



TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING

AGENDA

Thursday, October 16th, 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 September 18th, 2025 meeting
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. Jeronimus Alley street naming – Action requested – 6:45 pm

Public Works Staff

At the September 21, 2023 Transportation and Infrastructure Commission meeting, the Commission heard a request from the Berkeley Path Wanderers Association to name the alleyway running parallel between 5th and 6th streets from Camelia to Virginia street in honor of Wayne Jeronimus. Now, it is informally known as "5 1/2 Street." At that meeting, [the Commission voted unanimously](#) to "recommend to City Council that they approve the name change of 5-1/2 St. to Jeronimus Alley." However, the [Berkeley City Council Rules of Procedure and Order](#) require that the hearing and the vote occur at two separate meetings. Thus, staff are requesting that the Commission vote again on this request.

Wayne Jeronimus worked for the City of Berkeley Housing Department from 1976 to 2000, where he was part of a team working to provide affordable housing within city limits. He led the City's popular first-time homebuyers' program and worked on a project to preserve Victorian cottages for limited-income residents. As Wayne Jeronimus is a living person, a 2/3 majority vote of the City Council will be required for the alley naming.

2. Daniel Ellsberg honorary street naming – Action requested – 7 pm
Public Works Staff

At the April 17, 2025 Transportation and Infrastructure Commission meeting, the Commission heard a request from the Western States Legal Foundation to name Kittredge Street in honor of journalist Daniel Ellsberg. At that meeting, [the Commission voted unanimously](#) to honor Mr. Ellsberg and “install three ceremonial street name signs on Kittredge at Milvia, Shattuck and Fulton in consultation with community members about the specific locations at each intersection.” However, the [Berkeley City Council Rules of Procedure and Order](#) require that the hearing and the vote occur at two separate meetings. Thus, staff are requesting that the Commission vote again on this request.

Daniel Ellsberg was a Berkeley journalist, professor and dean of the UC Berkeley Graduate School of Journalism. He leaked the “Pentagon Papers,” which contributed to the end of the Vietnam War, and was a peace activist who spoke out against nuclear weapons. In October 2024, the [City's Peace and Justice Commission](#) also supported this request. Mr. Ellsberg passed away in 2023.

3. Informational presentation on the U.S. Safe System Academy Training* – 7:15 pm
Commissioners

Commissioner Liza Lutzker will give a presentation on the U.S. Safe System Academy training that she attended in June 2025. The training was sponsored by Johns Hopkins University, Trafikverket (the Swedish Transport Administration), the Institute of Transportation Engineers, the FIA Foundation and the AAA Foundation for Traffic Safety.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS – 8 pm

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

1. Temporary Ad Hoc Committee verbal reports, assignments, creation or dissolution
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

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D. COMMUNICATIONS – 8:15 pm

E. FUTURE AGENDA ITEMS – 8:20 pm

F. ADJOURNMENT – 8:25 pm

Agenda Posted: October 10th, 2025

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, November 20th, 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

Communications to Berkeley boards, commissions or committees are public record and will become part of the City's electronic records, which are accessible through the City's website. Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to a City board, commission or committee, will become part of the public record. If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the secretary of the relevant board, commission or committee. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the secretary to the relevant board, commission or committee for further information.

Commission Secretary Mark Helmbrecht
Transportation Manager, Public Works
Telephone 510-981-6403 / Fax: (510) 981-7060 / TDD: (510) 981-6903
Email: MHelmbrecht@berkeleyca.gov



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

Thursday, September 18th, 2025, 6:15 pm

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

A. PRELIMINARY BUSINESS – 6:15 pm

1. Call to order

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

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

2. Roll call

6:17 pm:

Commissioners Present: Naveen Gattu, Arsh Singh Hothi (arrived at 6:25 pm)
Adrian Leung, Liza Lutzker, Julia Moss, Holly Scheider
(arrived at 6:25 pm), Kim Walton (arrived at 6:21 pm),
Ren Zaro

Staff Present: Wahid Amiri, Mark Helmbrecht, Ron Nevels, Noah
Budnick, Babak Dorji, Elliott Schwimmer, Eric Anderson,
Thaddeus Wozniak (consultant, Nelson\Nygaard)

3. Public comment on items not on the agenda

6:17 pm: One public comment.

4. Approval of minutes from the August 21st, 2025, meetings

6:19 pm Action: It was Moved / Seconded (Moss/Gattu) to approve the minutes from the August 21st, 2025 commission meeting.

6:19 pm: Vote:

Ayes: Gattu, Leung, Lutzker, Moss, Zaro

Noes: None

Abstain: None

Absent: Hothi, Scheider, Walton

Excused: None

Recused: None

6:19 pm: Motion passed 5-0-0-3-0-0

5. Approval and Order of Agenda

6:20 pm Action: Chair Zaro proposed moving discussion/action item B2 to the first agenda item. It was Moved / Seconded (Zaro / Leung) to accept this proposal and approve the agenda.

6:20 pm: Vote:

Ayes: Gattu, Leung, Lutzker, Moss, Zaro

Noes: None

Abstain: None

Absent: Hothi, Scheider, Walton

Excused: None

Recused: None

6:20 pm: Motion passed 5-0-0-3-0-0

6. Update on administration and staff

6:21 pm: Manager of Transportation, Mark Helmbrecht, provided an update on division hiring efforts: there are no current staffing changes, and the hiring freeze is still in effect. Manager of Engineering, Ron Nevels, provided an update on the approval received to recruit for the Associate Civil Engineer position.

Commissioner Lutzker asked for updates on the Supervising Traffic Engineer position recruitment and for an update on daylighting implementation and programming.

Commissioner Walton conveyed support for programming daylighting areas with bike and micromobility parking.

6:30 pm: Five members of the public present.

7. Announcements

6:32 pm: Commissioner Zaro announced on August 24th, a pedestrian was struck by a driver and later passed away from their injuries; this past Tuesday, two pedestrians and a cyclist were hit by a driver; there is a vital need to recognize the inherent harm involved with people driving automobiles in connection with pedestrian and bicyclist safety.

B. DISCUSSION/ACTION ITEMS

1. Informational presentation on the Adeline Quick Build and Adeline Transportation Improvements projects

6:35 pm: Public Works staff presented an update on the Adeline Quick Build Project and the longer-term Adeline Transportation Improvements Project. These combined efforts are intended to improve safety on a Vision Zero High-Injury Street, delivering near-term changes and planning for a permanent, community-driven design.

6:43 pm: Commissioners asked clarifying questions on the following: Are the slip lanes located at Ashby and Adeline part of the Adeline Quick Build and Adeline Transportation

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Improvements projects; how will the quick build coordinate with crossing improvements along the Bike Boulevard project; what are the construction timelines?

6:46 pm: 1 public comment.

6:47 pm: 6 members of the public present.

6:48 pm: Commissioners conducted a discussion. Commissioner Zaro repeated a question received from the public: What sort of pedestrian safety improvements will be part of the quick build, and will they be included as permanent in the Adeline Transportation Improvement Project?

Commissioners made the following recommendations for community engagement: outreach to Malcolm X and Sylvia Mendez elementary schools; include faith based and health care facilities, senior housing and other senior organizations; encourage schools to help name the project; reach out to Healthy Black Families. Commissioner Gattu asked a clarifying question about when the City of Oakland's nearby work will be completed. Commissioner Zaro agreed with the aforementioned comments.

2. Telegraph Avenue Multimodal Corridor Study

6:53 pm: Public Works staff presented an update on the Telegraph Avenue Multimodal Corridor Study and asked the Commission to take action by recommending the preferred conceptual design to the City Council for their approval. Staff reviewed the analysis that went into the study and the concept design selection process. Staff summarized stakeholder feedback and survey results. Staff also discussed next steps for the project.

7:20 pm: Commissioners asked clarifying questions on the following: Did the raised bike lane get removed from concept 3B; what is the status of the elevated bike lane and disability access; does the preferred concept maintain most parking; is it true that it'll be hard to implement left turn bans because it's difficult to implement diverters and change behavior; does transit time and vehicle delays include Oakland's changes; how the proposed Dwight Triangle changes impact transit; have protected intersections been considered; are wheelchairs users exiting buses into bike lanes in any of these plans; will bus stops have pedestrian crossings?

7:36 pm: One public comment.

7:40 pm: Commissioners commented on: including the Walk Bike Berkeley and disabled community members' comments in the presentation; acknowledging concept 3B provides access to businesses on Telegraph; recognizing Telegraph Avenue's connection to Oakland and the importance of continuing the same design; supporting closing the slip lane at the Dwight Triangle, doing a pedestrian count, comparing the number of pedestrians to the number of drivers using the triangle, and using this information to help make the case for pedestrian improvements; concerns over the pass/fail element of scoring methodology, absence of an existing Berkeley plan that speaks to maintaining traffic circulation; considering the feasibility of pedestrian scrambles; removing additional parking for transit lanes and other uses.

Commissioners asked additional clarifying questions: How much of the Telegraph Avenue Multimodal Corridor project is funded; what is the plan for finding more funding;

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could it fall under FF funding; does funding rely on federal sources; could the lack of funding lead to potential confusion, delays, rushed process, and disjointed engagement?

Commissioners commented on the following: a project in Boston was said to be defunded because it proposed reducing car lanes; expressed appreciation for the City of Berkeley working with AC Transit; support for students taking the bus; encouraged transit improvements; highlighted potential for increased transit ridership; shared AC Transit's concerns about timing of survey; expressed the need for additional bus islands, posts and designs to deter drivers from using bus lanes; communicated that the Durant bus improvements are working well; interested in seeing a plan that prioritizes bus riders; reiterated that concept 3B is really good and desires to see transit improvements added; shared their strong support of closing the slip lane at Dwight Triangle.

8:02 pm Action: It was Moved / Seconded (Hothi/Scheider) to recommend Concept 3B with the following requests:

1. The City will work closely with AC Transit to reduce transit delays and improve transit times to the largest extent possible;
2. At a time to be determined, the City will bring back several design options for closing the Dwight slip lane; and,
3. The City will include intersection and bus stop designs to review.

8:04 pm: Vote:

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

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

8:04 pm: Motion passed 8-0-0-0-0

8:04 pm: Commission Walton left.

