



TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING

AGENDA

Thursday, September 18th, 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 August 21st, 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. Telegraph Avenue Multimodal Corridor Study – Action requested – 6:45 pm *Public Works Staff*

Staff will present an update on the study and ask the commission to take action by recommending the preferred conceptual design to the City Council for their approval. Staff will review the analysis that went into the study and the concept design selection process. They will summarize stakeholder feedback and survey results. Staff will also talk about next steps for the project.

2. Informational presentation on the Adeline Quick Build and Adeline Transportation Improvements projects – 7:30 pm

Public Works Staff

Staff will present an update on the Adeline Quick Build Project and the longer-term Adeline Transportation Improvements Project. Together, these efforts aim to improve safety on a Vision Zero High-Injury Street, delivering near-term changes and planning for a permanent, community-driven design.

3. Draft letter on Bike Plan Update – Action requested – 8:00 pm

Commissioners

The Transportation and Infrastructure Commission's Temporary Ad Hoc Bike Plan Update Committee drafted a letter to the City Council about the Bike Plan update. The temporary ad hoc committee seeks feedback and commission approval to send the letter to the City Council.

4. Amend standing agenda item C1 as "Temporary Ad Hoc Committee verbal reports, assignments, creation or dissolution" – Action requested – 8:20 pm

Commissioners

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

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

1. Temporary Ad Hoc Committee reports & assignments: verbal reports from committees
2. Transportation & Infrastructure Commission [Work Plan](#)
3. Transportation & Infrastructure Commission [Mission Statement](#) (enclosed)
4. Council Summary Actions 2024*
5. Link to City Council and Committee [Agendas](#) and Minutes

D. COMMUNICATIONS – 8:35 pm

E. FUTURE AGENDA ITEMS – 8:40 pm

F. ADJOURNMENT – 8:45 pm

Agenda Posted: September 12th, 2025

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, October 16th, 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 and Engineering division offices located at 1947 Center Street, 4th Floor.

Communications Disclaimer

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

Thursday, August 21st, 2025, 6:15 pm

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

A. PRELIMINARY BUSINESS

1. Call to order

6:16 pm: Chair Zaro called the meeting to order.

2. Roll call

6:17 pm:

Commissioners Present: Naveen Gattu, Arsh Singh Hothi, Adrian Leung, Liza Lutzker, Julia Moss Holly Scheider (arrived at 6:23 pm), Kim Walton, and Ren Zaro

Staff Present:

Wahid Amiri, Mark Helmbrecht, Ron Nevels, Eric Anderson, Dani Dynes, Noah Budnick, Elaina Hargraves, Christopher Kidd (consultant), Christina Erikson, Chief David Sprague, Sara Lana

3. Public comment on items not on the agenda

6:18 pm: Three public comments.

4. Approval of minutes from the June 12, 2025 meeting

6:22 pm Action: It was Moved / Seconded (Gattu / Walton) to approve the minutes from the June 12, 2025 commission meeting.

6:23 pm: Vote:

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

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

6:23 pm: Motion passed 8-0-0-0-0-0

5. Approval and Order of Agenda

6:24 pm Action: Chair Zaro proposed moving discussion/action item B1 to the next Commission meeting agenda. It was Moved / Seconded (Zaro / Lutzker) to accept this proposal and approve the agenda.

6:24 pm: Vote:

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

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

6:25 pm: Motion passed 8-0-0-0-0-0

6:25 pm: Thirteen members of the public present

6. Update on administration and staff

6:25 pm: Deputy Director Wahid Amiri introduced Mark Helmbrecht, the new Transportation Manager; Mark comes with over 30 years of Bay Area transportation experience having worked for the City of Alameda, Presidio Trust and the City of Vallejo; he's finishing up his 7th week in the role and is getting to know staff. The Deputy Director and Transportation Manager are working diligently to fill the other vacant Transportation Divisions positions, including Supervising Transportation Engineer.

Engineering Manager Ron Nevels provided an update on division hiring efforts. There is a Citywide hiring freeze in place, however the division is working on getting City Manager approval to hire an Associate Civil Engineering in the Construction, Permitting, Land Development work unit; there are seven vacancies in total, including the Junior Public Works Engineer, Engineering Inspector positions and two upcoming retirements, including the Engineering Manager.

Commissioner Lutzker asked a follow-up question on updates on vacancies in the Transportation Division. Deputy Director Amiri provided the following updates: the Transportation Division has a nine-percent vacancy rate including three interns; there is a current hiring freeze but the division is in the process of getting the approval to hire staff for the Vision Zero Associate Planner and two crossing guard positions.

Commissioner Lutzker asked a follow-up question on updates on the ribbon-cutting ceremony for Southside Complete Streets. Deputy Amiri informed the Commission that staff are working on it.

7. Announcements

6:32 pm: Commissioner Lutzker disclosed a Berkeley resident was killed riding their bike on 52nd and Shattuck in Oakland yesterday. The Commission, staff and community members paused for a moment of silence.

Commissioner Zaro announced the BayPass went into effect for students a few days ago; Cal students receive free transit at 27 Bay Area transit agencies.

Commissioner Walton announced the new syncing transit schedule in effect which will improve the efficiency of transit connections.

Commissioner Lutzker shared commuters can now pay for BART with their credit card.

6:35 pm: Fourteen members of the public present

B. DISCUSSION/ACTION ITEMS

1. Informational presentation on Proposed Measure T1 Phase 2 Changes

6:35 pm: Parks, Recreation and Waterfront staff presented on projects to be added, have their phases changed, renamed, removed or that have additional funding allocated under Phase 2 of Measure T1.

6:47 pm: Commissioners asked clarifying questions on the following topics: what phase are the new projects in; what will be put in place at the Santa Fe Railroad right-of-way; is there a plan for at-grade crossings along the Santa Fe right-of-way; how much T1 funding goes to street and road projects; does Measure T1's contribution affect Measure FF's matching requirement; is the tree removal on Acton Street related to the Santa Fe right-of-way?

6:52 pm: One public comment.

6:54 pm: Commissioners commented on the following: Measure FF is prescriptive, when Public Works loses T1 funding, it relinquishes some decision-making power on what projects it can do and how quickly; the commission emphasized exercising caution to ensure paving money is not reduced and advised conferring with the City Attorney's Office.

Commissioners asked additional clarifying questions on the University and San Pablo restroom initiative that was presented to the commission and was met with public opposition. The commission inquired into what level of opposition caused it to be rejected; asked if other restroom locations will be considered; inquired into the process for public outreach for public restrooms; stressed the importance of better outreach; encouraged collecting data from the Telegraph-Channing restroom as a pilot; emphasized the value of gathering data from the staff at the Telegraph Business Improvement District (BID), who monitor and maintain restrooms in their area, and share it with other business districts.

7:10 pm: Fifteen members of the public present

2. Bike Plan Update Presentation

7:11 pm: Public Works staff and consultants presented the working draft of the Bike Plan updates. The Bike Plan is for everyone who wants to bike or roll in Berkeley, including skateboarding, scooting and other personal wheeled mobility devices. The current Berkeley Bicycle Plan was adopted in 2017. Once the Berkeley Bike Plan update has been completed, it will include project recommendations that will help Berkeley: 1) address locations currently making it challenging to bicycle or roll; 2) build upon its "low-

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stress” network of bicycling and rolling routes; and 3) make bicycling and rolling safer and more comfortable for people of all races, ethnicities, incomes, ages and abilities. Public comment on the draft concludes on September 26. Staff plan to update the plan and present it to the City Council in December 2025 or January 2026.

7:44 pm: Sixteen members of the public present

7:44 pm: Commissioners asked clarifying questions on the Bike Plan update presentation on the following: visiting school sites during drop off hours; parental involvement; the contributing factors to grant competitiveness; the design elements required in grants; how a plan relates to what will actually be implemented; the process determining Claremont not being a Tier 1 project and updating data for reprioritization in the future; political influence on making Hopkins Street a priority; outreach in priority equity communities; differing methods of pop ups, events, and the vital need for follow up afterwards; factor that determine whether or not to do a Complete Streets Study and accompanying timelines; criteria for prioritizing paving (equity and street conditions) and not repaving Hopkins without making improvements; the possibility of a quick build for Hopkins; importance of considering adjacent streets when doing a Complete Streets study; defining something as a “Key Project.”

8:09 pm: Sixteen members of the public present

8:09 pm: Eleven public comments.

8:30 pm: Fifteen members of the public present

8:30 pm: Commissioners commented on the following topics: the importance of bicycle wayfinding to enable people to bike to and through Berkeley; breaking up the Bike Plan’s “years” into phases; clarified the Bike Plan is not a zero-sum game – all users are the same with coexisting benefits, e.g. protected bike lanes are good for emergency response, protected bike lanes benefit pedestrians, especially senior pedestrians, and businesses; expressed concerns about studies proposed in the Bike Plan; improvements are not happening fast enough; not using cape seal on streets that are part of the low stress network; the need to include maintenance of the developed bikeways; not relying on the MUTCD for stop sign warrants, and utilizing engineering judgement, NACTO, ITE and other clear standards; the need for more details on implementing Bike Boulevard crossings; the need to move forward with implementing traffic calming on approved Bike Boulevards (i.e. there’s no need to study and do exhaustive community engagement to install speed cushions and traffic circles); setting a the maximum distance between speed tables, not a minimum; imposing a 20 mph speed limit on Bike Boulevards; focusing on the time of day with high traffic volumes; the necessity for diverters to be included in projects with pedestrian hybrid beacons; removing the Fire Standard of Cover Study and Evacuation Study from the Bike Plan update, as they have not been approved by City Council; moving forward with implementing the Bike Plan in lieu of waiting for evacuation sensitivity study.

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8:42 pm Action: It was Moved / Seconded (Scheider / Hothi) to extend the meeting to 9:00 pm.

8:42 pm: Vote:

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

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

8:42 pm: Motion passed 8-0-0-0-0

8:44 pm: Commissioners asked additional clarifying questions on the following: can diverters be improved; is efficacy being monitored; how does the Evacuation Sensitivity Study affect Complete Streets projects; how granular is the modeling – can it model the difference between 4-inch high and 6-inch high diverters?; do federal grants require environmental studies; what does it mean to evaluate reducing road capacity; are road diets part of Complete Streets studies?

Commissioners made the following suggestions and comments: Berkeley needs a robust Bike Boulevard network with strong traffic calming measures; the need to add bicycle infrastructure around school drop-off zones by collaborating with Safe Routes to School champions; avoiding pitting emergency response against bike infrastructure, as bike infrastructure improves emergency response; emergency response studies can significantly delay Bike Plan implementation; the City should adopt a simple process for implementing Bike Boulevards that include a 20 mph speed limit, additional diverters, speed tables and a reduction of vehicles driving along it.

8:58 pm Action: It was Moved / Seconded (Walton / Hothi) to extend the meeting to 9:15 pm.

8:58 pm: Vote:

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

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

8:58 pm: Motion passed 8-0-0-0-0

8:58 pm: Commissioner Zaro encouraged the commissioners to send feedback to staff; reemphasized that the bike infrastructure, pedestrian safety, accessibility and equity are not opposing goals and that accessibility should be highlighted in the Bike Plan; in the interest of equity, urged consideration of proximity to schools, senior centers, and disability centers (such as the Ed Roberts Campus); supported revisiting data collected; advised against pitting emergency response and bikes against each other; identified cars having the power right now at the

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cost of bikes, emergency response and disability access; presented the option of adding trees and landscaping; mentioned working with disability activists on tactile, auditory and reflectivity improvements; highlighted pairing Rectangular Rapid Flashing Beacons (RRFBs) with stronger infrastructure; emphasized need to reduce driver speeds where RRFBs are installed; encouraged staff to identify opportunities for mid-block curb cuts for disabled people who use protected bike lanes; stressed the need for bike-activated signals.

9:14 pm Action: It was Moved / Seconded (Hothi / Gattu) to extend the meeting to 9:30 pm.

9:15 pm: Vote:

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

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

9:15 pm: Motion passed 8-0-0-0-0-0

9:15 pm Action: It was Moved / Seconded (Lutzker / Moss) for the Bike Plan Update Temporary Ad Hoc Committee to work on a letter to City Council and staff and bring it to the next Commission meeting.

9:17 pm: Vote:

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

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

9:17 pm: Motion passed 8-0-0-0-0-0

9:17 pm: Eleven members of the public present

9:21 pm Action: It was Moved / Seconded (Hothi / Lutzker) for City staff and consultants to remediate language that speaks in absolutes, is prescriptive and pits City services against City transportation priorities.

9:21 pm: Vote:

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

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

9:22 pm: Motion passed 8-0-0-0-0-0

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

1. Subcommittee reports & assignments

9:23 pm: Deputy Director Amiri provided a verbal report on street rehabilitation and asked the Commission to reappoint members to the Five Year Street Rehabilitation Plan Temporary Ad Hoc Committee. The Commission appointed Commissioners Walton, Hothi, and Gattu.

D. COMMUNICATIONS

9:24 pm: No communications.

E. FUTURE AGENDA ITEMS

9:25 pm: Staff to work with Commissioner Lutzker to schedule a brown bag lunch for City staff and interested commissioners for a presentation from Lutzker on the U.S. Safe System Academy June 2025 training sponsored by: Johns Hopkins University; Trafikverket, the Swedish Transport Administration; Institute of Transportation Engineers; FIA Foundation; and AAA Foundation for Traffic Safety.

F. ADJOURNMENT

9:26 pm: Action: It was Moved / Seconded (Hothi / Moss) to adjourn the meeting.

9:26 pm: Vote:

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

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

9:26 pm: Motion passed 8-0-0-0-0

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, September 18, 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

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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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August 21, 2025 – TIC

Bike Plan Update – Public Comments

I'm Bruce Chamberlain and I have been a resident in District 4 for over 20 years. During that time, I've commuted and shopped mostly via bike and, when needed, drive my EV. My daughter who rode her bike to Malcolm X and Willard is currently a Senior @ BHS. I have used BART, MUNI, and bike my entire 35 years working in environmental and energy efficiency professions. During my 25 years as a bicyclist in Berkeley, I have relied and been thankful for the Bike Boulevard network. I feel safe riding on these calm streets away from busy main arteries.

So, I'm an advocate for a livable city and want safe streets for bikes, other personal mobility devices, and pedestrians.

I support and applaud the Draft Plan's emphasis on improving Bike Boulevards (great guide!), Parallel Routes to major arteries (e.g., San Pablo), and the Complete Streets Studies listed in Draft Plan.

From Draft Plan under **COMPLETE STREETS CORRIDOR STUDIES** (my underline):
“Major and collector streets with recommendations for separated bikeways (Class IV) require further study to evaluate their suitability and impacts on other transportation modes and emergency response traffic. These streets provide access to local businesses and sometimes offer the only direct path across neighborhoods or to nearby cities that parallel routes do not provide. They currently serve multiple transportation modes and emergency response traffic, and provide on-street parking, necessitating broader consideration beyond bicycle travel alone. These streets are labeled “Complete Streets Corridor Studies” within this plan update.”

One of the corridors in this category for study is Hopkins. It seems to me there is a parallel route on Rose that would be more appropriate for bike traffic. But this is why there will be a study on this and other corridors.

