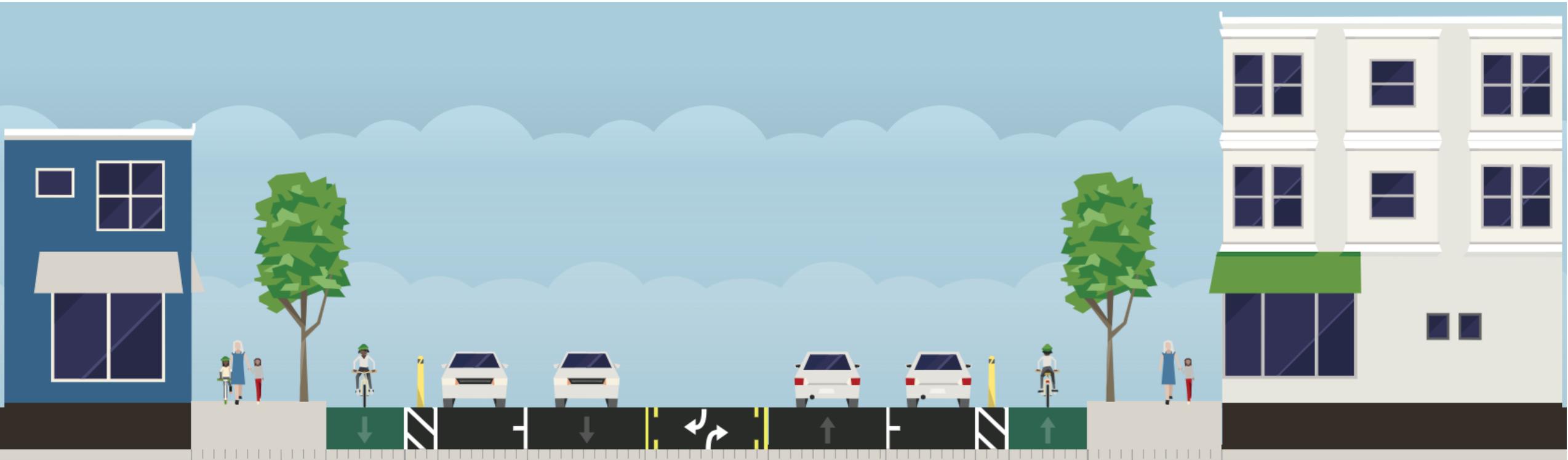


Concept Schematics

CONCEPT 3 (Oakland Concept)



Concept 3 Example



LEGEND

	Crosswalk		New Medians
	Bicycle Crossing		Parking lane
	Buffered Bike Lane		Signalized Intersection
	Bus Stop		

CONCEPT 3



Preliminary Options for the Dwight Triangle

- Considering reconfiguring the intersection of Telegraph Ave and Dwight Way to create new open space or to make it safer
- Three options
 - remove slip lane and create new open space;
 - substantially modify slip lane to improve safety; and
 - minor modifications to the slip lane to add a bike lane



Evaluation Criteria

- Two Level Evaluation Weighting
- Baseline Considerations (Pass/Fail)
 - Maintaining Emergency Response, Access, and Egress
 - Maintaining Traffic Circulation
 - Traffic Operations
- Addressing Project Goals
 - Meeting Vision Zero
 - Transit Speed & Reliability
 - Providing All-Ages and All-Abilities Facilities
 - Providing a State of Good Repair
 - Managing Curbspace Usage
- At this time, there is no preferred or selected concept

Evaluation Matrix

		Project Goals				
		Meeting Vision Zero Policy Goals	Improve Transit Travel Times and On-Time Reliability	All Ages & Abilities Biking Facilities	A State of Good Repair	Curb Management Strategy
EC	EXISTING					
1	CONCEPT 1					
2	CONCEPT 2					
3	CONCEPT 3					