3. Draft letter on Bike Plan Update

8:05 pm: The Transportation and Infrastructure Commission's Temporary Ad Hoc Bike Plan Update Committee presented a draft letter to the City Council about the Bike Plan update. The temporary ad hoc committee sought discussion and feedback and commission approval to send the letter to the City Council.

Commissioner Lutzker introduced the letter's focus on policy, and that it is consistent with Council priorities and resolutions in order to ensure input into the plan is accurate. Commissioner Lutzker reported that the temporary ad hoc committee met with staff and addressed inaccuracies in the draft letter.

8:07 pm: Two members of the public present.

8:13 pm: One public comment.

8:16 pm: Commissioner Lutzker reviewed edits based upon a recent meeting with City staff and on a separate meeting of the Fire and Disaster Safety Commission.

8:17 pm: One member of the public present.

8:24 pm: Commissioners discussed the draft letter.

8:25 pm: No members of the public present.

8:37 pm Action: It was Moved / Seconded (Scheider / Hothi) to approve the draft letter on the Bike Plan Update:

8:37 pm: Vote:

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

Noes: None

Abstain: None

Absent: Walton

Excused: None

Recused: None

8:37 pm: Motion passed 7-0-0-1-0-0

4. Amend standing agenda item C1 as "Temporary Ad Hoc Committee verbal reports, assignments, creation or dissolution"

8:38 pm: Commissioners discussed the amendment.

8:41 pm Action: It was Moved / Seconded (Leung / Gattu) to amend the Commission's standing meeting agenda item C1 as "Temporary Ad Hoc Committee verbal reports, assignments, creation or dissolution.

8:41 pm: Vote:

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

Noes: None

Abstain: None

Absent: Walton

Excused: None

Recused: None

8:41 pm: Motion passed 7-0-0-1-0-0

8:43 pm Action: It was Moved / Seconded (Lutzker / Moss) to extend the meeting to 8:50 pm.

8:43 pm: Vote:

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

Noes: None

Abstain: None

Absent: Walton

Excused: None

Recused: None

8:43 pm: Motion passed 7-0-0-1-0-0

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

8:43 pm Action: It was Moved / Seconded (Lutzker / Zaro) to Add Commissioner Gattu to the Temporary Ad Hoc Bike Plan Update Committee.

8:43 pm: Vote:

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

Noes: None

Abstain: None

Absent: Walton

Excused: None

Recused: None

8:43 pm: Motion passed 7-0-0-1-0-0

8:45 pm Action: It was Moved / Seconded (Zaro/Lutzker) to appoint Commissioner Lutzker as the liaison to Disaster and Fire Safety Commission.

8:45 pm: Vote:

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

Noes: None

Abstain: None

Absent: Walton

Excused: None

Recused: None

8:45 pm: Motion passed 7-0-0-1-0-0

D. COMMUNICATIONS

8:45 pm: No communications.

E. FUTURE AGENDA ITEMS

8:46 pm: Recommendation made to name "5 ½ Street" alleyway as Jeronimus Alley.

F. ADJOURNMENT

8:46 pm Action: It was Moved / Seconded (Zaro/Leung) to adjourn the meeting.

8:46 pm: Vote:

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

Noes: None

Abstain: None

Absent: Walton

Excused: None

Recused: None

8:46 pm: Motion passed 7-0-0-1-0-0

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, November 20, 2025, at 6:15 pm, at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.

Administrative Procedures

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

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

The secretary shall keep an accurate record of the commission's proceedings and transactions. The secretary shall provide action minutes similar to those provided to the Council by the City

Clerk. Action minutes list the date, time, and place of the meetings; the staff in attendance; the commissioners present and absent; and a clear and concise description of final actions taken. Approved motions are indicated by "moved, seconded, and carried" and include a breakdown of the vote. The vote breakdown includes the commissioners voting yes, no, abstain, absent, recused, and reason for recusal. Reasons for making a motion, debate, content of public comments, and audience reaction are not to be included.

Commission Secretary, Mark Helmbrecht
Manager of Transportation, Public Works
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The Berkeley City Council Rules of Procedure and Order

Adopted by Resolution No. 71,544–N.S.

Effective October 29, 2024

APPENDIX A. POLICY FOR NAMING AND RENAMING PUBLIC FACILITIES

Purpose

To establish a uniform policy regarding the naming and renaming of existing and future parks, streets, pathways and other public facilities.

Objective

- A. To ensure that naming public facilities (such as parks, streets, recreation facilities, pathways, open spaces, public building, bridges or other structures) will enhance the values and heritage of the City of Berkeley and will be compatible with community interest.

Section 1 – Lead Commission

The City Council designates the following commissions as the ‘Lead Commissions’ in overseeing, evaluating, and ultimately advising the Council in any naming or renaming of a public facility. The lead commission shall receive and coordinate comment and input from other Commissions and the public as appropriate.

Board of Library Trustees

Parks, Recreation & Waterfront Commission – Parks, recreation centers, camps, plazas, public open spaces, and public facilities within the area of the City known as the Waterfront, as described in BMC 3.36.060.B.

Transportation and Infrastructure Commission – Public buildings (other than recreation centers), streets and bridges or other structures in the public thoroughfare.

Section 2 – General Policy

- A. Newly acquired or developed public facilities shall be named immediately after acquisition or development to ensure appropriate public identity.
- B. No public facility may be named for a living person, but this policy can be overridden with a 2/3 vote of the City Council.
- C. Public facilities that are renamed must follow the same criteria for naming new facilities. In addition, the historical significance and geographical reference of the established name should be considered when weighing and evaluating any name change.
- D. The City encourages the recognition of individuals for their service to the community in ways that include the naming of activities such as athletic events, cultural presentations, or annual festivals, which do not involve the naming or renaming of public facilities.
- E. Unless restricted by covenant, facilities named after an individual should not necessarily be considered a perpetual name.

Section 3 – Criteria for Naming of Public Facilities

When considering the naming of a new public facility or an unnamed portion or feature within an already named public facility (such as a room within the facility or a feature within an established park), or, the renaming of an existing public facility the following criteria shall be applied:

- A. Public Facilities are generally easier to identify by reference to adjacent street names, distinct geographic or environmental features, or primary use activity. Therefore, the preferred practice is to give City-owned property a name of historical or geographical significance and to retain these names.
- B. No public facility may be named for a living person, but this policy can be overridden with a 2/3 vote of the City Council.
- C. The naming of a public facility or any parts thereof in recognition of an individual posthumously may only be considered if the individual had a positive effect on the community and has been deceased for more than 1 year.
- D. When a public facility provides a specific programmatic activity, it is preferred that the activity (e.g. skateboard park, baseball diamond) be included in the name of the park or facility.
- E. When public parks are located adjacent to elementary schools, a name that is the same as the adjacent school shall be considered.
- F. When considering the renaming of an existing public facility, in addition to applying criteria A-E above, proper weight should be given to the fact that: a name lends a site or property authenticity and heritage; existing names are presumed to have historic significance; and historic names give a community a sense of place and identity, continuing through time, and increases the sense of neighborhood and belonging.

Section 4 –Naming Standards Involving a Major Contribution

When a person, group or organization requests the naming or renaming of a public facility, all of the following conditions shall be met:

- A. An honoree will have made a major contribution towards the acquisition and/or development costs of a public facility or a major contribution to the City.
- B. The honoree has a record of outstanding service to their community
- C. Conditions of any donation that specifies that name of a public facility, as part of an agreement or deed, must be approved by the City Council, after review by and upon recommendation of the City Manager.

Section 5 –Procedures for Naming or Renaming of Public Facilities

- A. Any person or organization may make a written application to the City Manager requesting that a public facility or portion thereof, be named or renamed.
 - 1. Recommendations may also come directly of the City Boards or Commissions, the City Council, or City Staff.
- B. The City Manager shall refer the application to the appropriate lead commission as defined in Section 1 of the City's policy on naming of public facilities, for that commission's review, facilitation, and recommendation of disposition.
 - 1. The application shall contain the name or names of the persons or organization making the application and the reason for the requested naming or renaming.
- C. The lead commission shall review and consider the application, using the policies and criteria articulated to the City Policy on Naming and Renaming to make a recommendation to Council.
 - 1. All recommendations or suggestion will be given the same consideration without regard to the source of the nomination
- D. The lead commission shall hold a public hearing and notify the general public of any discussions regarding naming or renaming of a public facility.

1. Commission action will be taking at the meeting following any public hearing on the naming or renaming.
- E. The commission's recommendation shall be forwarded to Council for final consideration.

The City of Berkeley Policy for Naming and Renaming Public Facilities was adopted by the Berkeley City Council at the regular meeting of January 31, 2012.

To: Transportation and Infrastructure Commission
From: Janet Byron, Berkeley Path Wanderers Association
Date: September 21, 2023
Subject: Request to Recommend Naming "5 ½ Street" Alleyway to Jeronimus Alley

In accordance with the City of Berkeley's Policy for Naming and Renaming of Public Facilities, the Berkeley Path Wanderers Association requests consideration by the Transportation and Infrastructure Commission (TIC) to recommend naming of the alleyway running parallel between 5th and 6th Streets, located between Camelia St and Virginia St, to "Jeronimus Alley" in honor of Wayne Jeronimus. As Wayne Jeronimus is a living person, a 2/3 majority vote of the City Council would be required.

BACKGROUND

Following a pair of perfunctory jobs in Oakland and San Francisco, Wayne Jeronimus landed at the City of Berkeley Housing Department in February 1976, where he spent the next 24 years. He was part of a team working to provide affordable housing within city limits. Jeronimus led the City's popular first-time homebuyers program, in which buyers received a \$20,000 interest-free loan, with the City as a silent second on mortgages.

Berkeley's Redevelopment Agency owned nine parcels at the corner of Fifth Street and Cedar. These were working people's Victorian cottages and the agency and City of Berkeley had a vision to preserve them for limited-income residents. A lottery identified low-income, first-time home buyers, and Wayne worked with them personally to determine their income and liabilities.

Under Wayne's persuasion, a deal was struck between the U.S. Department of Housing and Urban Development (HUD) and the City of Berkeley to structure mortgages that would enable these properties to remain affordable in perpetuity. The City received a federal Section 312 loan; HUD was in first position on the purchases, the City of Berkeley was a silent second, and the owners put down 10%.