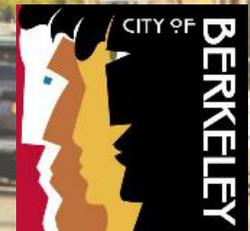
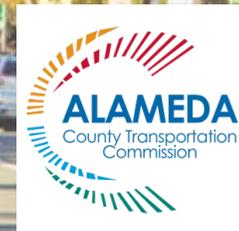
Lastly, I'd like to share my perspective and expectations for this Commission. As representatives of elected officials, I hope you are taking into consideration the needs, concerns, and solutions from the broader community. And not just the demands of special interest advocacy groups. Your responsibility is for the universal common good of Berkeley.

Thank you.

September 18, 2025

Telegraph Avenue Multimodal Corridor Study

Transportation and Infrastructure
Commission



Purpose of Today's Meeting

- Review analysis and concept design selection process
 - Project team recommending advancing Concept 3B consistent with Oakland's design for Telegraph Avenue with transit priority elements from Concepts 1 & 2 around Ashby to reduce transit delay
- Summarize stakeholder feedback and survey results
- **Requesting TIC recommendation to City Council that they approve the recommended conceptual design (Concept 3B)**
- Discuss next steps

Goals & Objectives

- **Meeting Vision Zero Policy Goals**
 - Safety improvements and design to reduce traffic deaths and serious injuries.
- **Improve transit travel times and on-time reliability**
 - Using treatments such as bus bulbs, queue jumps, and transit lanes consistent with the Transit First Implementation Plan.
- **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, 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.

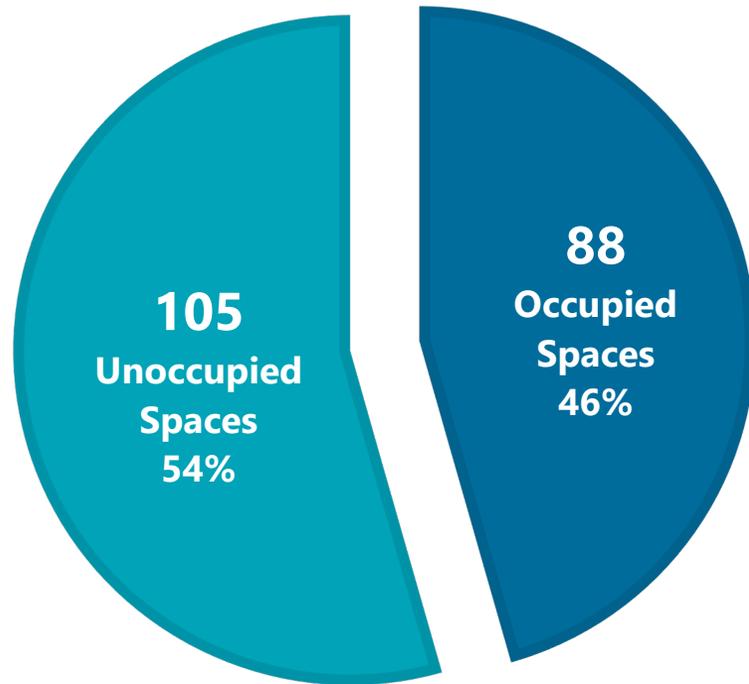


Existing Conditions: Summary

- Transit 
 - Line 6: 3rd highest ridership line in Berkeley
 - 12-minute headways
- Driving 
 - 25 mph speed limit
 - Free-flow conditions at signalized intersections throughout day
 - Roughly 1/3 of drivers are speeding
- Walking 
 - Long crossing distances (68'-74', including 2 parking lanes and 4 travel lanes)
 - Recently-updated ADA curb ramps
- Bicycling 
 - Fading and deteriorating conventional bike lanes
 - Narrow, located within “door zone”
 - People frequently riding in general traffic lane
 - Intersecting three Bicycle Boulevards at Derby St, Russell St, and Woolsey St.

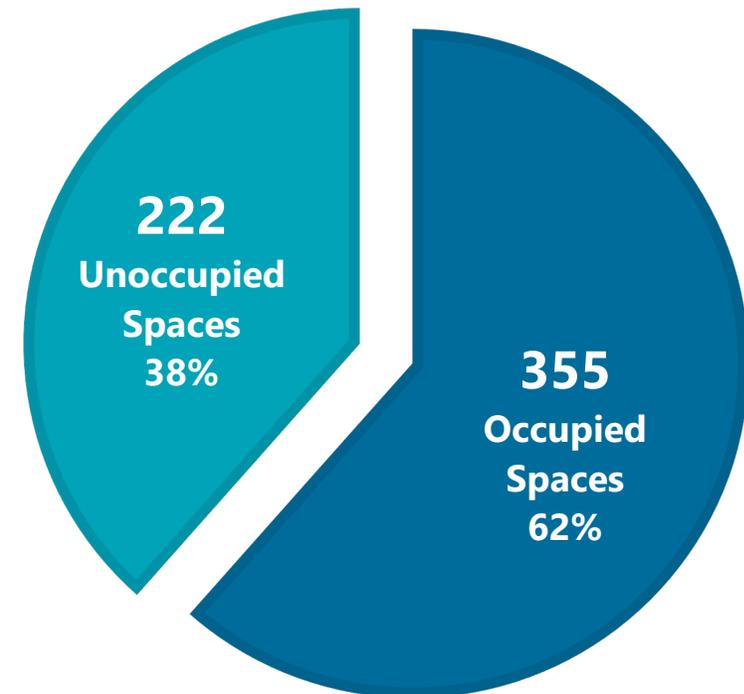
Parking and Loading

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



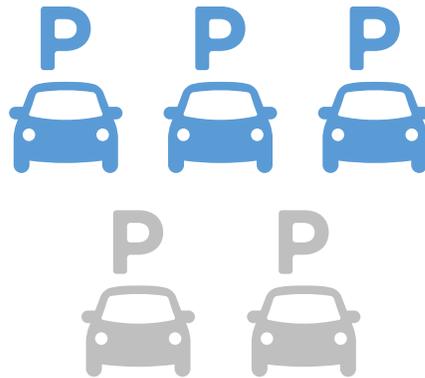
770

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

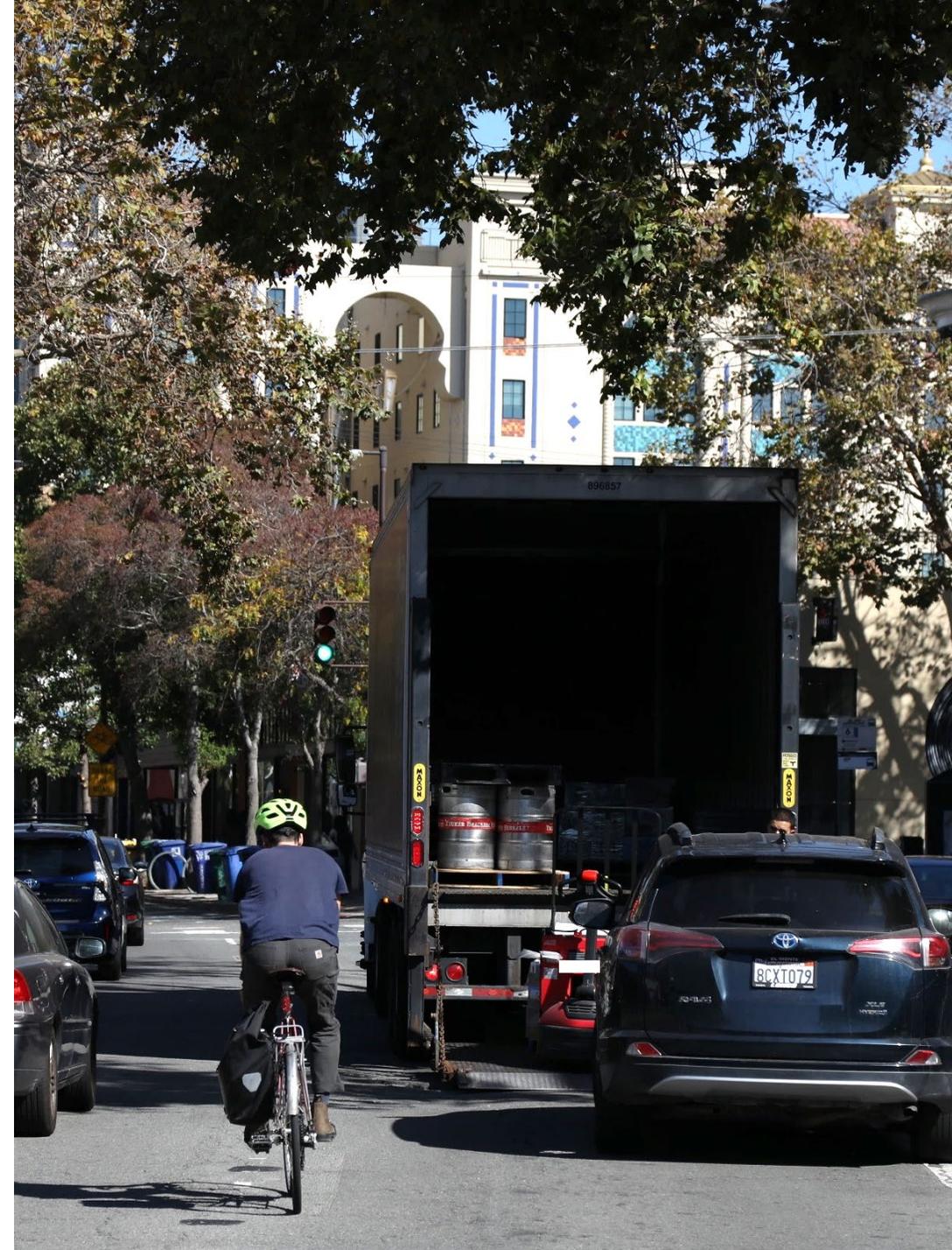


212

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
- Business outreach
 - Staff went door to door to understand block-by-block needs, which can vary by time and adjacent land use
 - Field observations confirm feedback
 - Freight deliveries occur on Telegraph Ave at unpredictable times
 - Vehicles park/load where convenient



Oakland's Upper Telegraph Project

- Oakland has approved or implemented a “road-diet” design from 17th St to Woolsey St (Oakland/Berkeley border)
 - **August 2024:** OakDOT Selects Option 1: 4-to-3 Lane Road Diet + Separated Bike Lanes
 - **January 2025:** Project Moves into Detailed Design Phase
 - **2025/2026 (anticipated):** Final Design
 - **2027/2028 (anticipated):** Construction
- Oakland's design was the basis for Berkeley developing Concepts 3 and 3B
- *Berkeley* anticipated construction: 2027/2028





Corridor Analysis

Corridor Concepts

– Concept 1

- Two travel lanes in each direction
 - One General Purpose lane (“GP lane”)
 - One transit, right turn, and driveway access lane. Also known as Business Access and Transit lane (“BAT lane”)
 - Maximizes parking by limiting left turn pockets
 - Eliminates 13 of 15 left turns

– 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
- Eliminates 11 of 15 left turns

– New Concept 3B

- Same as prior Concept 3, but with transit priority elements such as BAT lanes and queue jumps in vicinity of Ashby to improve performance for all modes
- Continuation of the “Oakland” design on Telegraph
- Reduction of travel lanes to one in each direction
- Maximizes left turn pockets and opportunities and includes continuous center turn lane