Vehicular Level of Service

- Generally, changes in LOS are a result of:
 - Movement restrictions at bicycle boulevard locations
 - Left turn restrictions off Telegraph Avenue
 - Changes in volumes due to diversions from vehicles making left turns at other locations
 - Conversion of a general purpose through lane into a BAT lane (Concepts 1 and 2) or a two-way left turn lane (Concept 3)
- No timing changes were implemented except for the addition of protected left turns where applicable
- Effects of rerouting traffic movements most acutely felt at the intersections with Ashby Avenue and Webster Street



Vehicular Level of Service

- **Existing:** LOS is generally acceptable with all intersections operating between A and C except Ashby in the PM Peak
- **Concept 1:** LOS is generally similar to existing conditions, with two signalized intersections (1 AM/2 PM) that serve additional traffic from diversions degrading by 2 or more LOS
- **Concept 2:** Minor decrease in LOS over existing conditions, improvement over Concept 1 due to more left turn opportunities. Two signalized intersections (2 AM/2 PM) degrade by 2 or more LOS.
- **Concept 3:** Minor decrease in level of service compared to existing and Concepts 1 and 2 due to more time allocated to protected left turn signal phases. Three signalized intersections (3 AM / 2 PM) degrade by 2 or more LOS.
- **Overall: no “fatal flaw” degradation in LOS**
 - Further discussion regarding Ashby Ave

Intersection (AM/PM)	Control	Existing	Concept 1	Concept 2	Concept 3
Dwight	Signalized	B/C	B/C	B/C	B/C
Blake	Signalized	A/A	A/A	A/A	A/B
Parker	TWSC (C2 Signalized)	A/C	A/B	B/B	A/ F
Carleton	TWSC	A/A	A/A	A/A	A/A
Derby	Signalized	A/B	A/B	A/B	A/A
Ward	TWSC	B/A	A/A	A/A	A/A
Stuart	Signalized	B/B	C/ D	D/D	D/D
Oregon	TWSC	A/A	A/B	A/A	A/A
Russell	Signalized	A/B	A/A	A/A	B/A
Howe	TWSC	A/A	A/B	A/A	A/A
Ashby	Signalized	C/D	F/F	E/F	F/F
Webster	Signalized	A/B	B/C	B/C	C/C
Dowling	TWSC	A/A	B/ C	B/A	A/A
Prince	TWSC	A/A	C/C	C/C	A/A
Woolsey	Signalized	A/A	B/B	B/B	B/B

Vehicular Travel Time

- Synchro Arterial LOS tool utilized to estimate through vehicle travel time **through the entire study corridor**

Vehicle Travel Time (Min)	Existing	Concept 1	Concept 2	Concept 3
AM NB	3.8	5.3 (+1.5)	7.6 (+3.8)	8.9 (+5.1)
AM SB	3.8	5.1 (+1.3)	5.5 (+1.7)	6.2 (+2.4)
PM NB	4.7	5.4 (+0.7)	7.7 (+3.0)	8.4 (+3.7)
PM SB	4.4	7.9 (+3.5)	7.6 (+3.2)	9.8 (+5.4)

Difference in Vehicle Travel Time vs. Existing

Concept 1	Concept 2	Concept 3
+42%	+70%	+100%

Key Findings

- Vehicle travel time changes **+42% to +100%** depending on Concept
- **Concept 1:** Generally, around +1 minute; +3.5 minutes SB in the PM Peak
- **Concept 2:** +3 to +4 minutes NB, +2 to +3 minutes SB
- **Concept 3:** Up to +5.4 minutes

Transit Travel Time

- Synchro Arterial LOS tool plus right turn delay and bus stop information utilized to estimate transit travel time **through the entire study corridor**

Vehicle Travel Time (Min)	Existing	Concept 1	Concept 2	Concept 3
AM NB	5.1	4.6 (-0.5)	4.6 (-0.5)	9.9 (+4.8)
AM SB	4.8	4.6 (-0.2)	5.3 (+0.5)	6.9 (+2.1)
PM NB	6.0	5.0 (-1.0)	5.6 (-0.4)	7.7 (+1.7)
PM SB	5.4	4.2 (-1.2)	4.4 (-1.0)	10.6 (+5.2)