Once the buyers were settled, City leadership sought opportunities to honor the Housing Department for a job well done. Wayne jokingly suggested that they could name the alley after him. In 1989, a small sign with "Jeronimus Alley" was installed on the back of what is now the Kermit Lynch office and warehouse building.

Currently there is no officially recognized name to this alleyway, though on Google Maps, it is unofficially labelled as "5 ½ Street".

EVALUATION

We have evaluated the proposal against the established criteria set forth in the City's policy for naming public facilities. Our evaluation found that the naming proposal meets the following criteria:

1. Mr. Jeronimus has had a positive effect on the community during his lifetime.
2. The naming is in accordance with the policy, as the current unofficial name of the alleyway (5 1/2 Street) does not have significant historical or geographical importance.

However, as per the policy, public facilities should generally not be named after living persons. To override this policy, a 2/3 majority vote of the City Council would be required.

IMPACTS

As this alleyway does not have any addresses, there would be no impact to public services as a result of the naming.

The cost to install eight (8) street signs on posts would total approximately \$2,400.

Berkeley Path Wanderers Association requests the TIC recommend the official naming of the "5 1/2 Street" alleyway between Camelia St and Virginia St to "Jeronimus Alley" in honor of Wayne Jeronimus, provided that a 2/3 majority vote of the City Council is achieved.



Peace and Justice Commission

ACTION CALENDAR
October 1, 2024

To: Honorable Mayor and Members of the City Council
From: Peace and Justice Commission
Submitted by: Grace Morizawa, Chair, Peace and Justice Commission
Subject: Resolution Name a City of Berkeley Major Street in Honor of Daniel Ellsberg

RECOMMENDATION

Adopt a resolution that the City of Berkeley Council name a Berkeley major street in honor Daniel Ellsberg to serve as an ongoing reminder of Berkeley’s commitment to peace.

FISCAL IMPACTS OF RECOMMENDATION

None.

CURRENT SITUATION AND ITS EFFECTS

June 23, 2024, U.S. Conference of Mayors (USCM) unanimously adopted a resolution, co-sponsored by Berkeley Mayor Jesse Arreguin, “The Imperative of Dialogue in a Time of Acute Nuclear Dangers,” calling on “member cities to take action at the municipal level to raise public awareness of the growing dangers of wars among nuclear-armed states, the humanitarian and financial impacts of nuclear weapons, and the urgent need for good faith U.S. leadership in negotiating the global elimination of nuclear weapons.

At its regular meeting February 6, 2023, the Peace and Justice Commission adopted the following recommendation proposing City Council name a major street in honor of Daniel Ellsberg.

M/S/C: McNeil, Taylor
Ayes: Bohn, Jacquelin, Lippman, McNeil, Mencher, Morizawa, Taylor
Noes: Elias
Abstain: N/A
Absent: Guarino

Name a City of Berkeley Major Street in Honor of Daniel Ellsberg

ACTION CALENDAR
October 1, 2024

BACKGROUND

Daniel Ellsberg over many years advocated disarmament and spoke against nuclear weapons. He was an outstanding educator and activist on some of the most important issues facing the Earth for decades and supported, encouraged and inspired whistleblowers, journalists and activists all over the world. And in recognition of his contribution and significant leadership the City of Berkeley declared the week of April 24-30, 2023 Daniel Ellsberg Week.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

No environmental effects.

RATIONALE FOR RECOMMENDATION

The Peace and Justice Commission advises the City Council on all matters relating to the City of Berkeley's role in issues of peace and social justice (Berkeley Municipal Code Chapter 3.68.070).

Berkeley has long been a national leader in speaking out for peace and justice, both locally and globally. Berkeley has repeatedly set a precedent for taking principled stances and recognizing those working for peace.

Naming a street in honor Daniel Ellsberg, who has been recognized by the City of Berkeley and known to the world as a leader of peace and spokesperson for nuclear nonproliferation will serve as an ongoing reminder to Berkeley's youth and all residents of the great moral value of whistleblowers, standing up for one's beliefs, and working for a permanent end to nuclear weapons and nuclear war.

ALTERNATIVE ACTIONS CONSIDERED

None.

CITY MANAGER

The City Manager takes no position on the content and recommendations of the Commission's Report. If the City Council wishes to pursue this renaming, the item must be referred to the Transportation and Infrastructure Commission for a recommendation pursuant to the Naming Policy in the City Council Rules of Procedure.

CONTACT PERSON

Okeya Vance-Dozier, Peace and Justice Commission Secretary, City Manager's Office
510-529-5376

Attachments:

1: Resolution

Name a City of Berkeley Major Street in Honor of Daniel Ellsberg

ACTION CALENDAR
October 1, 2024

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

RESOLUTION TO NAME A CITY OF BERKELEY MAJOR STREET
IN HONOR OF DANIEL ELLSBERG

WHEREAS, the Peace and Justice Commission advises the City Council on all matters relating to the City of Berkeley's role in issues of peace and social justice (Berkeley Municipal Code Chapter 3.68.070); and

WHEREAS, the City of Berkeley has long been a national leader in speaking out for peace and justice, both locally and globally. Berkeley has repeatedly set a precedent for taking principled stances and recognizing those working for peace; and

WHEREAS, on June 23, 2024, U.S. Conference of Mayors (USCM) unanimously adopted a resolution, co-sponsored by Berkeley Mayor Jesse Arreguin, "The Imperative of Dialogue in a Time of Acute Nuclear Dangers," calling on "member cities to take action at the municipal level to raise public awareness of the growing dangers of wars among nuclear-armed states, the humanitarian and financial impacts of nuclear weapons, and the urgent need for good faith U.S. leadership in negotiating the global elimination of nuclear weapons;"ⁱ and

WHEREAS, the USCM "calls on the Administration and Congress to reconsider further investments in nuclear weapons and find ways that our finite federal resources can better meet human needs, support safe and resilient cities, and increase investment in international diplomacy, humanitarian assistance and development, and international cooperation to address the climate crisis;"ⁱⁱ and

WHEREAS, the City of Berkeley has long been a member of Mayors for Peace, the original sponsor of the above resolution;ⁱⁱⁱ and

WHEREAS, Daniel Ellsberg risked life in prison to reveal the Pentagon Papers including 7,000 government pages of deceptions by successive presidents who exceeded their authority, bypassed Congress, and misled the American people and the rest of the world; and

WHEREAS, Mr. Ellsberg's actions contributed to ending the war in Vietnam, and to discouraging further war-making, including by informing the public of the inner workings of the U.S. government;^{iv} and

WHEREAS, Daniel Ellsberg was an outstanding educator and activist on some of the most important issues facing the Earth for decades and supported, encouraged and inspired whistleblowers, journalists and activists all over the world;^v and

Name a City of Berkeley Major Street in Honor of Daniel Ellsberg

ACTION CALENDAR
October 1, 2024

WHEREAS, the City of Berkeley declared the week of April 24-30, 2023 Daniel Ellsberg Week; and

WHEREAS, naming a major Berkeley street in honor of Daniel Ellsberg will serve as an ongoing reminder to Berkeley's youth and all residents of the great moral value of whistleblowers, standing up for one's beliefs, and working for a permanent end to nuclear weapons and nuclear war.

NOW THEREFORE, BE IT RESOLVED by the City of Berkeley that Berkeley shall name a major city street in honor and recognition of Daniel Ellsberg, his moral courage and as a legacy for peace.

ⁱ "The Imperative of Dialogue in a Time of Acute Nuclear Dangers," June 2024, U.S. Conference of Mayors, https://legacy.usmayors.org/resolutions/92nd_Conference/proposed-review-list-full-print-committee-individual.php?resid=a0FKY000000sZ8x2AE

ⁱⁱ USCM

ⁱⁱⁱ USCM

^{iv} City of Berkeley Proclamation in Honor of Daniel Ellsberg, April, 24, 2023.

^v City of Berkeley



JOHNS HOPKINS
BLOOMBERG SCHOOL
of PUBLIC HEALTH

Johns Hopkins
Center for Injury Research and Policy

Reflections for Berkeley

Liza Lutzker

October 16, 2025

2025 Safe System Academy

June 2 - 6, 2025
Washington, D.C.

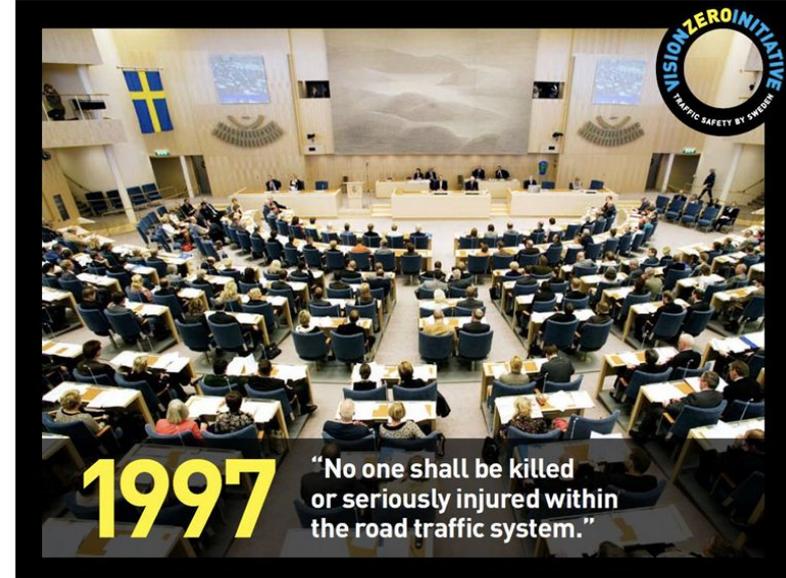
Presented by Johns Hopkins University;
Trafikverket, the Swedish Transport
Administration; the Institute of
Transportation Engineers; the AAA
Foundation for Traffic Safety; and the
FIA Foundation





Vision Zero – in a (very small) nutshell

- The Vision Zero was presented publicly for the first time in 1995
- In 1997, the Swedish Parliament made a historic decision - with a large majority it was decided that the Vision Zero should form the basis for all road safety work in Sweden
- Vision Zero - a joint expression of political direction for the whole society (across political parties)
- 2022 – Vision Zero has been the leading (road safety) star for 25 years in Sweden

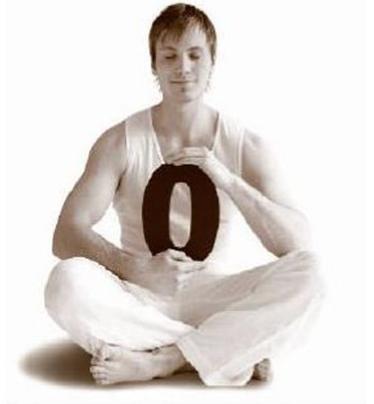


Vision Zero

An ethical standpoint that no-one should be killed or suffer lifelong injury in road traffic.