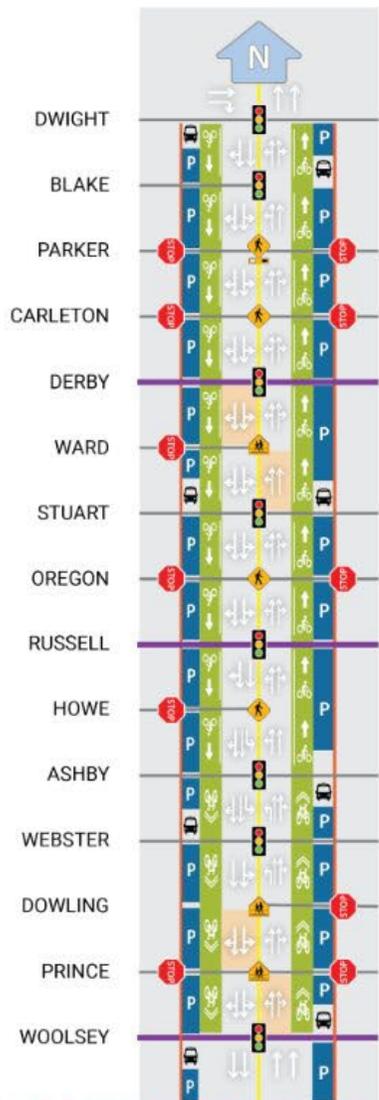
Concept Schematics

TELEGRAPH AVENUE

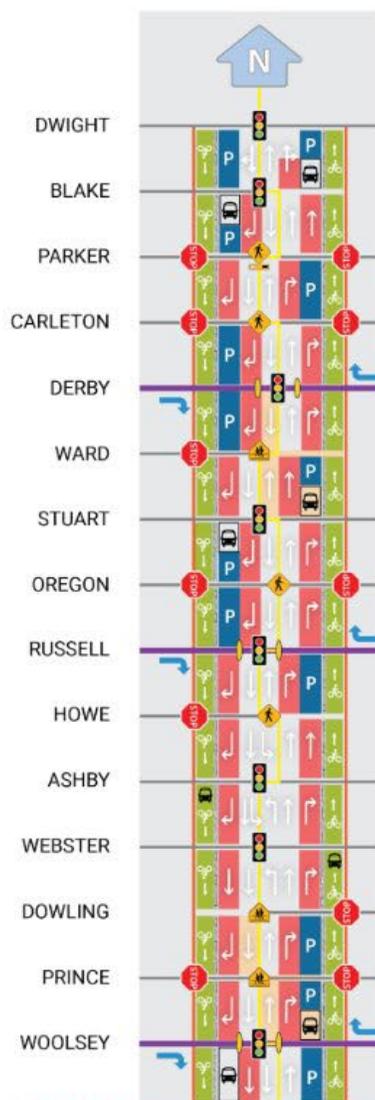
LEGEND

- 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
- Queue Jump

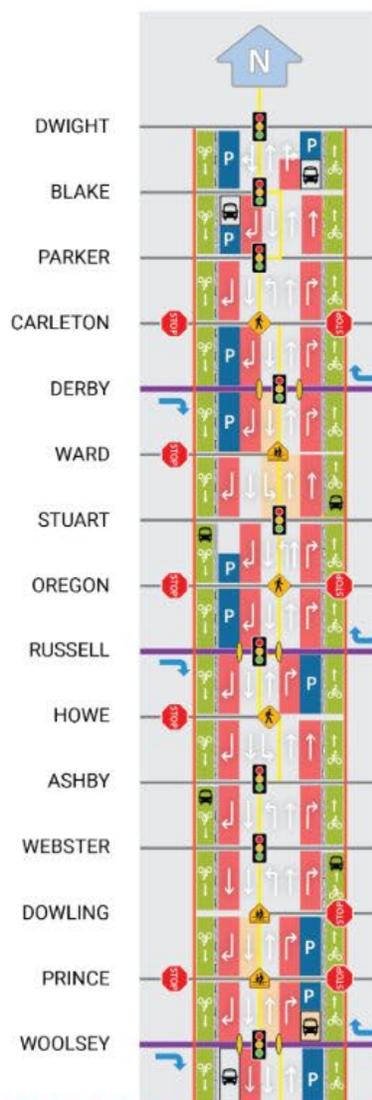
EXISTING CONDITIONS



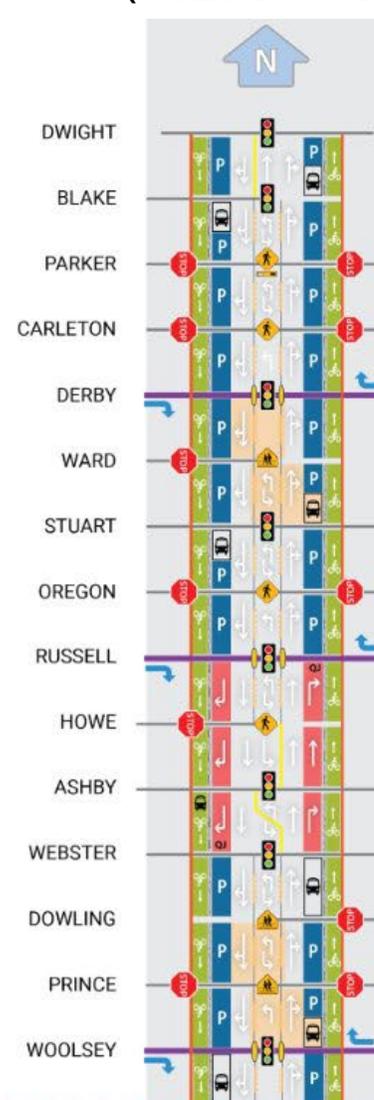
CONCEPT 1



CONCEPT 2



***NEW* CONCEPT 3B (OAKLAND CONCEPT)**



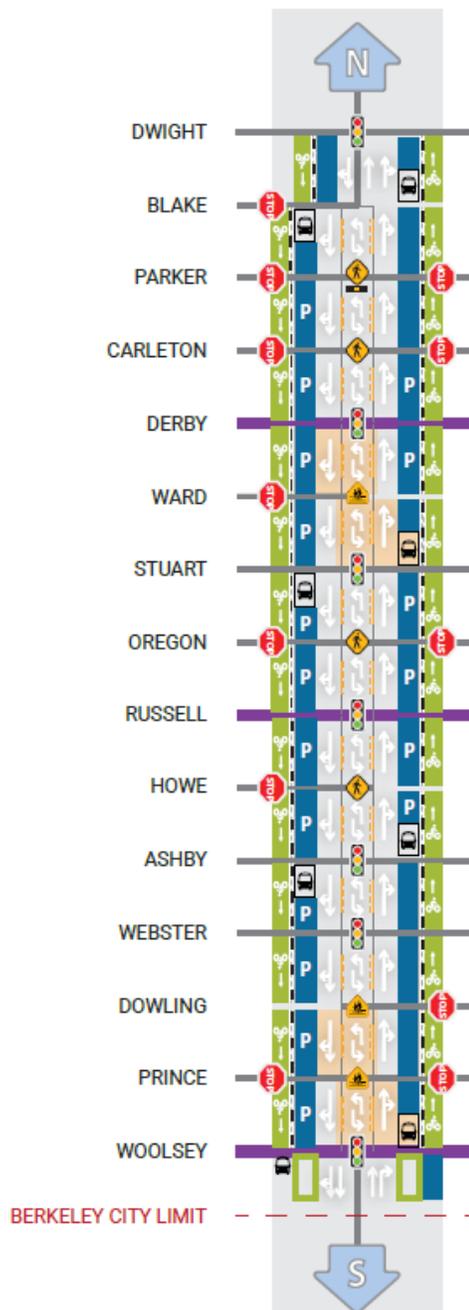
BERKELEY CITY LIMIT

Concept 3B

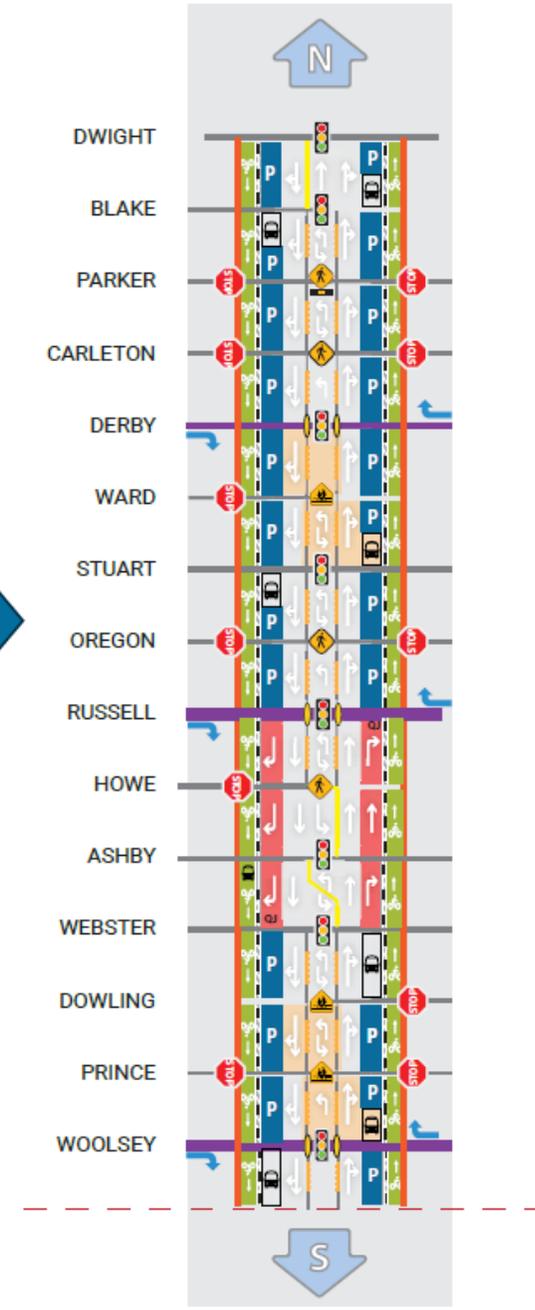
LEGEND

-  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
-  Queue Jump

**Initial Concept 3
(Oakland Concept)**



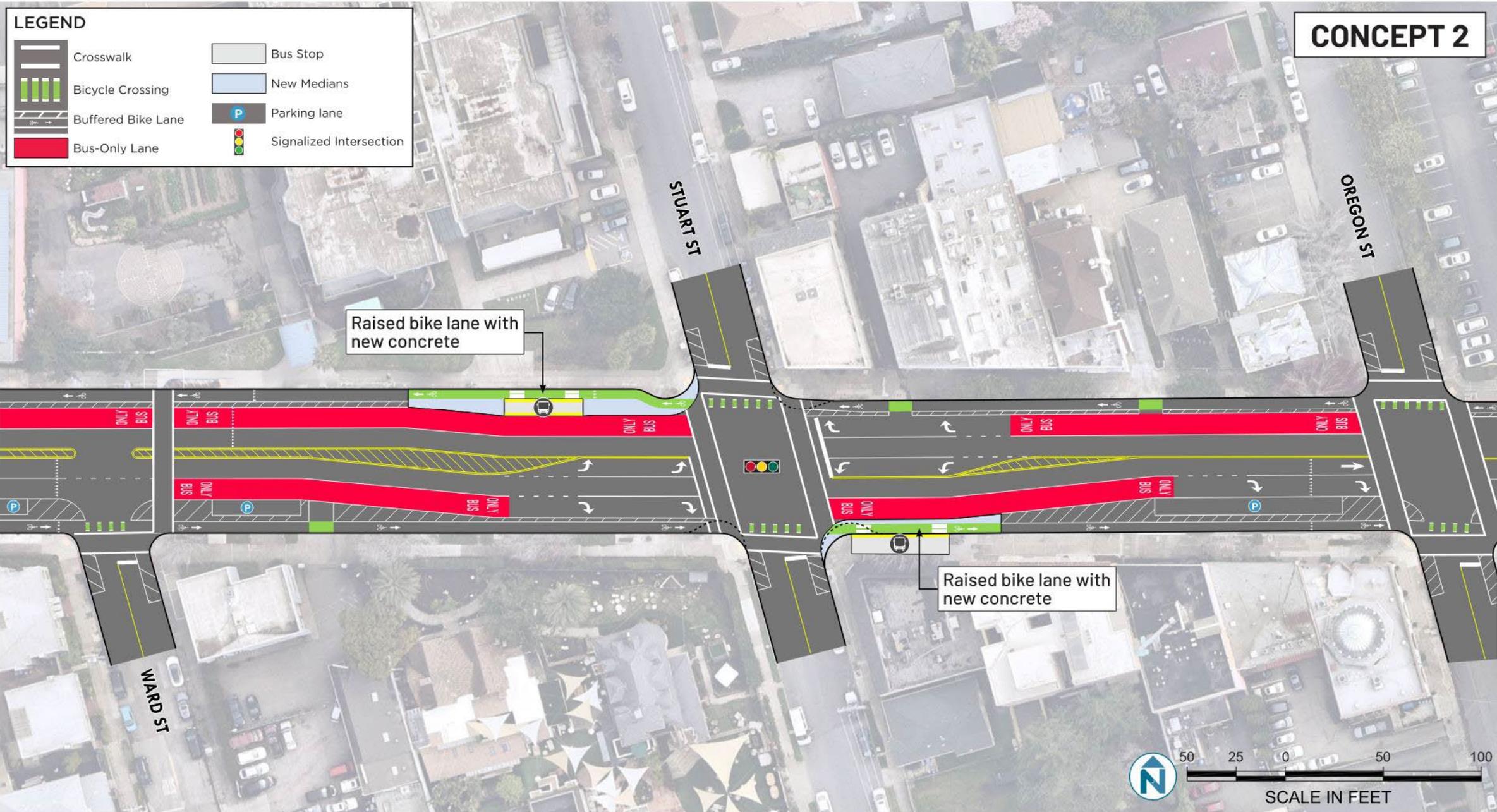
**Recommended Concept 3B
(Oakland Concept)**



Why is Concept 3B the “Recommended Concept Design”?

- **Ashby:** Contributes to **57% to 71%** of the increased vehicle travel time, and **84%** of the increased transit travel time
- Concepts 1 and 2 lack diverters (except at bike boulevards) creating the potential for dangerous illegal left turns, per Vision Zero traffic safety analysis
- Concept 3B recommended because it:
 - **Prioritizes Vision Zero** by slowing vehicle speeds, shortening pedestrian crossing distances, and making left turns more predictable
 - **Prioritizes transit** where most transit delay is occurring
 - **Maintains most parking and loading**
 - **Aligns with Fire Dept. feedback** and public survey preference
 - **Consistent with Oakland design** leading up to the Berkeley border
 - Note:
 - Intersections not fully designed
 - Benefits from AC Transit’s in-progress Telegraph Rapid Corridors Project not modeled
 - Opportunities for further transit performance mitigation during detailed engineering

CONCEPT 2



LEGEND

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

Raised bike lane with new concrete

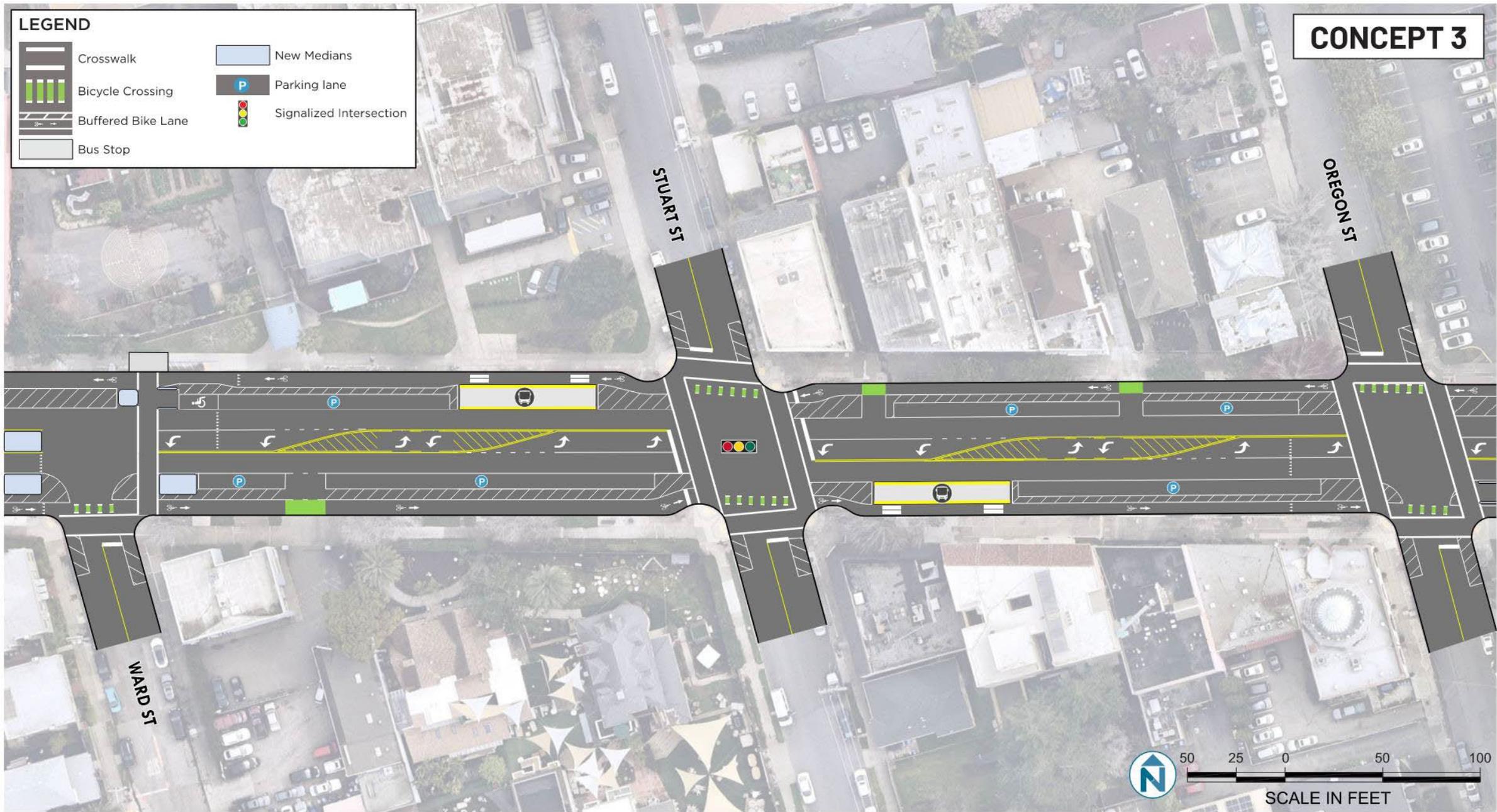
Raised bike lane with new concrete



LEGEND

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

CONCEPT 3



LEGEND

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



Preliminary Options for the Dwight Triangle

- Asked by current and former councilmembers to consider reconfiguring the intersection of Telegraph Ave and Dwight Way to create new open space
- Three options
 - Remove slip lane and create new open space;
 - Substantially modify slip lane to improve safety, with reduced opportunity for new public open space; and
 - Minor modifications to the slip lane to add a bike lane with no new opportunity for public open space.