Key Findings

- Transit travel time changes **-14% to +65%** depending on Concept
- **Concepts 1 and 2:** Generally, up to a minute of travel time savings over current conditions
- **Concept 3:** No BAT lane results in significant increase in travel time

Difference in Transit Travel Time vs. Existing

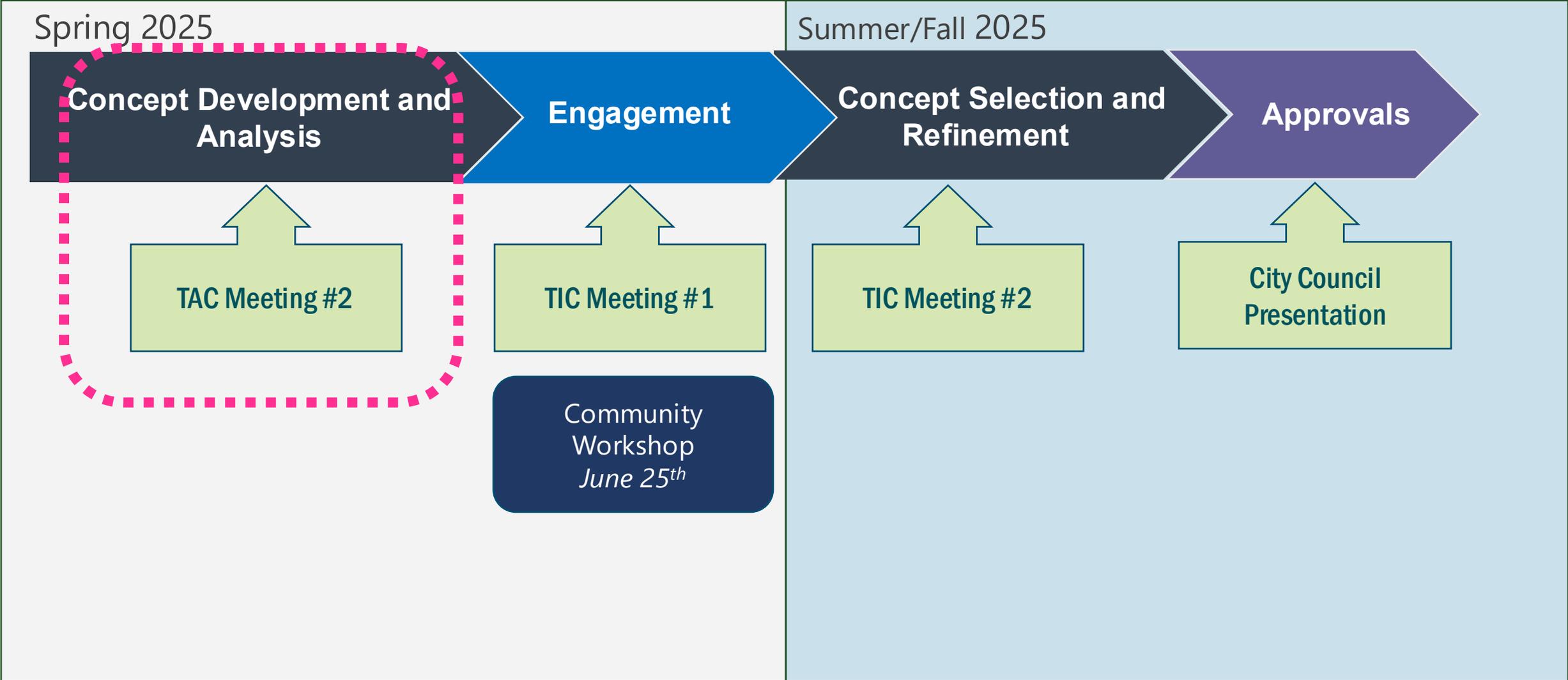
Concept 1	Concept 2	Concept 3
-14%	-6%	+65%



Schedule and Next Steps

Project Schedule

Future phases of this project (detailed engineering and construction) have *not* yet been funded or scheduled.



Thank you!