Road users will always make errors.

The level of violence that the human body can tolerate without being killed or seriously injured shall be the basic parameter in the design of the road transport system.



Vision Zero Academy (VZA)



“A global knowledge hub with the overall purpose to spread knowledge about Vision Zero and support and collaborate with different stakeholders around the world in their strive for safe road transport systems”

- The VZA was set up as a permanent part of the Swedish Transport Administration in 2019
- Spread knowledge about Vision Zero
- Support and collaborate with stakeholders around the world
- Set up development-oriented collaborations
- Systematically work with road safety using the Vision Zero approach – in Sweden and around the globe

Base principle of Vision Zero:

The biological tolerance of the human body against external forces should be the limiting factor when designing the road transport

Larsson, P., S. W. A. Dekker, C. Tingvall (2010) *The need for a systems theory approach to road safety*. Safety Science 48 (9), 1167-1174: <https://doi.org/10.1016/j.ssci.2009.10.006>

Basic physics

$$\text{Kinetic energy} = \frac{m \cdot v^2}{2}$$

m = mass

v = velocity

Fatality risk – different road users

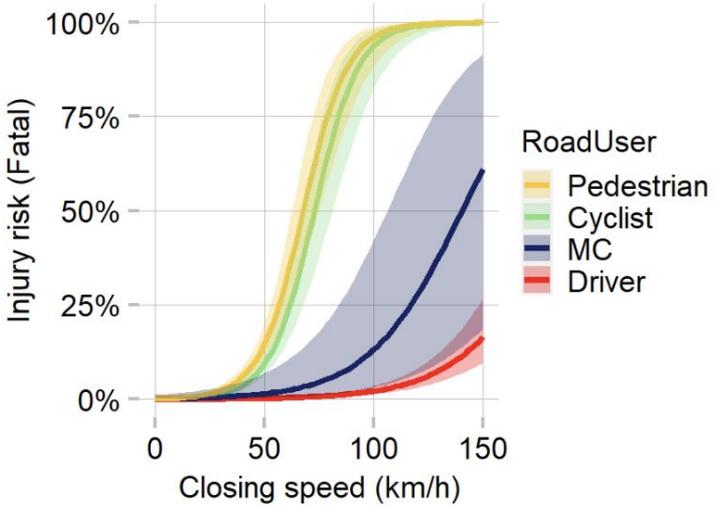
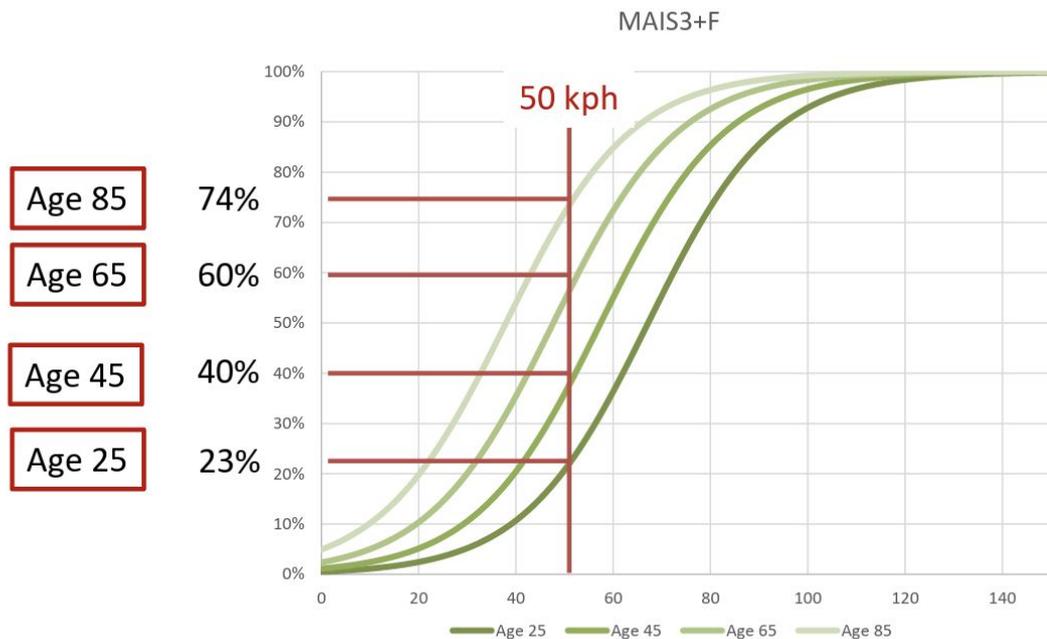


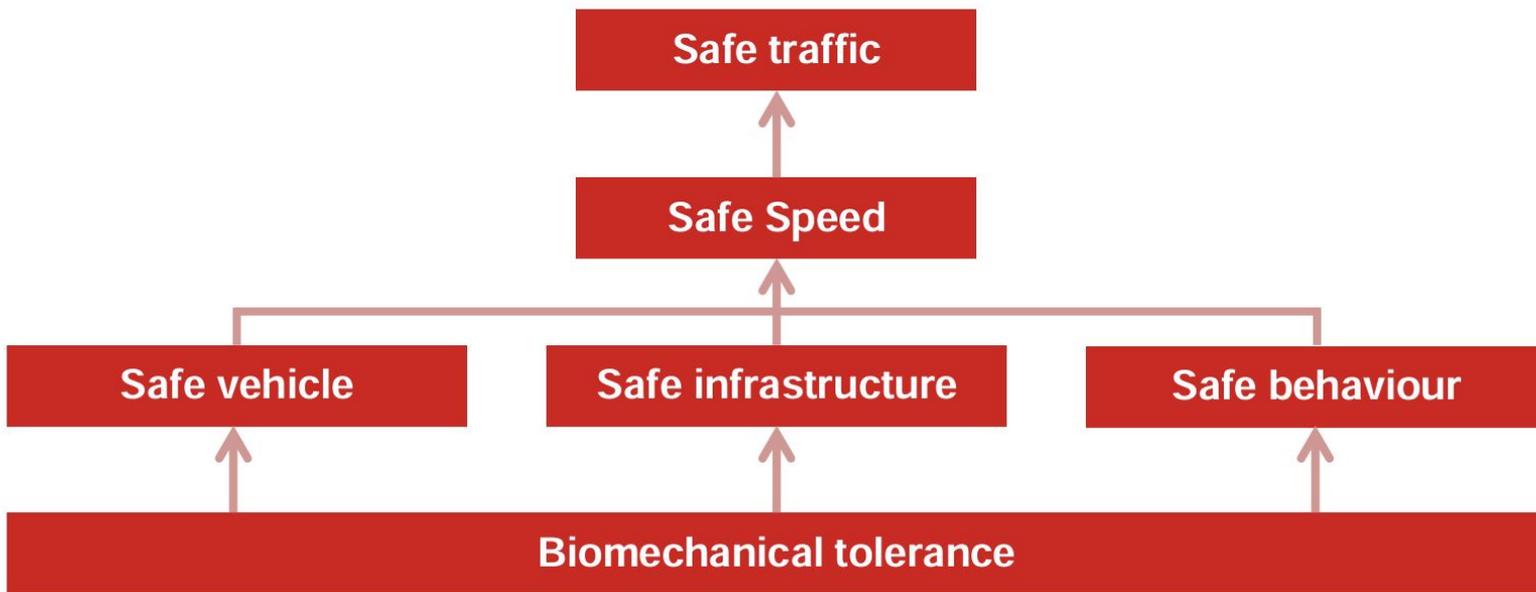
Figure 7. Fatal injury risk curves with confidence levels, for different road users at 65 years of age

Lubbe et al. "Safe speeds: fatality and injury risks of pedestrians, cyclists, motorcyclists, and car drivers i..." *Traffic Safety Research Journal* 2022

Serious injury risk vs crash speed – age



Lubbe et al. "Safe speeds: fatality and injury risks of pedestrians, cyclists, motorcyclists, and car drivers impacting the front of another passenger car as a function of closing speed and age" *Traffic Safety Research Journal* 2022



Shared responsibility

System designers

are responsible for the design, operation and the use of the road transport system and are thereby responsible for the level of safety within the entire system.