Dwight Triangle: Option 1 (Full Closure) Traffic Analysis Results and Benefits

- Determined feasible from a traffic operations standpoint
 - Note: Full closure of the slip lane could increase response times due to increased congestion at Dwight/Telegraph
 - Full closure could also increase transit travel times
- Safest for pedestrians and bicyclists (fewest street crossings)
- Negligible increase in delay for eastbound vehicles on Dwight: +0.1 seconds (AM)/+0.3 seconds (PM)
- NB vehicles impacted most (+8.7 seconds (AM)/+16.3 seconds (PM))
- New programmable open space
- Support from diverse group of stakeholders (business community, student organization, past and present city councilmembers)

		Existing Conditions			Concept 1 Proposed			Difference
Analysis Period	Direction	LOS	Delay (s)	v/c	LOS	Delay (s)	v/c	Delay (s)
AM Peak	EB	C	22.0	0.62	C	22.1	0.62	+ 0.1
	NB	A	7.9	0.40	B	16.6	0.79	+ 8.7
	Intersection	B	15.1	0.47	B	19.4	0.73	+ 4.3
PM Peak	EB	C	20.6	0.78	C	20.9	0.79	+ 0.3
	NB	C	13.0	0.42	C	29.3	0.79	+ 16.3
	Intersection	C	17.9	0.59	C	23.8	0.83	+ 5.9

Vehicle 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	*NEW* Concept 3B
AM NB	3.8	5.3 (+1.5)	7.6 (+3.8)	8.9 (+5.1)	7.6 (+3.8)
AM SB	3.8	5.1 (+1.3)	5.5 (+1.7)	6.2 (+2.4)	5.0 (+1.2)
PM NB	4.7	5.4 (+0.7)	7.7 (+3.0)	8.4 (+3.7)	7.3 (+2.6)
PM SB	4.4	7.9 (+3.5)	7.6 (+3.2)	9.8 (+5.4)	7.5 (+3.1)

Average Change in Vehicle Travel Time vs. Existing

Concept 1	Concept 2	Concept 3	*NEW* Concept 3B
+42%	+70%	+100%	+65%

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
- ***NEW* Concept 3B:** Significant time savings over Concept 3 around Ashby – delays in line with Concepts 1 and 2

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**

Scenario	Bus Configuration	Stop Configuration
Existing	Buses in mixed flow 2 through travel lanes	Pull-off
Concept 1	Buses in bus/right turn only lane	In-lane
Concept 2	Buses in bus/right turn only lane	In-lane
Concept 3	Buses in mixed flow 1 through travel lane	In-lane
NEW Concept 3B	Buses in mixed flow except between Webster and Russel	In-lane

Transit Travel Time (Min)	Existing	Concept 1	Concept 2	Concept 3	*NEW* Concept 3B
AM NB	5.4	4.5 (-0.9)	4.6 (-0.8)	9.9 (+4.5)	5.6 (+0.2)
AM SB	4.8	4.6 (-0.2)	5.3 (+0.5)	6.9 (+2.1)	6.1 (+1.3)
PM NB	6.1	4.9 (-1.2)	5.6 (-0.6)	7.7 (+1.6)	5.9 (-0.2)
PM SB	5.7	4.2 (-1.5)	4.4 (-1.3)	10.6 (+4.9)	6.2 (+0.4)

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:** Lack of a BAT lane results in 1.6 to 4.9-min increase in travel time
- ***NEW* Concept 3B:** -.2 to 1.3-min increase in travel time compared to existing, but significant reduction compared to Concept 3A

Note: Travel time savings do not reflect any potential transit signal priority improvements as part of in-progress AC Transit Telegraph Rapid Corridor Project

Average Change in Transit Travel Time vs. Existing			
Concept 1	Concept 2	Concept 3	*NEW* Concept 3B
-17%	-9%	+59%	+10%

Traffic Analysis – Recap and Potential Mitigations

- **Ashby:** Contributes to **57% to 71%** of the increased vehicle travel time, and **84%** of the increased transit travel time
- Note:
 - Testing was of high-level schematics, not fully designed intersections
 - There are a number of approaches that we can take in design refinement to reduce the LOS and travel time implications at Ashby Ave
 - Permissive left turn signalization at Ashby Ave
 - Maintain 2nd lane to Ashby Ave intersection (BAT or general purpose)
 - Extend left turn lanes

Difference in *Vehicle* Travel Time vs. Existing

Concept 1	Concept 2	Concept 3	*NEW* Concept 3B
+42%	+70%	+100%	+65%

Difference in *Transit* Travel Time vs. Existing

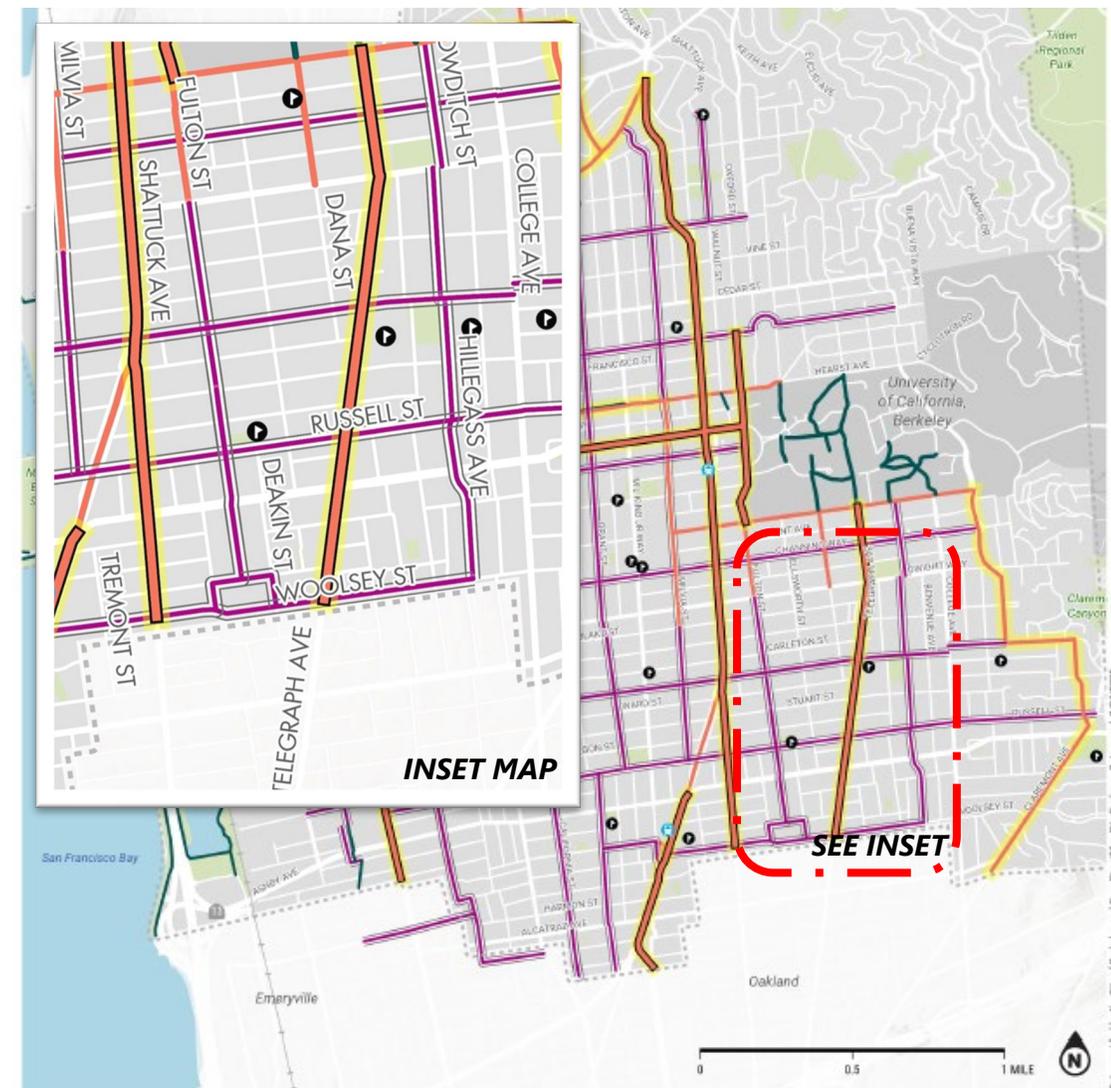
Concept 1	Concept 2	Concept 3	*NEW* Concept 3B
-17%	-9%	+59%	+10%

Summary of Stakeholder Feedback

- Fire Department – **prefers Concept 3 or Existing Conditions**
 - Potential for center turn lane to be clear during emergencies
 - Simple and consistent design – reduces driver confusion
- AC Transit and UC Berkeley TDM Manager
 - **Favor Concepts 1 and 2** due to transit benefits
- Disability community favors blue zones on side streets so wheelchairs are not let out in a bike lane. Would like to see another concept without bike lanes
- Telegraph Business Improvement District – expressed support for studying a closure of the Dwight Triangle slip lane closing Dwight Triangle slip lane
- Public survey expressed strong preference for pedestrian and bike safety improvements
- Public Meeting
 - Questions around use of parallel bike boulevards
 - Concerns raised about access to neighborhoods if left turns largely eliminated under concepts 1 and 2

Parallel Bike Boulevards

- **Feedback re: Parallel Bike Blvds**
 - Recurring question/comment was about the use of parallel bike boulevards
 - Some commenters suggested bikers should use nearby bike boulevards instead of Telegraph Ave
- **Response to Parallel Bike Blvd Feedback**
 - Bike lanes provide direct access to high-activity areas, which parallel bike boulevards often bypass
 - While Hillegass St is near Telegraph, it does not provide access to destinations on Telegraph
 - Bicyclists currently use Telegraph Ave, a High-Injury Corridor
 - Protected bike lanes provide physical separation making Telegraph Avenue safer for bicyclists



LOW-STRESS BIKEWAY NETWORK VISION

CITY OF BERKELEY
BIKE PLAN UPDATE

Low-Stress Bikeway Network Vision
 Complete Street Corridor Studies -
 Low Stress Bikeway Recommendation

— Bike Path
 — Bike Boulevard Network
 — Class IV Cycletrack
 — Study Cycletrack
 — Primary Transit Route - Study
 Cycletrack

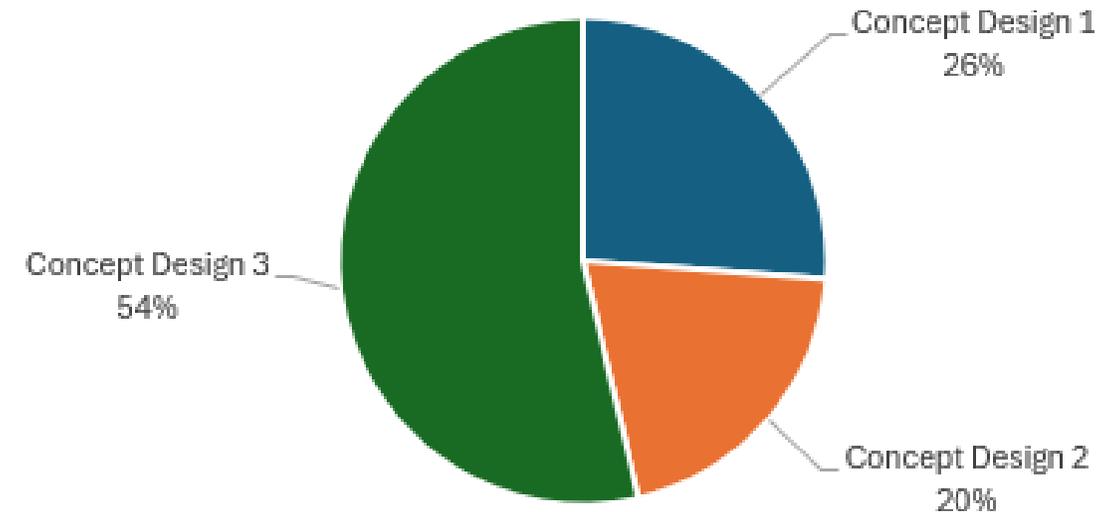
Destinations

● Amtrak Station ● BART Station ● School — Railroad ■ Park

Public Survey Results

- Online public survey open from 6/11 – 7/3 (22 days)
- 505 responses
 - What is most important to you?
 - 51% said ped safety
 - 32% said bicyclist safety
 - 23% said disabled person access
 - 22% said on-street vehicle parking
 - 18% said transit speed and reliability
 - 9% said commercial loading zones
 - What is “very important” to you?
 - 82% said ped safety
 - 52% said accessibility
 - 48% said bike lanes
 - 32% said transit improvements
 - 22% said maintaining on-street parking
 - 15% said loading zones

Which concept do you prefer?



Evaluation Criteria

- Two Level Evaluation Weighting
- Level 1: Baseline Considerations (Pass/Fail)
- Level 2: Ability to Address Project Goals + Public Feedback
- **Concept 3B scored highest among all concepts**

Level 1: Pass/Fail Criteria

Maintaining Emergency Response, Access, and Egress

Maintaining Traffic Circulation

Traffic Operations

Level 2: Scoring Criteria (Project Goals and Public Feedback)

Meeting Vision Zero

Transit Speed & Reliability

Providing All-Ages and All-Abilities Facilities

Providing a State of Good Repair

Managing Curbspace Usage

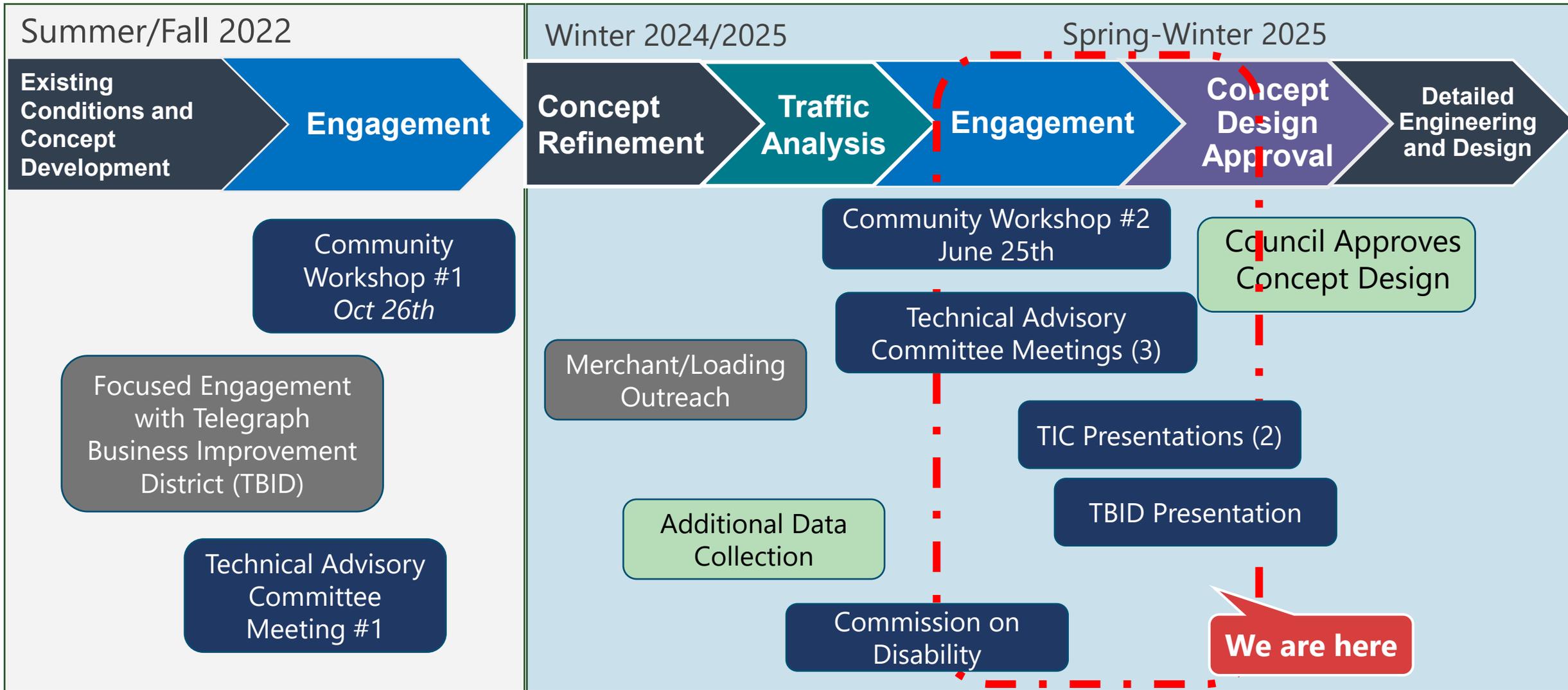
Public Feedback



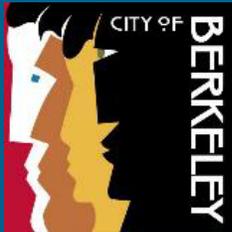
Schedule and Next Steps

Concept Design: Project Status

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



Thank you!





City of Berkeley

Adeline Quick-Build & Adeline Street Transportation Improvements Project (ATIP): Project Introduction

Transportation Infrastructure Commission Meeting

September 18, 2025

Agenda

- Project Background & Goals
- Adeline Quick-Build Project
- Adeline Transportation Improvements Project
- Next Steps



Project Background

Project Background

- **Adeline is a Vision Zero High Injury Street**
- **2020 Adeline Corridor Specific Plan**
 - Community vision for safety, mobility, and equity
- **2020 North Adeline Quick Build Project**
 - Shattuck – Ashby with cycle tracks, bus boarding islands and high visibility crosswalks
- **2022 Council Approval:**
 - Preferred Road Diet Concept in front of Ashby BART
- **Today's Projects**
 - Adeline Quick Build & ATIP build directly on this foundation by breaking this down into two projects

Figure 2-2 Plan Subareas



Image Source: Adeline Corridor Specific Plan

Project Goals

- Advance a multimodal vision for Adeline Street
- Improve safety on the Vision Zero High Injury Streets for people walking and biking
- Plan a safer future, respecting the historic and existing community
- Connect people to Ashby BART & AC Transit service
- Improve transit performance
- Close gaps in the low-stress bicycle network
- Create opportunities for programmable public space
- Advance a permanent design informed by community priorities
- Deliver near-term Quick Build & long-term ATIP improvements

We are going to deliver this by breaking this down into two projects

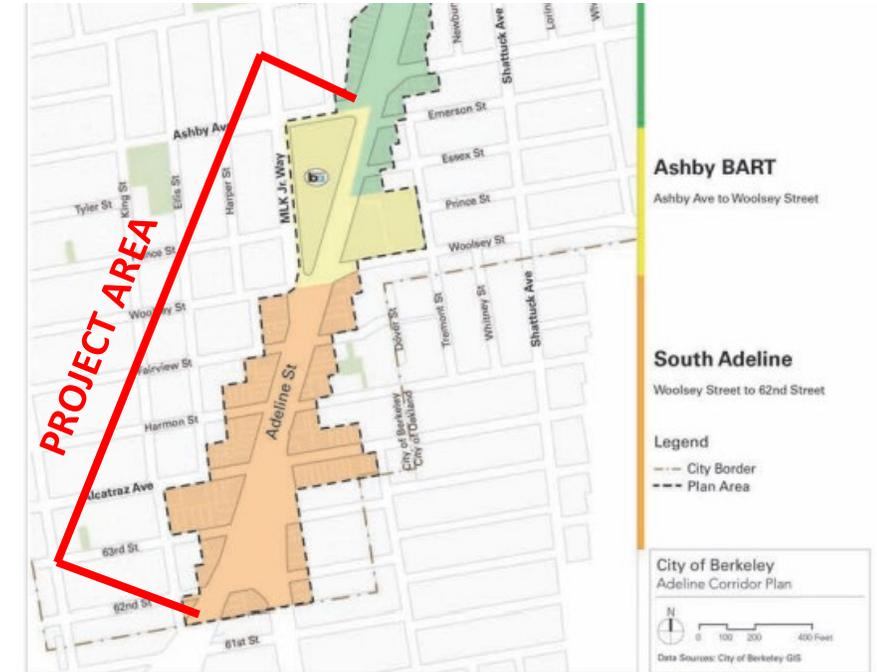


Image Source: Adeline Corridor Specific Plan

Council / Mayoral Resolution (June 2025)

Council / Mayoral Resolution (June 2025): “...supports City staff efforts to streamline transportation project planning and delivery processes as to more quickly implement plans...”

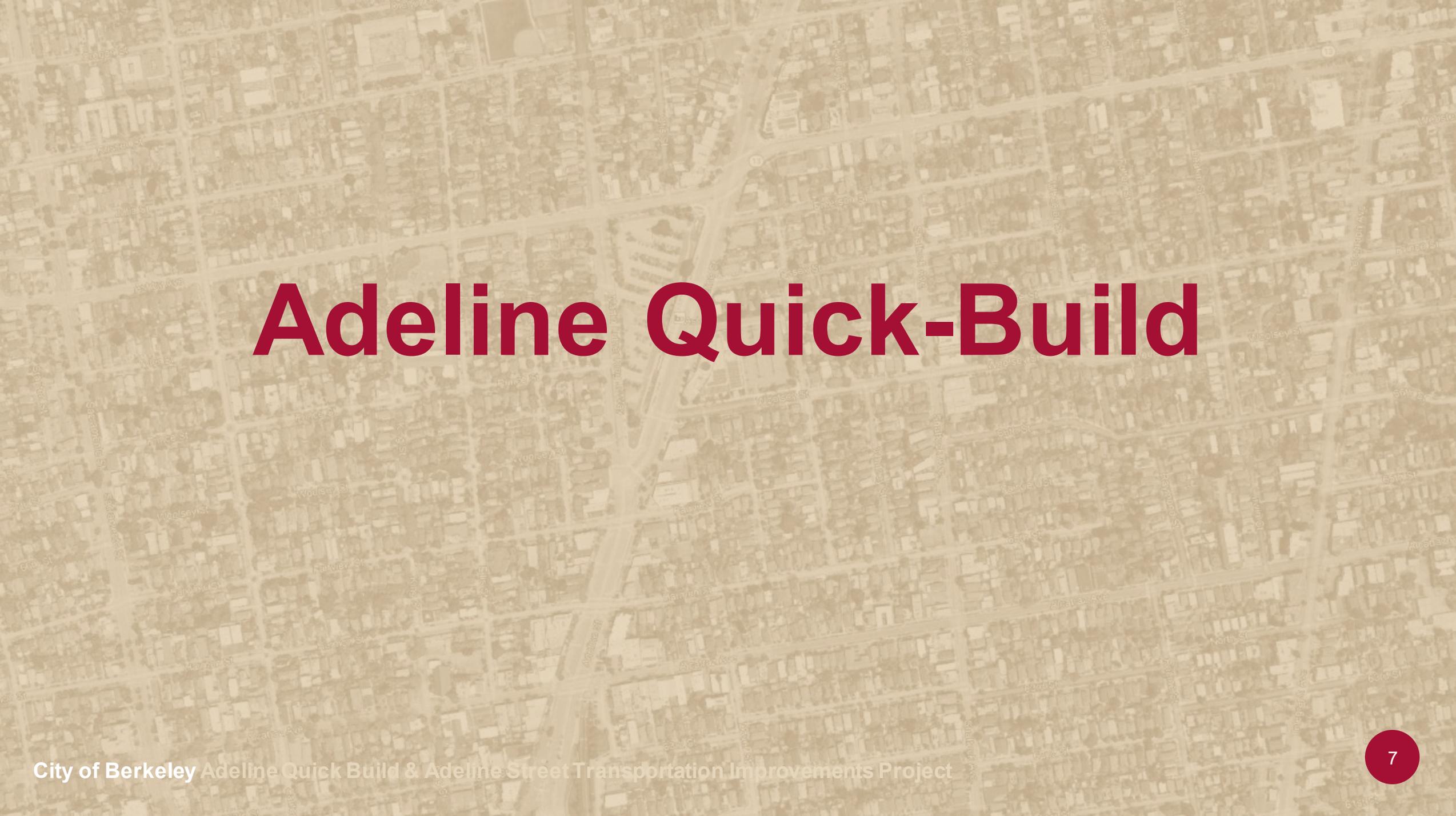
Council District 3 Support Letter (May 2024)

"I firmly support the Adeline Quick-Build Project of the City of Berkeley...The initiative will accompany the current Adeline Corridor Design Study using temporary materials to prototype long-term improvements...Adeline Street is a vastly overbuilt road with high vehicle speeds and unpleasant conditions for pedestrians and bicyclists. The street is listed as one of Berkeley's High Injury Streets..."

We are moving quickly on Adeline Quick Build in direct response to Council and Mayoral direction.



Image Source: Adeline Corridor Specific Plan



Adeline Quick-Build

Quick Build Overview

- TIC & Council authorized application for MTC grant in 2024. TIC feedback (Sept 2024): Quick-Build seen as a valuable community engagement tool for ATIP
- ~\$1 million secured for construction.
- Purpose: improve Vision Zero safety & fill corridor gap on Adeline/MLK between:
 - Shattuck – Ashby: (2020 North Adeline Quick Build)
 - Ashby – 61st St: (2026 Adeline Quick Build) by removing one lane in each direction from Adeline & MLK Way to City of Oakland border.
 - 61st – 47th St: (City of Oakland’s 2026 Complete Streets Project)
- Result: Continuous 1.7 mile corridor across Berkeley and Oakland of:
 - Protected bike lanes
 - Concrete bus boarding islands,
 - Pedestrian safety improvements
 - Parking/loading and ADA access management

Anticipated Quick Build Schedule

Fall 2025 – Pre-Project Data Collection, Targeted Technical Outreach & Public Notification

Winter 2026 – Complete Design, Advertise Bid, and Award

Fall 2026 - Early 2027– Construction

Spring 2027– Post-Project Evaluation to inform ATIP

Quick Build Analysis & Engagement

- Analysis
 - Congestion analysis, transit performance, vehicle diversion, parking loading, turning counts, speed data
- Targeted technical stakeholder outreach & public notification
 - To meet Mayoral and Council directive to move quickly the focus is: confirm loading & access needs, ADA access, transit service needs, and check for fatal flaws
 - Business owners, Ed Roberts Campus, BART/AC Transit, Fire, etc.



Adeline Transportation Improvements Project (ATIP)

ATIP Overview

- Long-term Adeline investment (2027+)
- Alameda CTC \$1.4 million funding secured through 35% design
- Alameda CTC funding conditionally awarded through 100% design
- Construction not yet funded. Estimated \$35-\$120 million
- Explores feasibility of realigning major intersections, and Ashby BART Plaza to improve safety & create open space, and make Quick Build elements permanent.

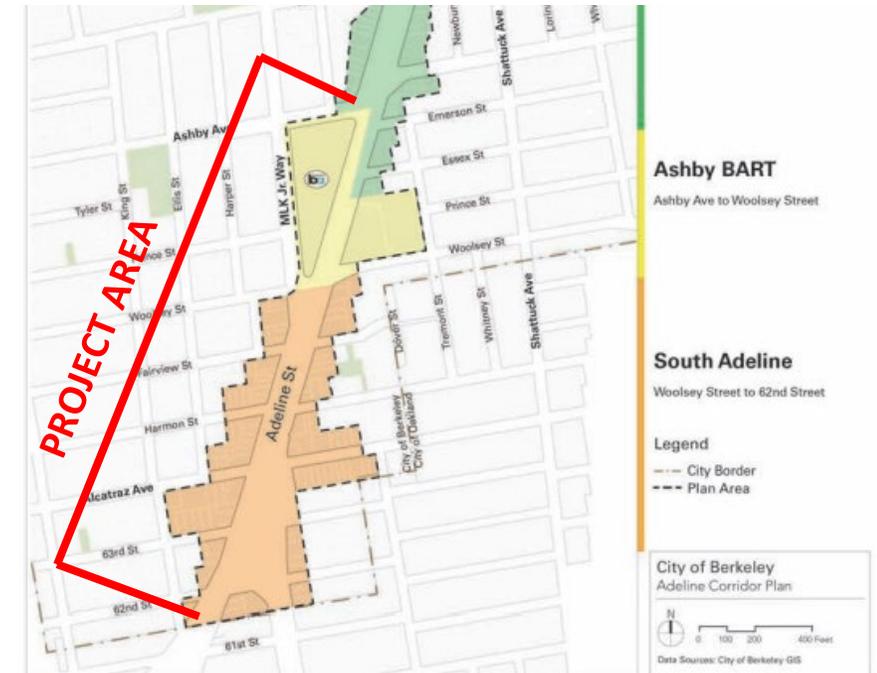


Image Source: Adeline Corridor Specific Plan

Anticipated ATIP Schedule

Winter 2026–Feasibility analysis of realigning major intersections, and Ashby BART Plaza & Outreach

Fall 2026 - Early 2027– Quick Build Construction

Spring 2027– Post-Quick Build Evaluation informs ATIP

Summer 2027– Outreach

End of 2028– 100% Design (conditionally funded) completed

Construction funding not yet secured

Next Steps

- Confirm Quick Build concept feasibility this fall
- Coordinate with BART TOD & City of Oakland's MLK Complete Streets for corridor continuity
- Go to Facilities, Infrastructure, Transportation, Environment & Sustainability (FITES) Committee in Late Fall 2025 with a refined design



Q&A



Thank you!