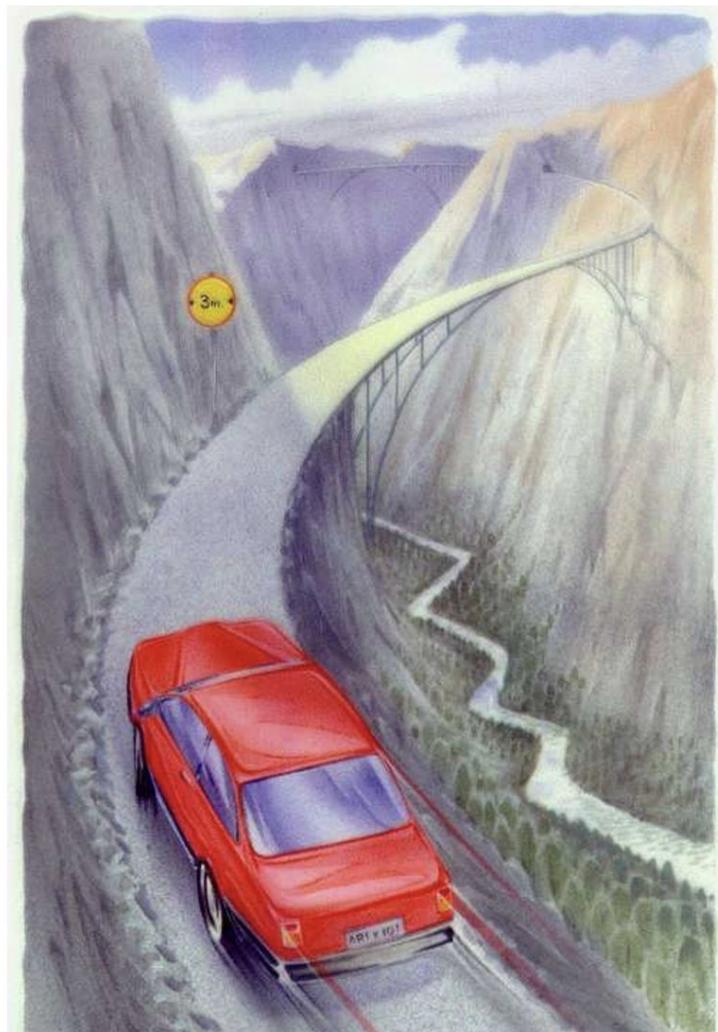
Road users

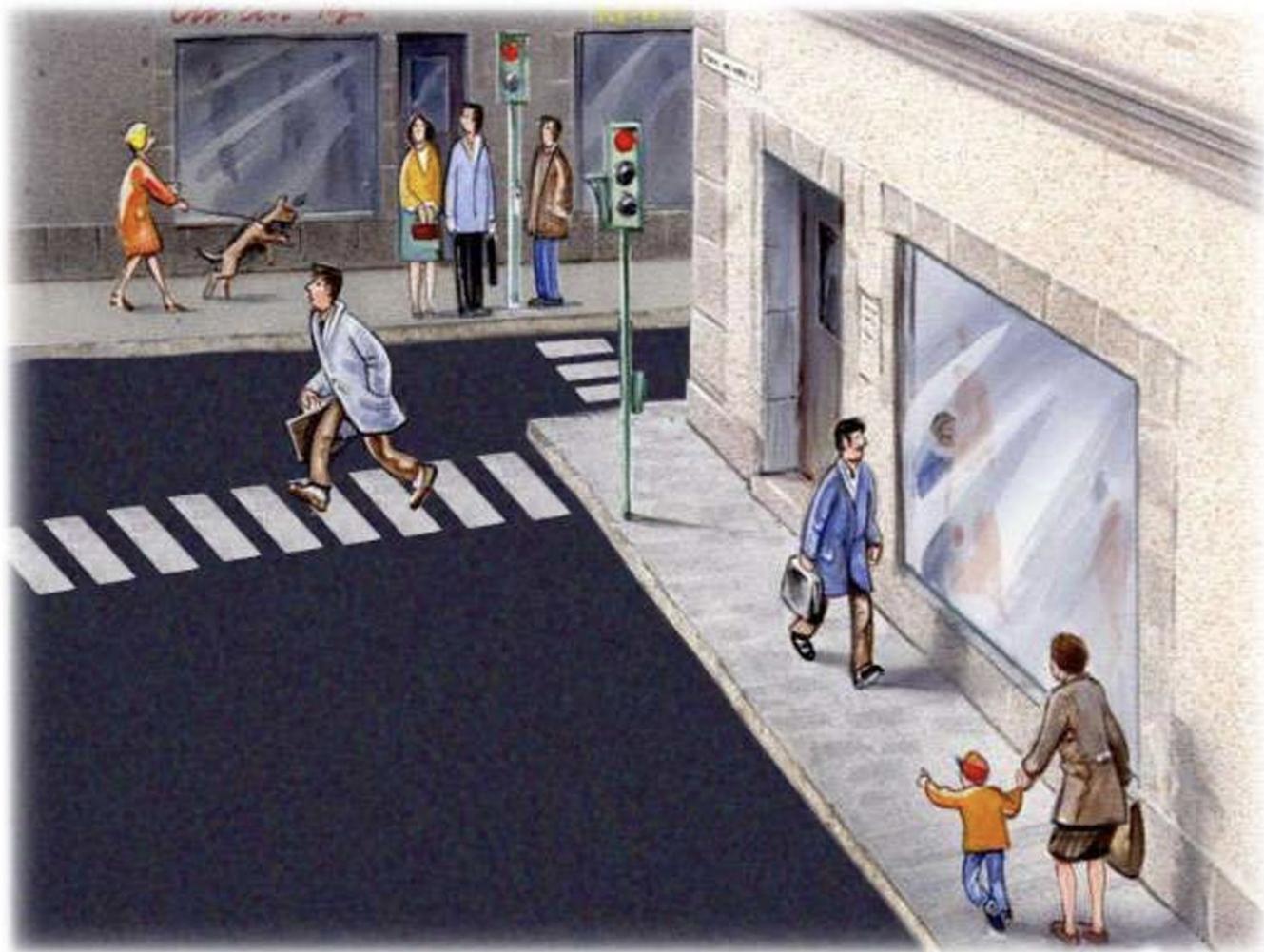
are responsible for following the rules for using the road transport system set by the system designers.

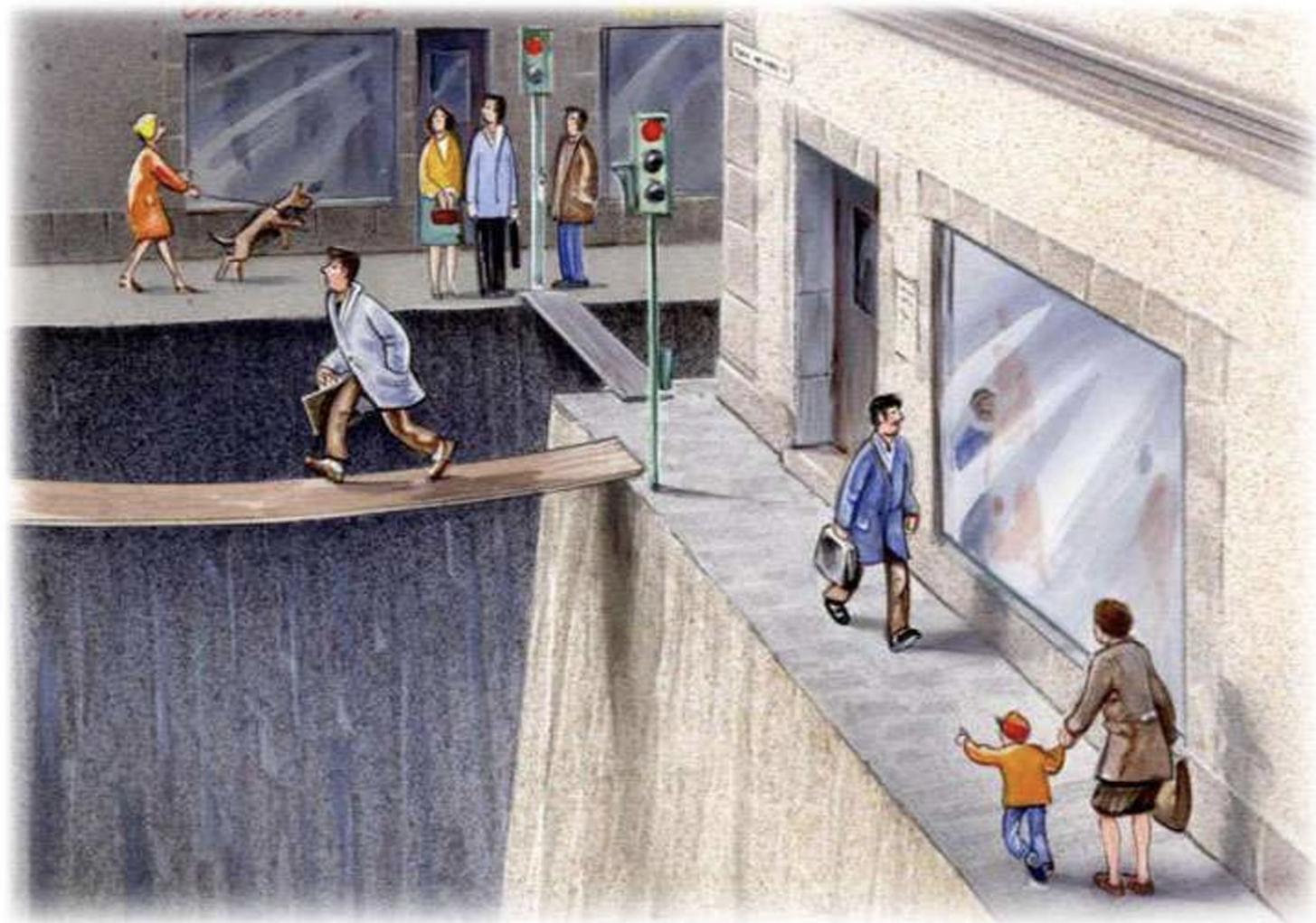
If the users fail to comply

with these rules due to a lack of knowledge, acceptance or ability, the system designers are required to take the necessary further steps to counteract people being killed or injured.









CITY OF BERKELEY VISION ZERO ACTION PLAN

ABOUT VISION ZERO

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and

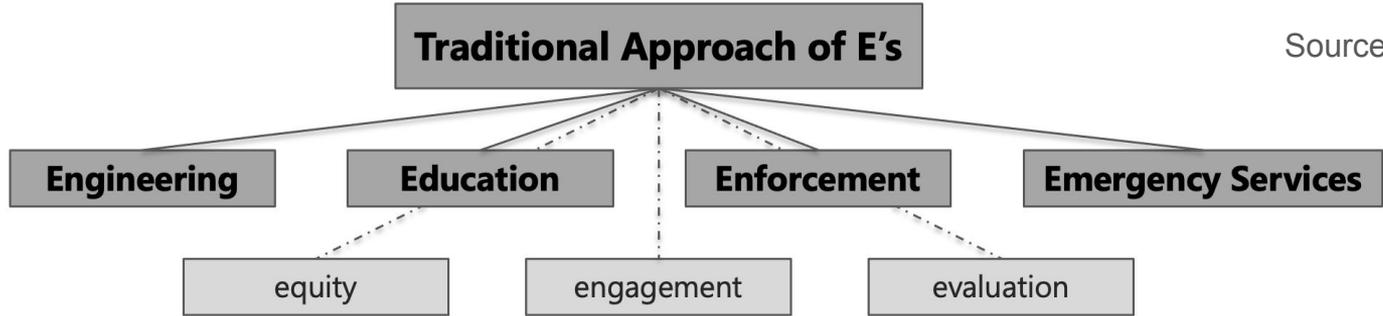
equitable mobility for all. Vision Zero is, first and foremost, an *engineering* strategy that aims to design and build our streets to eliminate all severe and fatal traffic injuries. These engineering efforts are supported by public awareness education and traffic enforcement.