Public Works Vision Zero

Learn More at:

[Adeline Quick Build: https://berkeleyca.gov/your-government/our-work/capital-projects/adeline-quick-build](https://berkeleyca.gov/your-government/our-work/capital-projects/adeline-quick-build)

[Adeline Transportation Improvements Project: https://berkeleyca.gov/your-government/our-work/capital-projects/adeline-transportation-improvements-project](https://berkeleyca.gov/your-government/our-work/capital-projects/adeline-transportation-improvements-project)

To the Members of the City Council,

We write to you today as the Transportation and Infrastructure Commission, fulfilling our role to “advise the City Council on matters related to transportation and public works infrastructure policies, facilities, and services in the City.”

On July 28th, the City released the 2025 Draft Bicycle Plan Update. We appreciate the hard work completed by staff and consultants over the past 3 years to develop this Draft Plan, including extensive community outreach and coordination with multiple stakeholders. There are numerous positive elements contained within the Plan, but **as a commission we’ve identified several top-level policy concerns with the Draft Plan**. Many of our concerns relate to inconsistencies between the Draft Bike Plan and other transportation-related policies outlined in the recently adopted [Resolution Reaffirming Our Commitment to Vision Zero and Transportation Related Plans and Policies](#),¹ including Council’s desire for “fully implementing previously adopted transportation plans and policies” and support for “City staff efforts to streamline transportation project planning and delivery processes so as to more quickly implement the aforementioned plans and transform Berkeley’s streets into safe, sustainable, accessible, and equitable public spaces.”

We’ve expressed these concerns to staff and have asked that they work to address these contradictions. **We require consistency between transportation plans in order to recommend this Plan be approved by City Council.**

We have two majors sets of concerns, outlined briefly here and with greater detail provided at this letter’s end.

(I) Draft Plan Language that will Slow or Prevent Project Delivery

We are very concerned that some of the **language** in the Bike plan **will make it more difficult to deliver** the safety projects the Council has asked for and we would like to see happen. These instances of problematic language **run directly counter to [Council’s recent declaration](#)**² in support of “City staff efforts to streamline transportation project planning and delivery processes.”

To address this and **ensure that Berkeley can efficiently deliver** the projects outlined in the Bike Plan and elsewhere, we recommend:

¹<https://berkeleyca.gov/sites/default/files/documents/2025-06-17%20Item%2026%20Resolution%20Reaffirming%20Our%20Commitment.pdf>

²<https://berkeleyca.gov/sites/default/files/documents/2025-06-17%20Item%2026%20Resolution%20Reaffirming%20Our%20Commitment.pdf>

1. Consistent with [Council direction to develop bicycle boulevard implementation guidelines similar to Oakland's](#),³ the Plan should clarify that City staff need only provide **public notification (and no other public process), before installation of basic traffic calming** features along bike boulevards (e.g., speed tables and traffic circles) as part of any capital project. **Public engagement for bike boulevards has already been part of the Bike Plan process.**
2. **Remove language throughout the document requiring numerous separate and ill-defined studies** before a project can be built and **remove the phrase “will not be implemented.”** This language is not only unnecessary, as studying project impacts is always a part of the project design and delivery process, but the veto power implied by the “will not be implemented” language **has the potential to substantially slow or even prevent the construction of any bikeway improvement on procedural rather than substantive objections.** Instead, **we recommend the below language** at the start of the document (and not needed on every single map). This would apply to any projects beyond basic safety improvement (e.g., speed tables or traffic circles):

Planning processes will study impacts on traffic, evacuation, and the environment and will include a public process and coordination with the Police and Fire Departments and all affected state, county, and local transit agencies.

3. In order to quickly deliver proven safety measures, **eliminate or revise language requiring the use of non-mandatory standards** (e.g., MUTCD) as directed previously by City Council on several occasions (once in [2019](#)⁴ and again in [2022](#)⁵). **Requiring MUTCD compliance will slow projects and prevent important safety measures** supported by numerous professional traffic safety organizations.
4. **Language regarding emergency response and evacuation** in the Draft Bike Plan should **reflect the prevention of crashes, as outlined in the Street Trauma Prevention Program (STPP) created by Council**⁶ **in collaboration with the Fire Department.** Aiming to minimize impacts on emergency response and evacuation times should absolutely be goals for bicycle improvements, but these goals should **complement, not eclipse, the goals of street safety improvements.**

³<https://berkeleyca.gov/sites/default/files/documents/2024-05-07%20Item%2043%20Budget%20Referral%20%20Vision%20Zero%20Rapid.pdf>

⁴<https://berkeleyca.gov/sites/default/files/documents/2019-11-12%20Item%2010%20Stop%20Sign%20Warrant%20Policy.pdf>

⁵<https://berkeleyca.gov/sites/default/files/documents/2022-09-13%20Item%2034%20Supp3%20Taplin.pdf>

⁶<https://berkeleyca.gov/sites/default/files/documents/2024-05-07%20Item%2034%20Fund%20Program%20Manager%20Position.pdf>

(II) Missing Elements in the Bicycle Boulevard Design Guidelines

Bicycle boulevard design guidelines are missing critical elements, and despite citing NACTO as a key reference, fails to adhere to its criteria and guidance on effective Bicycle Boulevard design. We recommend:

1. **Greater focus on lowering volume** (i.e. more diverters, etc) as well as speeds, in line with recommendations from NACTO⁷, with **particular focus on times of high peak volumes** such as *school drop-off and pickup times*, as well as when **bicycle boulevard crossing** treatments also facilitate motor vehicle crossing (i.e., stop signs, PHBs or traffic signals).
2. **Specifying maximum distances between speed tables, *not minimum***, in order to ensure that very long blocks have at least two speed tables.
3. Specifying the **target speed of all Bicycle Boulevards as 20 mph and utilizing physical speed management design elements to achieve target speeds. Staff to pursue 20 mph posted speed limits accordingly and where feasible**, in accordance with [Council's referral to implement AB 43](#).⁸
4. Specifying a **minimum width of 6' and up to 8.5' for cargo bikes as specified by NACTO** to accommodate a bicyclist and rider. The "Design Needs of Bicyclists" of the Draft Bike Plan section deviates significantly from NACTO guidelines⁹ by specifying **only 5'** for all bicycle and rider configurations. Additionally, while several bicycle configurations and dimensions were considered, **cargo bikes and adult tricycles were completely omitted**. And although wheelchair users aren't "cyclists," they are regular users of bicycle facilities, and **we suggest including a standard motorized wheelchair and rider profile in this section**.
5. **Clarifying** that a Rectangular Rapid Flashing Beacon (RRFB)-only intersection treatment will **not be used in the design of future bike plan projects. RRFB's alone**, without other vertical calming/diversion elements, are wholly unsafe and **inappropriate as bicycle boulevard crossing treatments**.

Thank you for your attention to these important matters. Additional details are provided in the appendix below and members of the Bike Plan Subcommittee would be happy to answer any additional questions you may have.

Sincerely,
Berkeley's Transportation & Infrastructure Commission

⁷<https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/bikeways-on-low-speed-low-volume-streets/bike-boulevards/>

⁸<https://berkeleyca.gov/sites/default/files/2022-04/2022-03-08%20Item%2016%20Referral%20to%20Implement%20State%20Law%20AB%2043.pdf>

⁹<https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/design-controls-for-bicycle-facilities/>

Appendix providing additional detail for each of the above:

(I) Draft Plan Language that will Slow or Prevent Project Delivery

We are very concerned that this Draft Bike Plan includes **language** that **will make it more difficult to deliver** the safety projects mandated by Council. These instances of problematic language **run directly counter to [Council's recent declaration](#)**¹⁰ in support of “City staff efforts to streamline transportation project planning and delivery processes.” To address this and **ensure that Berkeley can efficiently deliver** the projects outlined in the Bike Plan and elsewhere, we recommend:

1. Consistent with [Council direction to develop bicycle boulevard implementation guidelines similar to Oakland's](#),¹¹ the Bike Plan should indicate that **public notification, but no other public process, is needed before installation of basic traffic calming** features along bike boulevards (e.g., speed tables and traffic circles) as part of any capital project. Public engagement for bike boulevards has already been part of the Bike Plan process.
 - a. Consistent with other cities, drop the need for study and engagement on standard elements like speed tables or cushions and circles and instead proceed with neighbor notification as is done for paving of Berkeley streets.
 - b. [Oakland's Neighborhood Bike Route \(NBR\) Implementation Guide](#)¹² states “Residents on and near proposed NBRs should be notified early in the project development process when public comments can be addressed. Typically, the City will send a project mailer to addresses within 400’ of the proposed bikeway describing the project and providing an opportunity to weigh in and, optionally, to provide supporting comments. For NBR projects, an additional notification should be sent to addresses immediately adjacent to the locations of proposed traffic calming. Projects that restrict traffic (e.g., street closures, turn restrictions) may involve a broader process to address neighborhood concerns associated with diverted traffic.”
2. **Remove language** throughout the document requiring numerous separate and **ill-defined studies** before a project can be built and **remove the phrase “will not be implemented.”**
 - a. The phrase “will not be implemented” is present throughout the Plan regarding all ranges of bicycle improvements (from speed tables on bicycle boulevards to

¹⁰<https://berkeleyca.gov/sites/default/files/documents/2025-06-17%20Item%2026%20Resolution%20Reaffirming%20Our%20Commitment.pdf>

¹¹<https://berkeleyca.gov/sites/default/files/documents/2024-05-07%20Item%2043%20Budget%20Referral%20%20Vision%20Zero%20Rapid.pdf>

¹²https://www.oaklandca.gov/files/assets/city/v/1/transportation/documents/transportation-permits-amp-engineering/oakland-bicycle-facility-design-guidelines/oadot_nbr_guidance.pdf

separated bikeways) with a long list of undefined and seemingly separate studies. For example, the following language is used throughout the Plan:

- i. On maps showing separated bikeways: “Separated bikeways (Class IV) and other bikeway types that might impact transit operations, emergency response traffic, parking, or roadway capacity **will not be implemented** without these Complete Streets Corridor Studies. They **will include a traffic study, evacuation sensitivity study, environmental analysis, public process, and coordination with the Police and Fire Departments, and all affected state, county, and local transit agencies.**”
 - ii. On maps showing only bicycle boulevards: “Bikeway improvements that might impact emergency response traffic, parking, or roadway capacity and connectivity **will not be implemented** without appropriate **studies of traffic circulation and evacuation and emergency response times, and will include environmental analysis, public process, and coordination with the Police and Fire Departments.**”
- b. This language (i.e., “will not be implemented”) is effectively a means to veto a project. It is redundant, counterproductive and an antagonistic way to frame the need for study. Instead, the Bike Plan should discuss collaborative and cooperative approaches to balanced, multi-departmental/agency deliberations.
- i. This sentence in the executive summary is more appropriate: “the recommendations in this Bike Plan require further project-specific planning, data collection, analysis, public engagement, and engineering design before they may be implemented.”
 - ii. **We would prefer the following:** “Planning will study impacts on traffic, evacuation, and the environment and will include a public process, and coordination with the Police and Fire Departments and all affected state, county, and local transit agencies.”
- c. Our recommendation to adjust the language may seem semantic, but it actually has very serious implications. The phrase “will not be implemented” will allow almost anyone who objects to any bikeway improvement to claim that there was fault in any number of the listed (but undefined) studies, and that therefore, the city may not move forward with project implementation. This has the potential to completely grind to a halt the construction of any bikeway improvement, in stark opposition to the safety spending mandate outlined in Measure FF, as approved by 61% of Berkeley voters in November 2024. This is not just problematic for bicycle projects, but sets a dangerous precedent for future safety improvements related to pedestrian and transit projects.

3. In order to quickly deliver proven safety measures, **eliminate or revise language to require the use of non-mandatory standards** (e.g., MUTCD) as directed previously by the City Council on several occasions. Requiring MUTCD compliance will slow projects and prevent important safety measures supported by numerous professional traffic safety organizations.
 - a. Two examples of language requiring MUTCD standards from the Draft Plan are:
 - i. “Intersection must meet a CA MUTCD STOP warrant before being considered for this treatment.”
 - ii. “These studies will also adhere to relevant California guidelines, such as the California Highway Design Manual (HDM), the California Manual on Uniform Traffic Control Devices (CA MUTCD), and local City of Berkeley standards.”
 - b. CA MUTCD language is very clear that Standards do not have to be met and that engineering judgement can be used.
 - i. [MUTCD 1A.09](#)¹³: “This Manual describes the application of traffic control devices, but shall not be a legal requirement for their installation.... while this Manual provides Standards, Guidance, and Options for design and applications of traffic control devices, this Manual should not be considered a substitute for engineering judgment. Engineering judgment should be exercised in the selection and application of traffic control devices, as well as in the location and design of roads and streets that the devices complement.”
 - ii. Berkeley should follow what other progressive Vision Zero cities do, which is lean on other reliable sources (NACTO, AASTHO, ITE) to support engineering judgement when the context does not perfectly meet the MUTCD standard.
 - c. Berkeley City Council has already twice given direction about avoiding strict reliance on MUTCD standards
 - i. November 12, 2019: [Stop Sign Warrant Policy](#)¹⁴ (standards for installing stop signs that do not meet CA MUTCD STOP warrant).
 - ii. September 13, 2022: [Equitable Safe Streets and Climate Justice Resolution](#)¹⁵ (restricts use of the MUTCD to only those projects where the

¹³<https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ca-mutcd/rev9/2025-camutcd-2014-rev9-all.pdf>

¹⁴<https://berkeleyca.gov/sites/default/files/documents/2019-11-12%20Item%2010%20Stop%20Sign%20Warrant%20Policy.pdf>

¹⁵<https://berkeleyca.gov/sites/default/files/documents/2022-09-13%20Item%2034%20Supp3%20Taplin.pdf>

Public Works Director certifies, in writing, that the MUTCD is better suited to achieving City goals).

4. **Language regarding emergency response and evacuation** within the Draft Bike Plan should **reflect the prevention of crashes, as outlined in the Street Trauma Prevention Program (STPP) created by Council¹⁶** in collaboration with the Fire Department. Aiming to minimize impacts on emergency response and evacuation times should absolutely be goals for bicycle improvements, but these goals should **complement, not eclipse, the goals of street safety improvements.**
 - a. The TIC was shocked by the outsized presence of emergency response and evacuation language inserted into the Draft Bike Plan. Even just on word count, the term “emergency” appears 83 times in the document and “evacuation” appears 55 times. In contrast, “low-stress” appears 60 times, “safety” appears 52 times; and “all ages and abilities” appears only 17 times. Compare this with [Oakland’s 2019 Bicycle Plan¹⁷](#) which mentions “emergency” 1 time, “evacuation” 0 times, but “safety” 41 times, and “low-stress” 51 times, or [San Francisco’s 2025 Bicycle Plan¹⁸](#) which mentions “emergency” 12 times, “evacuation” 0 times, but “safety” 37 times and “all ages and abilities” 30 times.
 - b. The TIC completely supports the Berkeley Fire Department’s mission to aim for quick response times and plan for scenarios involving evacuation, but as currently inserted into the Draft Bike Plan, infrastructure elements designed to keep bicyclists (and pedestrians) safe are framed with language that paint these safety improvements as less important than and antithetical to emergency response despite Council’s repeated commitments to promoting the safety of pedestrians and bicyclists. Examples include:
 - i. In Section 3.2, describing “City Plans, Policies, and Studies Since 2017,” less than half a page of text is dedicated each to the Vision Zero Action Plan and the Transit-First Policy Implementation Plan, each of which reflect policies first passed by Council ([Vision Zero Goal¹⁹](#) and [Transit-First Policy²⁰](#), respectively), and then Plans that were subject to years of public input and adoption by the City Council. In what follows, nearly two full pages of text are dedicated to two studies from the Fire Department that reflect neither adopted policies by City Council nor adopted Plans. This imbalance in weight given to these Fire Department

¹⁶<https://berkeleyca.gov/sites/default/files/documents/2024-05-07%20Item%2034%20Fund%20Program%20Manager%20Position.pdf>

¹⁷https://www.oaklandca.gov/files/assets/city/v/1/transportation/documents/walking-and-biking-in-oakland/bicycle-planning-amp-evaluation/oakland-bicycle-plan/lboakland_finaldraft_20190807_web.pdf

¹⁸<https://www.sfmta.com/media/41810/download?inline>

¹⁹https://visionzeronetwork.org/wp-content/uploads/2022/06/3_27_2018-CLK-Resolution-City-Council-68371-In-Support-of-Vision-Zero.pdf

²⁰https://berkeleyca.gov/sites/default/files/documents/05_Transportation%20Element%20-%20FINAL_0.pdf

studies is concerning given their relative level of public and Council scrutiny and review.