Equity-driven Vision Zero traffic enforcement utilizes the best possible data and is focused on areas of Berkeley where engineering and education efforts have already been implemented.

Pivoting to a Safe Systems Approach

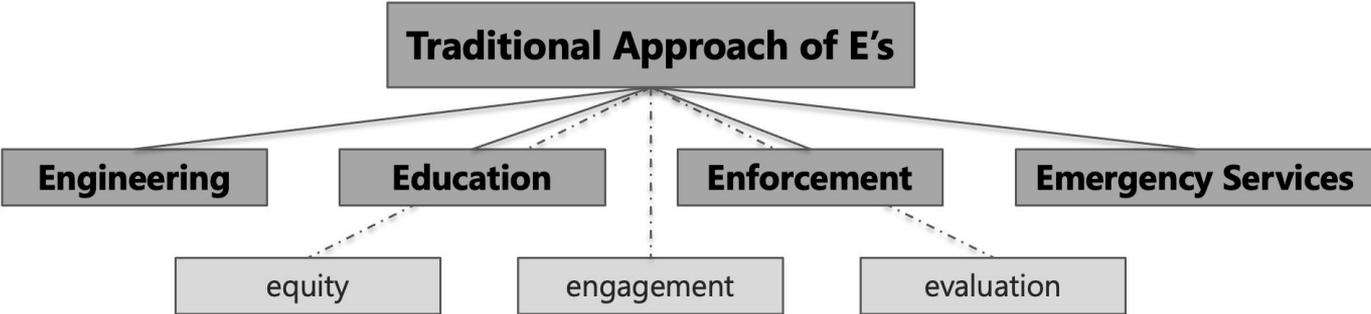
Source: VZN

Reactive
approaches

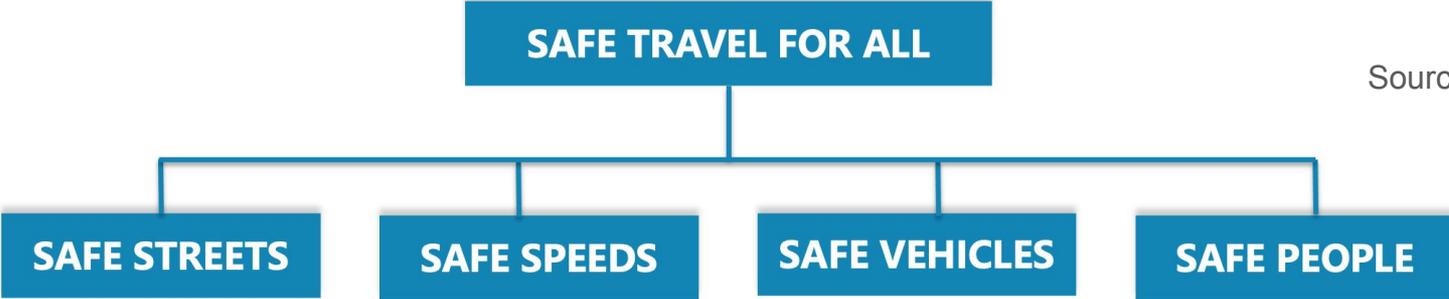


Pivoting to a Safe Systems Approach

Reactive approaches

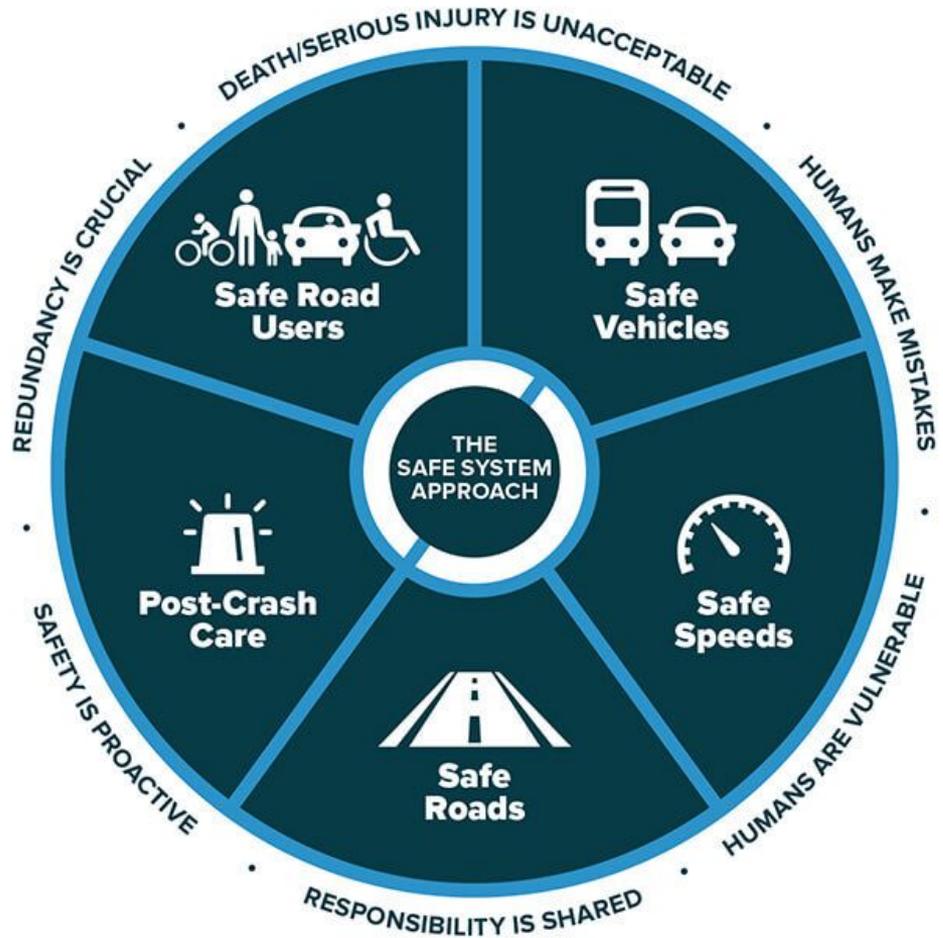


Proactive approaches



Source: VZN

The Safe System Approach in the US



Source: FHWA.

The Safe Systems Pyramid



Source: Ederer, et al

Components of Kinetic Energy Risk

Exposure:
where and
how far people
travel

```
graph TD; A[Exposure: where and how far people travel] --> B[Likelihood: where conflicts occur]; B --> C[Severity: speed, mass, and vulnerability in a conflict];
```

Likelihood:
where conflicts
occur

Severity: speed,
mass, and
vulnerability in a
conflict

Mode Shift is a Safety Tool



Support transit, bicycle, and pedestrian mode shift through design and operations focused on improving comfort, reliability, and access to a variety of modes. This can include strategies such as:

- Transit Only Lanes and Transit Priority Operations
- First/Last Mile Pedestrian and Bicycle Connectivity to Transit
- Mixed uses, compact grids, transit-oriented development

THE SAFE SYSTEM APPROACH

*ANTICIPATE
HUMAN ERROR*

*ACCOMMODATE
HUMAN INJURY
TOLERANCES*

SEPARATE
USERS
IN SPACE

SEPARATE
USERS
IN TIME

INCREASE
ATTENTIVENESS
AND
AWARENESS

REDUCE
SPEEDS

REDUCE
IMPACT
FORCES

Source: ITE

Speed is energy – and energy is the key factor

- **Vision Zero design speed** maximum speed to avoid serious injuries and fatalities
- **Posted speed** speed limit
- **Operation speed** actual driving speed

Vision Zero design speed = posted speed = operation speed → SAFE SPEED

Speed is energy – and energy is the key factor

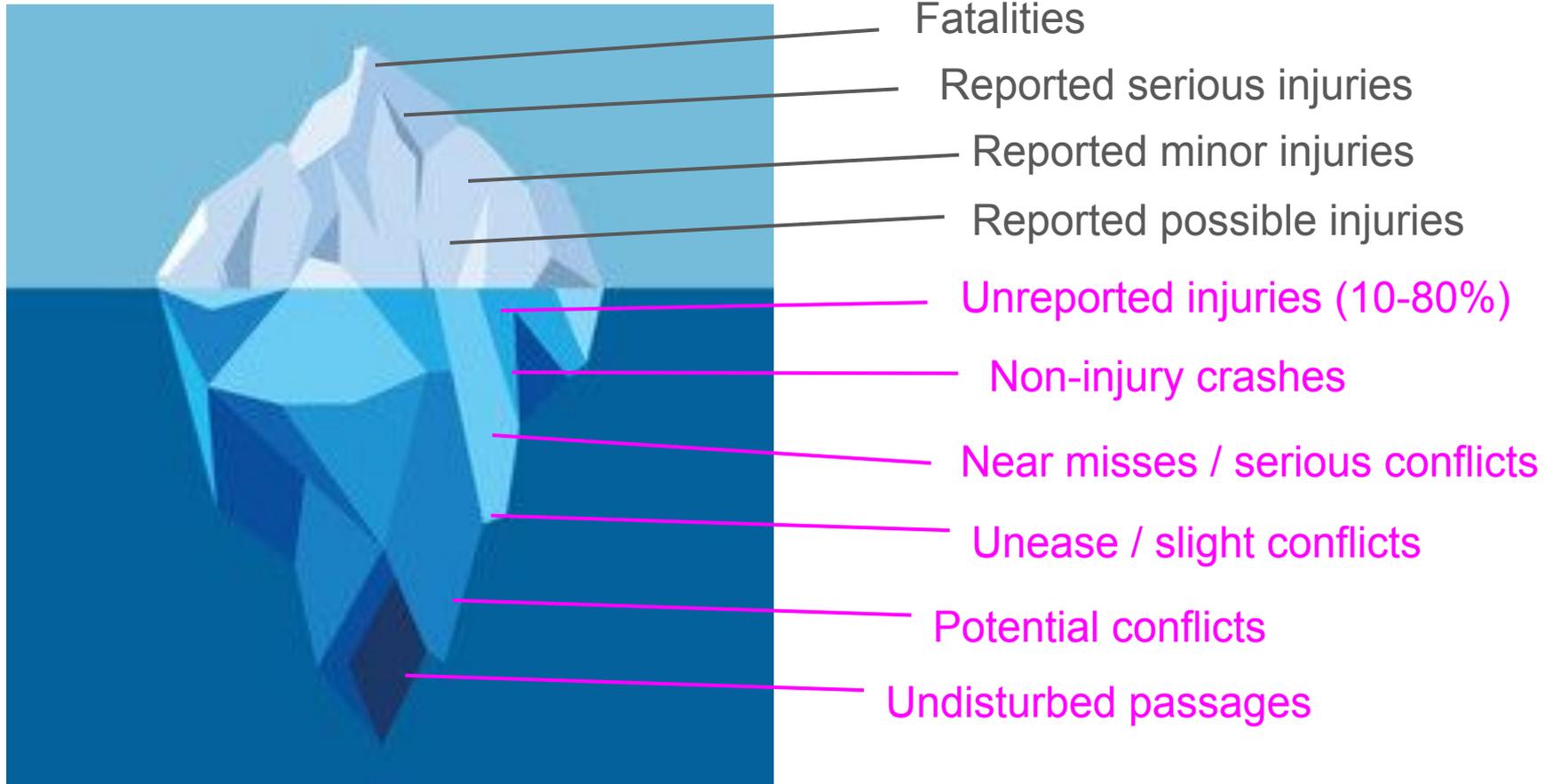
- **Target speed** maximum speed to avoid serious injuries and fatalities
- **Posted speed** speed limit
- **Operating speed** actual driving speed

Target speed = posted speed = **Operating speed** ➡ **SAFE SPEED**

Building a Safe System means being Proactive, not Reactive

	Reactive Approach	Proactive Approach
Mapping Risk	Crash data	Near misses, community reports, kinetic energy assessment & crash data
Traffic calming	Request driven	Largest delta: operating - target speed
Crash response	Fix one intersection	Fix all similar intersections
Community engagement	Present design as new	Evaluate each project pre/post (counts, speeds, conflicts) and share what works
Budgets	Vision Zero projects	Every dollar is a safety dollar

Police-reported crash data are the tip of the iceberg



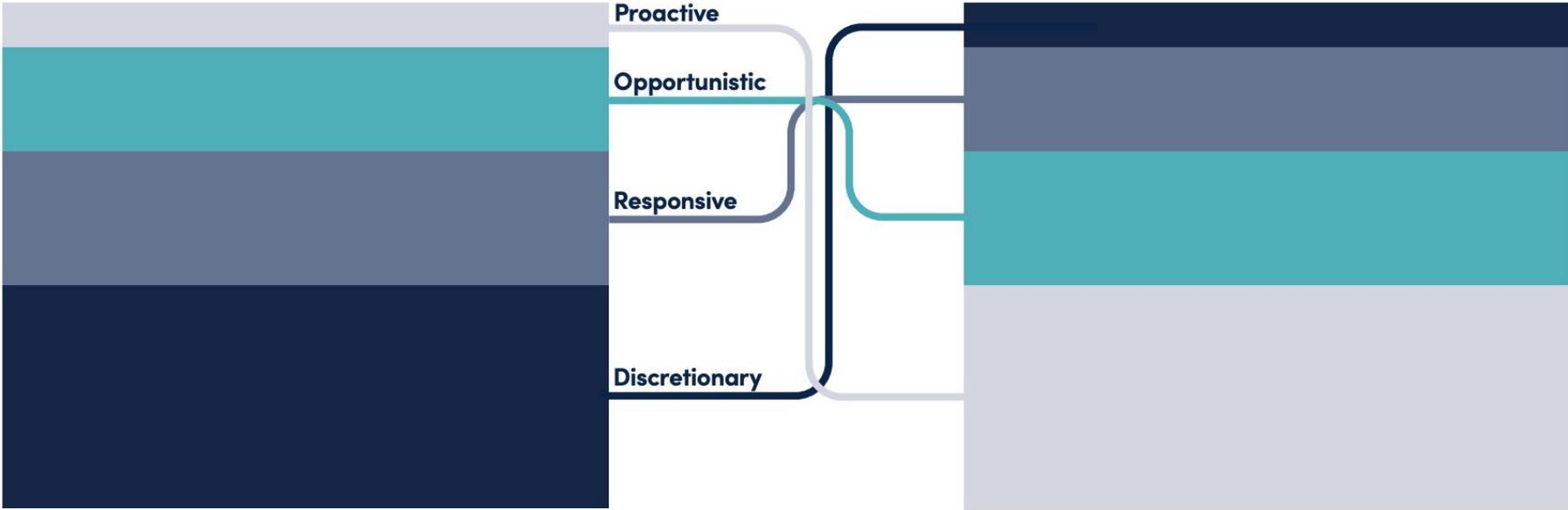
Building a Safe System means being Proactive, not Reactive

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Mapping Risk	Crash data	Near misses, community reports, kinetic energy assessment & crash data
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Community input	Present design as new	Evaluate (pre/post) and share what works
Budgets	Vision Zero projects	Every dollar is a safety dollar

Nashville DOT Budgeting - moving from reactive to proactive

Existing Spending

Future Spending



The Safe Systems Pyramid

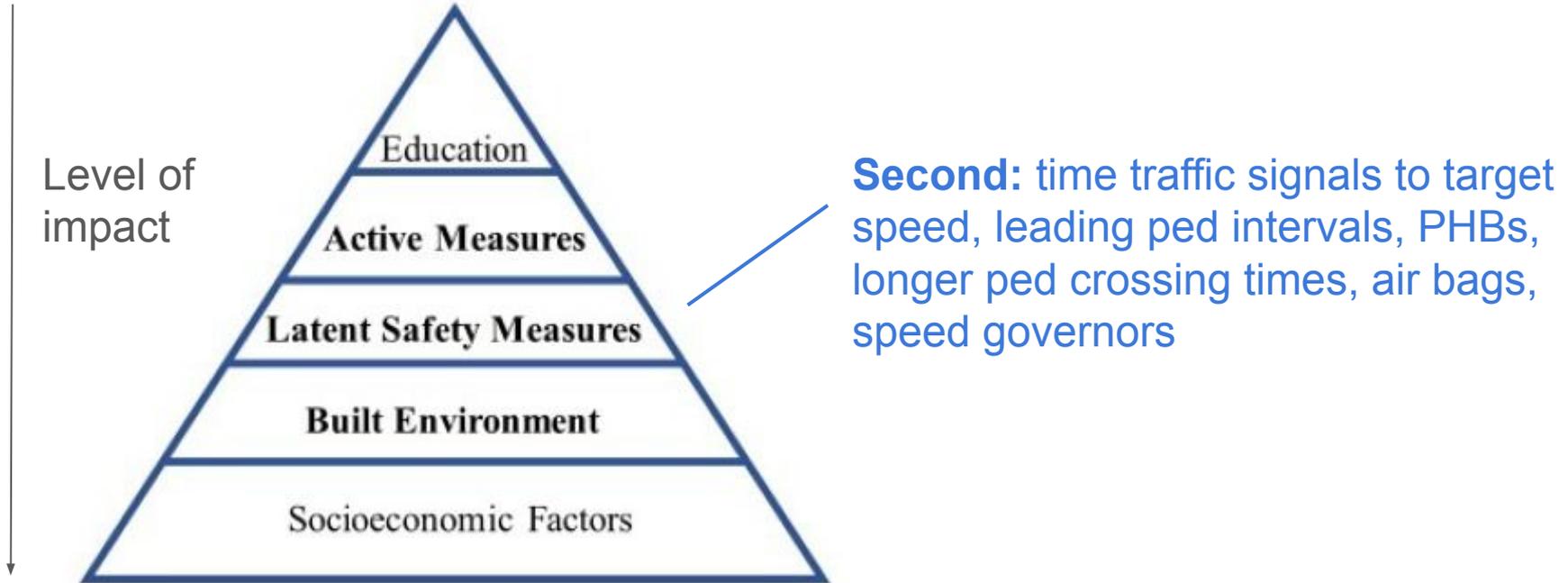


Source: Ederer, et al

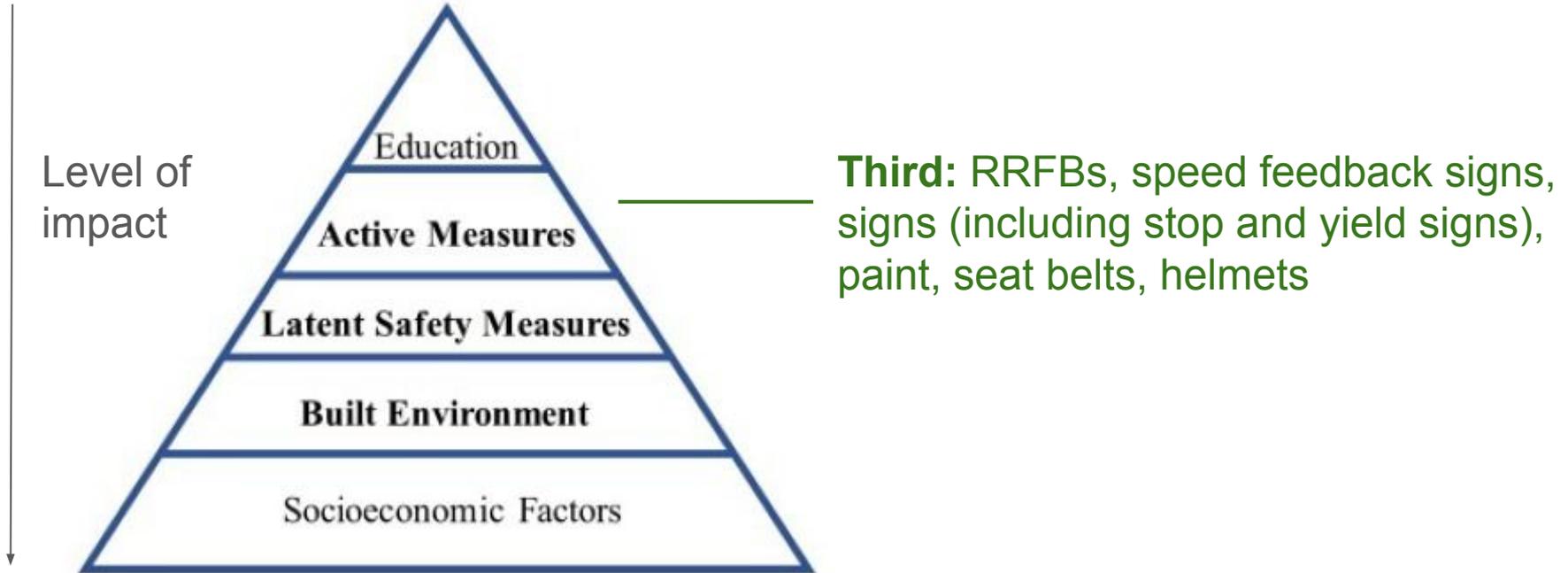
Use the Safe System Pyramid to Prioritize Interventions