- ii. The idea that bikeway projects should prioritize designs that “maintain or improve emergency response times” rather than optimize safety for bicyclists while minimizing impact on emergency response seems to pit these two safety goals against each other.
- iii. In several locations throughout the Draft Bike Plan is peppered the following sentence:

For example, the community engagement process used to inform these recommendations did not include community education of potential impacts to emergency response times, nor did it offer an opportunity or structure for respondents to consider emergency response times or impacts to evacuation as a priority in bike infrastructure planning.

The community engagement process was not about education and if it had been, there are nearly infinite other examples of community education that were not provided during the Bike Plan engagement (such as about the proven benefits of protected bike lanes for pedestrians). To single out emergency response here is inappropriate and inaccurately pits emergency response against the safety of all road users.

- iv. Another example of antagonistic language regarding road safety infrastructure with respect to evacuation is seen in the graphic on page 69, which shows evacuation congestion caused by too many vehicles entering an intersection but with a caption reading:

On normal days, traffic calming devices (like diverters, traffic circles, and speed humps) make roads safer by slowing down cars, reducing traffic on residential streets and limiting how cars move through neighborhoods. But during evacuations, the safety goal is to move traffic quickly. Traffic calming may slow down evacuees and/or add to traffic jams.

Not only does this again pit bicyclist and pedestrian safety against evacuation but it does so inaccurately, as the Evacuation Study found that the primary cause of congestion in an evacuation will be car drivers approaching intersections. The evacuation study never actually provided any quantitative assessment of congestion generated by traffic calming devices.

- c. Instead, we recommend emergency response and evacuation language be incorporated into the Bike Plan as follows:

- i. Any mentions of the need to consider emergency response and evacuation during bikeway design and implementation should be brief and occasional, and it should focus on how design can optimize safety for bicyclists while minimizing impact on emergency response and evacuation
- ii. It would be most in line with City Council policy for contributions from the Fire Department's to outline how emergency response and evacuation goals can be complementary and synergistic to bicycle and pedestrian safety goals, in line with the stated goals of the Fire Department's Street Trauma Prevention Program [when funded by City Council](#),²¹ which is "to support the transportation and infrastructure projects of Vision Zero."

(II) Missing Elements in Bicycle Boulevard Design Guidelines

Bicycle boulevard design guidelines are missing critical elements, and do not adhere to or adopt key elements of effective bicycle boulevard design criteria as specified by NACTO, despite language claiming otherwise (See Section 1.2 "Plan Organization" page 23 of Bike Plan). In keeping with the goal of better aligning with best practices as recommended by NACTO and other organizations, we recommend:

1. Greater focus on **lowering volume** (i.e. more diverters, etc) as well as speeds, in line with recommendations from NACTO²², with **particular focus on times of high peak volumes** such as school drop-off and pickup times, as well as when **bicycle boulevard crossings** treatments also facilitate motor vehicle crossing (i.e., stop signs, PHBs or traffic signals).
 - a. While the draft Bicycle Plan includes many elements that encourage lower driving *speeds* (circles, speed tables, etc.), it does not currently do enough to ensure lower car *volumes* on Bicycle Boulevards. Both are essential in creating a Bicycle Boulevard network that is truly safe and low stress for micromobility users of all ages and abilities. NACTO's Contextual Guidance for Selecting All Ages & Abilities Bikeways²³ specifies the following speed and volume target thresholds for Bicycle Boulevards, which we recommend codifying verbatim into the Bicycle Boulevard Design Guide:
 - i. 20mph and between 1,000 and 2,000 ADT (average daily traffic) and less than 50 vehicles per hour in the peak direction at peak hour, or
 - ii. 25mph and between 500 and 1,500 ADT and less than 50 vehicles per hour in the peak direction at peak hour

²¹<https://berkeleyca.gov/sites/default/files/documents/2024-05-07%20Item%2034%20Fund%20Program%20Manager%20Position.pdf>

²²<https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/bikeways-on-low-speed-low-volume-streets/bike-boulevards/>

²³https://nacto.org/wp-content/uploads/NACTO_Designing-for-All-Ages-Abilities.pdf

- b. Many Berkeley schools are located on the Bicycle Boulevard network. Parents across Berkeley are deeply concerned about the dangerous conditions that exist on these streets during school drop off and pick up times, the Bicycle Plan should include extra attention to the needs of each particular school site, utilizing recommendations from SafeTREC’s Complete Streets Safety Assessment²⁴ as well as Alameda County’s School Safety Assessments for Berkeley.²⁵
 - c. Volume reduction strategies should include traditional diversion, but might also include treatments such as slip-lane removal or repurposing at select intersections throughout the city. As NACTO suggests, right-turn slip lanes “require larger intersections and allow higher-speed turn movements”²⁶. Eliminating slip-lanes will necessarily lead to reduced car volumes on intersecting roadways and bike boulevards, since higher speed turning movements will be discouraged, decreasing the attractiveness as a route for drivers.
2. **Specifying maximum distance between speed tables, *not minimum***, in order to ensure that very long blocks have at least two speed tables.
- a. Vertical deflection should be spaced at regular intervals so that a consistent target speed is maintained along the entire Bike Blvd route. This allows drivers to see the next vertical deflection element in the series as they pass over each one, encouraging drivers to maintain a consistently low speed rather than abrupt accelerations and decelerations.
 - b. NACTO specifies a spacing of 150-300 ft, and no greater than 500 ft.
3. Specifying the **target speed of all Bicycle Boulevards as 20 mph and utilizing physical speed management design elements to achieve target speeds. Staff to pursue 20 mph posted speed limits accordingly and where feasible**, in accordance with [Council’s referral to implement AB 43](#).²⁷
- a. As noted by NACTO, All Ages and Abilities Bicycle Boulevards provide the most comfort, and thus maximum usage by all users, when traffic speeds are no greater than 20 mph. This is particularly important on Berkeley Bicycle Boulevards since they coincide with safe routes to school and serve many children. Every effort should be made to make these facilities safe and accessible to these vulnerable road users.
 - b. It is likely that nearly all bicycle boulevards throughout the city would qualify for a 20 mph (or even 15 mph) speed limit allowed under AB 43, as almost all bicycle

²⁴<https://safetrec.berkeley.edu/programs/complete-streets-safety-assessments>

²⁵<https://alamedacounty.org/our-program/school-safety-assessments/#berkeley>

²⁶<https://nacto.org/publication/urban-bikeway-design-guide/designing-safe-intersections/reassess-and-reorganize-the-intersection/>

²⁷<https://berkeleyca.gov/sites/default/files/2022-04/2022-03-08%20Item%2016%20Referral%20to%20Implement%20State%20Law%20AB%2043.pdf>

boulevards are situated on local roads ([per Caltrans](#)²⁸), and so [do not require an Engineering & Traffic Survey for speed limit setting](#).²⁹

4. Specifying a **minimum width of 6' and up to 8.5'** for cargo bikes as specified by **NACTO** to accommodate a bicyclist and rider. The “Design Needs of Bicyclists” of the Draft Bike Plan section deviates significantly from NACTO guidelines³⁰ by specifying **only 5'** for all bicycle and rider configurations. Additionally, while several bicycle configurations and dimensions were considered, **cargo bikes and adult tricycles were completely omitted**. And although wheelchair users aren't “cyclists,” they are regular users of bicycle facilities, and **we suggest including a standard motorized wheelchair and rider profile in this section**.
 - a. Cargo bikes, adult tricycles and other types of wider or longer, non-standard bikes ridden by parents, workers, and older adults are already among the most common types of bicycles on Berkeley's streets.
 - b. Cargo bike sales are expected to triple nation-wide over the next ten years. Our planning process needs to take into account this rapidly growing form of transportation as we create lasting infrastructure.
 - c. Motorized wheelchair users are regular users of bicycle facilities as they offer the same benefits as they do to cyclists, and should be given consideration when describing “typical” configurations of rider and mobility device.
5. Clarifying that **RRFB's alone**, without other calming/diversion elements, are wholly unsafe and **inappropriate as bicycle boulevard crossing treatments**.
 - a. Drivers are not legally obligated to yield to bicyclists when an RRFB is activated, which may lead to a false sense of security for those attempting to cross after activation of the RRFB.
 - b. Staff have verbally confirmed to the Bike Plan Subcommittee that RRFB's alone, with no other treatment such as diverters or medians, will not be used in future (not-yet-designed) bike plan projects, but this commitment should be addressed in writing in the Bike Plan.

²⁸<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>

²⁹<https://safetrec.berkeley.edu/tools/california-safe-speeds-toolkit/california-safe-speeds-toolkit-next-steps#anchor1>

³⁰<https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/design-controls-for-bicycle-facilities/>



Walk Bike Berkeley

August 20, 2025

To: Transportation and Infrastructure Commission and Transportation Planning Staff
cc: City Council, City Manager, Public Works Director, Public Works Deputy Director

Walk Bike Berkeley shares the City's vision of a safe, low-stress bike and micromobility network for people of all ages and abilities. We strongly support many of the network, intersection, and traffic calming recommendations in the City's draft Bicycle Plan Update. But those recommendations only matter if they get built. And unfortunately, in several ways the draft plan makes it harder for the City to deliver bicycle improvements.

The passage of Measure FF last year and a recent poll both show clearly that Berkeley residents overwhelmingly support bicycle safety improvements, whether they bike regularly or never plan to bike. We need to fix this draft plan so the City can deliver FF projects and other projects quickly and efficiently.

Complete Streets

The plan repeatedly says:

“Separated bikeways (Class IV) and other bikeway types that might impact transit operations, emergency response traffic, parking, or roadway capacity will not be implemented without these Complete Streets Corridor Studies. They will include a traffic study, evacuation sensitivity study, environmental analysis, public process, and coordination with the Police and Fire Departments, and all affected state, county, and local transit agencies.”

This wording implies that there should be separate documents for the traffic study, evacuation study, and environmental study. Opponents of projects can delay them by demanding to see these studies. The City does not have a method for conducting an “evacuation sensitivity study,” so committing to conducting such studies is premature.

Instead, we recommend the following wording of the second sentence:

“Planning will study impact on traffic, evacuation, and the environment and will include a public process, and coordination with the Police and Fire Departments and all affected state, county, and local transit agencies.”

This wording does not imply that there are separate studies of traffic, evacuation, and environmental impact. They must be considered, but specific and separate studies of them are not required.

Also, clarify that the environmental impacts of bikeway improvements need only be analyzed for certain projects/funding sources, because there are CEQA exemptions for bicycle infrastructure and the City's General Plan went through an Environmental Impact Review.

Emergency Response and Evacuation

As written, the draft Bike Plan describes almost all bicycle safety improvements as the enemy of emergency response and evacuation, but many other cities have found the opposite. Protected bike lanes can be wide enough for emergency responders and can provide an extra lane for evacuation traffic. Speed humps or speed cushions that slow regular vehicular traffic can have wheelbase cutouts that allow easy and fast passage of fire trucks and ambulances. Most important, preventing injury collisions reduces first responder call volume.

The plan's treatment of emergency response and evacuation issues should be completely overhauled. The plan should outline how Berkeley will minimize overall injury and death, in line with the goals of the Fire Department's recently initiated Street Trauma Prevention Program.

Specifically:

- The plan should reference but not commit to meeting the emergency response time recommendations from Berkeley Fire Department's Standards of Cover and Community Risk Assessment (SOC). Council has only reviewed the staffing recommendations from that report (and referred those to the City Manager on [Feb 11, 2025](#)). Council has neither been formally presented with nor adopted the final SOC recommendations on response times and traffic calming recommendations as city policy. (The June 13, 2023 meeting in which the report and recommendations were to be discussed by Council was cancelled; staff submitted the final report in an [off-agenda memo](#) on Jan 24, 2024 but it was not discussed or adopted by Council.) Further, the SOC report recommended that Berkeley adopt a 5:00 minute travel time goal - not the 4:00 minute National Fire Protection Association goal included in Table 6 (pg 68). Table 23 in the SOC report shows that the 5:53 citywide travel time average is predominantly driven by slower travel times for stations in the hills where terrain, not traffic calming devices, are the limiting factor.
- The plan inappropriately highlights and supports recommendations from the Fire Department's methodologically-weak Evacuation Time Study, which neither the Disaster Fire Safety Commission nor City Council had an opportunity to comment on at the time the draft was published. (City Council has only received an off-agenda memo about this study, on [July 15, 2025](#).) Walk Bike Berkeley's concerns with the evacuation study are explained in [this letter](#).
- It's unconscionable that the draft Bike Plan, a document that should be focused on advancing the City's Vision Zero traffic safety goals, includes the below inflammatory image and caption blaming traffic calming measures for congestion during an evacuation, even though the image clearly shows vehicles merging into an intersection with no traffic calming.



On normal days, traffic calming devices (like diverters, traffic circles, and speed humps) make roads safer by slowing down cars, reducing traffic on residential streets and limiting how cars move through neighborhoods.

But during evacuations, the safety goal is to move traffic quickly. Traffic calming may slow down evacuees and/or add to traffic jams.

- The plan should not commit the City to conducting “evacuation sensitivity studies,” since the Berkeley Fire Department’s Evacuation Study is seriously flawed and it is not clear that the City will be able to develop and apply an accurate way of estimating impacts. While these issues should be considered as part of complete street corridor studies, until a method is established and agreed on by Fire, Public Works, and council, the City should retain flexibility in how evacuation time is evaluated. If developing accurate methods to estimate emergency response and evacuation impacts proves difficult or impossible, the City should still be able to make bike improvements on complete streets corridors.
- Remove the following language (on pages 11 & 74): "For example, the community engagement process used to inform these recommendations did not include community education of potential impacts to emergency response times, nor did it offer an opportunity or structure for respondents to consider emergency response times or impacts to evacuation as a priority in bike infrastructure planning." There are many other examples of community education that were not provided in this process and to single out this one is inappropriate and inaccurately pits emergency response against the safety of all road users.

Bicycle Boulevards

Bike Boulevard Design

The following changes should be made in the recommendations for Bike Boulevard Design:

- P. 95: The following note below Figure 15: Recommended Low-Stress Bicycle Boulevard Traffic Calming Improvements should be revised to indicate that the City may implement speed tables and traffic circles on bicycle boulevards without studies, after notifying residents near the planned traffic calming and offering an opportunity for comments: “Bikeway improvements that might impact emergency response traffic, parking, or roadway capacity and connectivity will not be implemented without appropriate studies of traffic circulation and evacuation and emergency response times, and will include environmental analysis, public process, and coordination with the Police and Fire Departments.” This change is consistent with City Council’s request that staff incorporate Oakland’s Neighborhood Bikeway Implementation Guide to improve Berkeley’s bicycle boulevards.
- P. 96: “It is recommended that the City apply speed tables on every block of every bicycle boulevard in the network.” Berkeley’s blocks vary dramatically in length. In the flatlands, there are two main lengths of blocks, one twice as long as the other. Two speed tables should be recommended on longer blocks.
- P. A-10: “Minimum one speed table per block; can exceed this minimum consistent with the guidelines below.” Change this to “shall exceed this minimum on long blocks whenever it is possible consistent with the guidelines below.” We should recommend more speed tables on longer blocks.
- P. A-10: “Speed tables located no closer than 250 feet from another speed table.” There are cases where we would want to space speed tables more closely than this; eg, on Heinz between San Pablo and Ninth, traffic is so heavy that it would be good to have a protected bike track, but if this is impossible, we would want closely spaced speed tables to slow traffic more. There are already cases in Berkeley with speed tables spaced more closely than this, eg, on Milvia north of Hearst and Derby west of Fulton. Recommended wording: “If one speed table per block means speed tables are more than 350 feet apart, other speed tables should be added.” This wording generally will give us the same spacing of one table on short blocks and two tables on long blocks, but it does not set a minimum distance between tables, so it also gives us flexibility to add more in special cases.
- P. A-10: Add a note saying “Other vertical-deflection devices, such as speed cushions, may be used instead of speed tables after the city approves their general use.”
- P. A-2 and A-8: The 1,500-cars-per-day maximum does not address streets that are generally low volume but have high volume at school drop off and pick up times. Add a metric to recognize that streets with school drop off and pick up zones are high-stress during those times, and add rules that these areas must have significant additional traffic calming to make them low stress during drop-off and pick-up, if possible. If it’s not possible, blocks with school drop off and pick up zones should either have protected bike lanes or should not be part of the low-stress network, and alternate routes to those schools should be added. Rose Street is a particular concern, at Ruth Acty, Crowden, and King schools.

- P. A-8: The Plan should specify the intent to lower speed limits on all bicycle boulevards to 20 mph wherever possible, pending Council approval. NACTO is clear that bicycle boulevards should have a speed no more than 20 mph and AB 43 allows flexibility to set lower speed limits. The revised language should read “With Council approval, bicycle boulevards should have a maximum posted speed of 20 mph. Use traffic calming to keep speeds below 20 mph. Bikeways with average speeds above this limit should be considered for added traffic calming measures.”
- P 46: The Traffic Calming section should state the City’s 20 MPH design speed goal for bicycle boulevards, as noted on A-8.

Bike Boulevard Crossings

The following changes should be made in the recommendations for bike boulevard crossings:

- P. A-21: “No stand-alone use of RRFBs. RRFBs should either be implemented in tandem with a median crossing or should include other traffic calming features such as raised crosswalks or curb extensions.” The wording should make it clear that 1) a median should be used with RRFBs if possible. 2) If it is not possible to include a median, several other traffic-calming features such as raised crosswalks, speed tables, curb extensions, and vehicle turn restrictions, should be used with the RRFB.
- P. A-22: “Use of an All-Way STOP sign as stand-alone option for local street intersections, collector street intersections, and minor arterial intersections that are no more than three lanes of travel. The intersection must meet a CA MUTCD STOP warrant before being considered for this treatment.” Change this to say “must meet a CA MUTCD STOP warrant or meet the [standards adopted by the Berkeley City Council on November 12, 2019](#) for installing stop signs that do not meet CA MUTCD STOP warrant.”
- Add to Appendix A a recommendation that bicycle markings (eg sharrows) should be added at bicycle boulevards’ intersections with diverters, medians, and collector or arterial streets.

Secure Network Recommendations

Unsignalized Crossing Treatment Progression Table

Walk Bike Berkeley appreciates that the City has removed Rectangular Rapid-Flashing Beacons (RRFBs) as a stand alone bike boulevard crossing treatment and has added all-way stops in Table 8: Unsignalized Crossing Treatment Progression Table (p. 91), but we recommend the following changes to this table:

- All-Way Stop has a note saying it should be used “Subject to successful warrant analysis,” and the state warrant is also mentioned on p. 92. In fact, the City Council passed a resolution in 2019 saying All-way stops can be used at bikeway crossings even

if it does not meet state standards for a warrant, and the note should also refer to these city standards. You can find this resolution here:

http://www.preservenet.com/11_12_2019Stop%20Sign%20Warrant%20Policy.pdf.

- RRFB + median on a four-lane or five-lane street with medium traffic should be LTS4 (not LST3) and on a four-lane or five-lane street with low traffic should be LST3 (not LST2).

In general, a median with RRFB should only be used on two-lane streets; for example, at Dwight/California, the median provides a safe and convenient crossing, even though it does not have an RRFB, But a median with RRFB does not provide a safe and convenient crossing on four-lane streets; for example, Shattuck/Virginia is a difficult crossing despite the RRFB and median.

In addition, the following paragraph on p. 92 should be modified:

Current: “RRFBs should be implemented in tandem with a median crossing or should include other traffic calming features such as raised crosswalks or curb extensions. This reduces crossing distances and improves visibility.”

WBB proposal: “RRFBs should be implemented in tandem with a median crossing or should include several other traffic-calming features such as raised crosswalks or speed tables, curb extensions, and vehicle turn restrictions. These features reduce crossing distances, improve visibility, and reduce vehicle speeds.”

An RRFB + curb extension or raised crosswalk does not create a safe and convenient crossing . Our suggested change highlights the multiple features needed to provide a low-stress experience where an RRFB is used without a median.

Map of Secure Crossings

Despite the policy stated in Table 8, the map of crossings in Figure 14: Recommended Low-Stress Bikeway Intersection Control Improvements (p. 93) includes many intersections that have only RRFBs recommended and **includes RRFBs but does not include All-Way Stops** in its list of intersection controls.

Generally, we recommend:

- RRFB+Median should be used on two-lane streets but not on four-lane streets. For example, we can see that a median has made Dwight/California a safe crossing (even without an RRFB), but a PHB was installed at San Pablo/Virginia because it would obviously be unsafe to use an RRFB on that four-lane street. Yet the map uses an RRFB at University/Grant, which is a difficult crossing of a four-lane street like San Pablo/Virginia.
- The map should recommend future upgrades for current projects that will install RRFBs alone. A couple of projects with RRFBs alone at crossings are underway, planned according to the 2017 Bike Plan. These projects should go ahead with RRFBs as

planned, but this map in the Bike Plan should specify how they will be upgraded in the future.

- The school icon is not in the legend.

We recommend these changes in the map for specific intersections:

- **9th/Virginia:** Proposed: No improvement. Should be: A four-way stop at this intersection of two bicycle boulevards.
- **Addison/Curtis/Lehua Way:** Proposed: No improvement. Should be: A four-way stop and/or raised intersection. This improvement is needed to facilitate a safe route to Oxford Elementary.
- **Emeryville Greenway/Folger:** Proposed: No improvement. Should be: A raised crossing plus the existing RRFB.
- **Russell/Adeline, Addison/MLK:** Plan recommends a Median+RRFB on a four-lane street and should be upgraded to a PHB or Traffic Signal: (Note that Addison/MLK already has a Median+RRFB and it is not adequate.)
- **Alcatraz/Idaho, Shattuck/Woolsey, Stannage/Cedar, Stannage/Hopkins, Kains/Gilman, Milvia/Hopkins:** Plan recommends an RRFB alone and should be upgraded to a four-way stop or median+RRFB.

With these changes to create safer crossings and to calm traffic, the Bike Boulevards could provide a network of secure streets that would attract people who are now unwilling to bicycle because it is dangerous.

Additions to the Network

- Extend Colusa on the low-stress network to reach from Solano Ave. to Hopkins St., likely as a bike boulevard, and possibly as a cycletrack between Solano Ave. and Monterey Ave. This is needed as a safe route to school for Thousand Oaks Elementary School and King Middle School.
- Extend the Camelia Street Bike Boulevard from 8th Street to 4th Street, then from Camelia St to Gilman St to connect to the protected cycle track starting at 4th and Gilman.
- Upgrade Bay/Shellmound from Aquatic Park south the city line from class 3 bike route to class 4 cycletrack. This change is consistent with ACTC plans for the Ashby interchange project.
- Spruce St and Arlington: Add a class 2 upgraded bike lane for the uphill (climbing) direction on Spruce and Arlington. Frequent vehicles passing in a shared lane make cycling in the uphill direction high stress, both of these streets would better support Northeast Berkeley.

General Recommendations

- Use the Term Class 2 Bicycle Boulevard for Bicycle Boulevards with striped lanes. Current terminology is inconsistent:
 - Class 3 Bicycle Boulevard is used to mean a bike boulevard with no striped lanes.
 - Class 2 Bike Lane and Class 2 Upgraded Bike Lane are used for parts of bike boulevards that have striped lanes (like California north of Dwight) without clearly indicating that they are bike boulevards. These should be called Class 2 Bicycle Boulevards instead to assure that they are not confused with ordinary Class 2 Bike Lanes (like on Delaware). Calling them Class 2 Bicycle Boulevards makes it clear that they get full bike boulevard treatment with traffic calming. (pages 8-10)
- Add a standard saying protected bike lanes should not cross slip-turn lanes unless it is unavoidable. In cases where they do (such as the northeast corner of Bancroft/Fulton and the northeast corner of Ashby/Adeline) we should eliminate the slip-turn lane if possible.
- Add a standard that cape seal paving will NOT be used on the low-stress bike network.

Implementation: High Priority Projects

Key Projects

Add to or modify the list of key projects (p. 109) as follows:

- **Protected Bike Lanes on Hearst from California to Milvia:** This low-stress bikeway would connect the Ohlone Greenway with the existing protected lanes on Milvia and on Hearst, creating a continuous secure bikeway connecting downtown Berkeley and UC Campus with the cities to the north and with the new housing coming at NB BART. The City's goal should be to complete these lanes by the time the housing at NB BART is complete.
- **Heinz Ave Bicycle Boulevard (p. 114):** This key project should recommend creating a cycle track on Heinz between San Pablo and Ninth St, while noting that traffic calming (adding speed tables or speed cushions) should be studied as an alternative. Because of traffic volumes heading to and from the Berkeley Bowl, a protected bike track is needed here. The plan dismisses the possibility of protected bike lanes by saying that it would require removing parking on both sides, but this should be studied during the planning process for the street to allow the public to weigh in on it; it should not be dismissed in the bike plan with no public input. The blue zone parking space should be relocated and additional blue zones could be added on 9th street and 10th street.

Tiering

- Claremont Ave. should be made a Tier 1 project. It is scheduled for paving in 2027, and the complete street study and design should be complete before paving begins.
- The tiering section is confusing because it includes obsolete elements. Table 10, Tier 1 project list beginning on p. 101 does not include speed tables or speed cushions in the list of improvements for Bike Bike Boulevards and does include RRFBs alone as controls at many intersections. It should be modified, since RRFBs alone are no longer recommended controls at intersections.

Updates Needed to Reflect New Policies

In the following cases, it seems that earlier text was not revised to reflect the new policies saying that 1) there should be speed tables on every block of bike boulevards and 2) all-way stops may be used at crossings but RRFBs alone may not. They should be corrected.

Updates to Earlier Recommendations for Bike Boulevards

The following statements should be updated to reflect the new policy requiring speed tables or cushions on every block of Bike Boulevards.

- P. 94: “While these recommendations focus on traffic circles and diverters as primary bicycle boulevard traffic calming strategies, the City should consider the full range of traffic calming options when needed. Examples of other traffic calming treatments that have been found effective in Berkeley and Bay Area cities include speed tables and cushions.” It is no longer true that the city just “should consider” them. Speed tables are recommended on every block.
- P. 95: Figure 15: Recommended Low-Stress Bicycle Boulevard Traffic Calming Improvements: Add a note saying “In addition to the improvements shown in the map, Bicycle Boulevards should have at least one speed table or speed cushion per block, as specified in Appendix A.”
- P. 96: “The City should continue to use speed tables where appropriate to reduce vehicle speeds, and consider them for inclusion on bicycle boulevards where additional traffic calming is needed.” This statement should say that speed tables are recommended on bicycle boulevards (not “considered” only “where additional traffic calming is needed”) and that other vertical deflection devices can be used after the city approves them. We recommend changing it to: “The city should use speed tables to reduce vehicle speeds on bicycle boulevards initially, and should consider using other traffic calming devices such as speed cushions to reduce speeds on bicycle boulevards after the city approves these devices.”
- P. A-8: “Bicycle boulevards should have a maximum posted speed of 25 mph. Use traffic calming to pursue speeds below 20 mph (25 mph maximum). Bikeways with average speeds above this limit should be considered for traffic calming measures.” Traffic calming should not just “be considered” for some bike boulevards. Speed tables or cushions are recommended on all bike boulevards.

Updates to Earlier Recommendations for Crossings

The following earlier recommendations for crossings are inconsistent with Table 8. They seem to have been included by mistake without being modified from the 2017 Bike Plan:

- RRFBs alone are included as a recommended intersection treatment on p. 38-39, with a picture.
- Four-way stops are not included as a recommended intersection treatment on p. 38-39, and there is no picture of them.
- Table 4 on p. 44 showing the number of existing safe intersections is misleading because it includes intersections with just RRFBs, which are not safe, but does not include intersections with 4-way stops, which are safe.
- Figure 6 on p. 45, the map of existing safe intersections, is inconsistent with Table 4 because it does include intersections with all-way stops.

Updates to the Map of Secure Crossings

Despite the policy stated in Table 8, the map of crossings in Figure 14: Recommended Low-Stress Bikeway Intersection Control Improvements (p. 93) includes many intersections that have only RRFBs as a control and includes RRFBs in its list of intersection controls. It does not have any intersections with all-way stops as controls,

This error comes from a failure to update the map to match the new standard in the progression. The map must be updated, and **the public should have sufficient opportunity to review the proposals for individual intersections.**

Thank you for considering these suggestions.

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For Walk Bike Berkeley

[Walk Bike Berkeley](#), an all-volunteer group founded by Berkeley residents, advocates to make walking and biking in Berkeley safe, low-stress, and fun for people of all ages and abilities. We want a healthy, just, and sustainable transportation system in Berkeley.