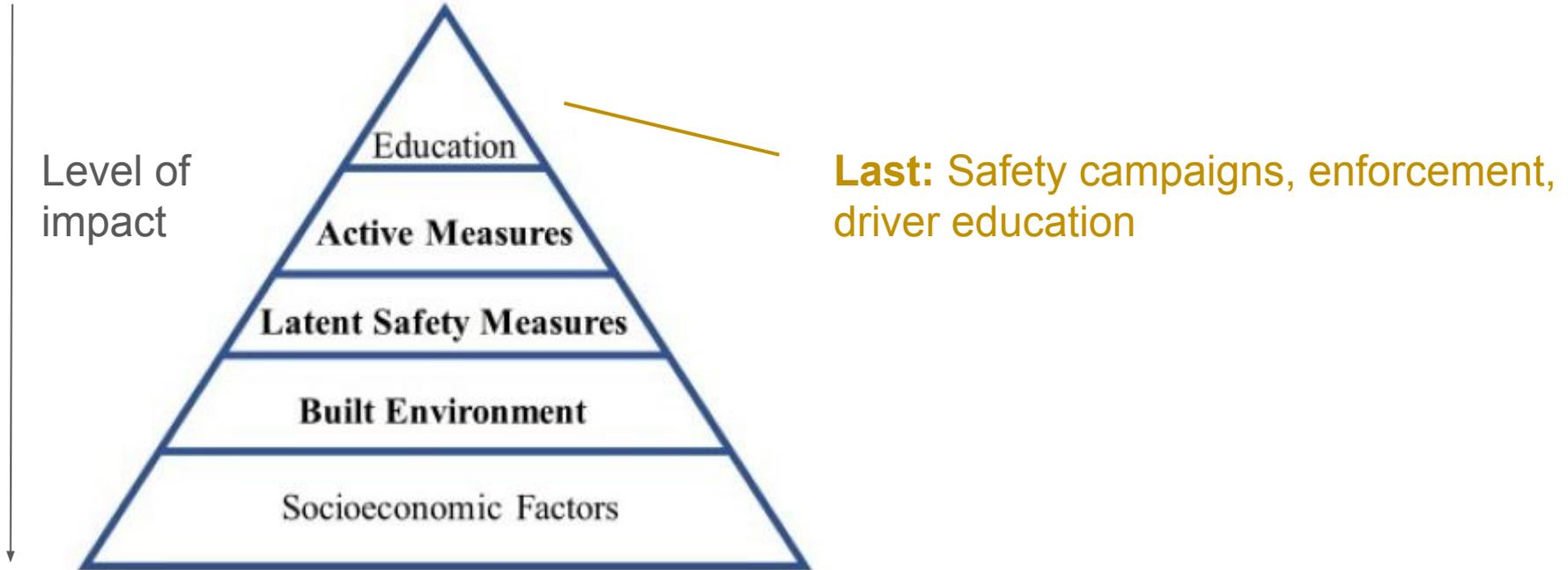
Use the Safe System Pyramid to Prioritize Interventions



Use the Safe System Pyramid to Prioritize Interventions



Use the Safe System Pyramid to Prioritize Interventions



Road signs, markings & confusion

- Adding signs/paint alone will not have an effect unless roadway geometry reinforces them
- Human factors research indicates that too many signs may even have a counterproductive effect due to cognitive overload



Design that is Safe vs. Design that is Aligned with Standards

- Current standards (i.e., MUTCD) are inadequate for safety assessments
 - Rather than centering safety, they center throughput of vehicles with safety as an “override” if things get “bad enough”
 - All safety data come from crash data, which is the tip of the iceberg
- ITE promotes a Duty of Care stance: transportation engineers have a professional and ethical responsibility to prioritize all travel modes, support vulnerable road users, save lives, and promote public health
- Where not mandatory, rely on engineering judgment and refer to safety-based guidelines from ITE, NACTO, AASHTO rather than MUTCD
 - Document decision-making extensively

Key Takeaways & Strategies to Institutionalize the Safe System Approach

- ★ Optimize system around mobility for people, not for cars. Measure person-throughput. This is in line with Berkeley's General Plan T-18:

Establish new multi-modal levels of service (LOS) City standards that consider all modes of transportation, including transit, bicycles, and pedestrians in addition to automobiles.

- ★ START doing the things that ARE safe system aligned and STOP doing the things that ARE NOT safe system aligned
- ★ Document all policies and protocols in one centralized location
- ★ Align agency practice and budget with policy; clarify safety as the central goal
- ★ Plan for what you expect and what you want, not what you have

Thank you!

Questions?

From: Budnick, Noah <NBudnick@berkeleyca.gov>
Sent: Monday, September 15, 2025 4:40 PM
To: Amiri, Wahid <WAmiri@berkeleyca.gov>; Helmbrecht, Mark <MHelmbrecht@berkeleyca.gov>
Cc: Nevels, Ronald <RNevels@berkeleyca.gov>; Hargraves, Elaina <EHargraves@berkeleyca.gov>
Subject: Fw: TIC Secretary Update

Dear Transportation and Infrastructure Commissioners,

I'm forwarding the below email on behalf of Deputy Director Amiri to make sure you know that he has asked Public Works Transportation Manager Mark Helmbrecht to take over the role of Secretary to the Transportation and Infrastructure Commission.

Both Wahid and Mark will be at Thursday's meeting to formally "pass the baton." I and other staff have been working very closely with them to facilitate a smooth transition. As Wahid wrote below, he'll continue to participate in Commission activities as needed.

Mark and I will work closely with Wahid and our colleagues across the Engineering and Transportation divisions and other agencies to make sure work that falls under Transportation and Infrastructure Commission's purview is brought to the commission and addressed appropriately.

I'm looking forward to continuing to work with the Commission and staff.

All best,
Noah

--



Noah Budnick (*he, him, his*)

Senior Management Analyst

Public Works Transportation and Engineering Divisions, City of Berkeley

nbudnick@berkeleyca.gov | O: (510) 981-7069 | M: (510) 812-9661

berkeleyca.gov | 1947 Center Street, 4th floor, Berkeley, CA 94704

From: Amiri, Wahid <WAmiri@berkeleyca.gov>
Sent: Thursday, September 4, 2025 4:50 AM
To: Ren Zaro Fitzgerald <ren@renzaro.com>; adrian L <adrianisloud@gmail.com>
Cc: Helmbrecht, Mark <MHelmbrecht@berkeleyca.gov>; Budnick, Noah <NBudnick@berkeleyca.gov>; Nevels, Ronald <RNevels@berkeleyca.gov>
Subject: TIC Secretary Update

Good morning Ren & Adrian,

I wanted to give you both an early heads up before we share this more broadly with the Commission. Now that we have a Transportation Manager in place, Mark Helmbrecht, whom you met at the last TIC

meeting - I'll be transitioning him into the role of Secretary for the TIC. I'll still attend and participate as needed, but starting this month Mark will take the lead as Secretary (obviously with strong support from Noah, like how he has supported me).

In addition, as I've mentioned in previous meetings, we're fortunate to have recruited a strong Vision Zero Program Manager on our team, Babak Dorji. Rather than bringing him in separately just for introductions, we'll keep things efficient: he'll introduce himself at this month's meeting and, at the same time, present on both the Adeline Quick Build Project and the long-term Adeline Transportation Improvement Project. This way, the Commission will not only meet our new team member but also receive an update on two important safety enhancement initiatives.

Serving as TIC Secretary during my first 20 months as Deputy Director has been a valuable experience. I've learned a lot from the insights and perspectives each commissioner brings. Thank you both for your leadership; I look forward to PW continuing to build a strong and productive relationship with the TIC.

Please let me know if you have any questions or a different approach in mind. Otherwise, I'll coordinate with Noah to disseminate this update to the rest of the Commission.

Respectfully,

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



Alameda-Contra Costa Transit District

September 16, 2025

Transportation and Infrastructure Commission
City of Berkeley, Public Works
1947 Center Street, 4th Floor
Berkeley, CA 94704

RE: Comment Letter for the City of Berkeley Telegraph Avenue Multimodal Corridor Project

Dear Transportation and Infrastructure Commission (TIC) Members,

The Alameda-Contra Costa Transit District (AC Transit) is writing to express concerns about the City's preferred Concept 3B for the Telegraph Avenue Multimodal Corridor Project and our preference for Concepts 1 and 2. Line 6, which comes every 12 minutes, is a crucial route that runs along Telegraph Avenue carrying on average 4,900 riders per day between Downtown Oakland to Downtown Berkeley with a number of key destinations along the way, including schools and medical facilities. Additionally, Telegraph Avenue is a Primary Transit Street in the City of Berkeley's 1996 Transit First Policy and 2023 Transit First Policy Implementation Plan as well as a Major Corridor in AC Transit's Major Corridor's Study.

AC Transit is concerned about the City's preferred concept 3B for the following reasons:

- While Concept 3B is an improvement from Concept 3A, it does not improve transit performance and, in fact, increases transit travel time by 10%, which is unacceptable for our operations and riders, many of whom are Berkeley residents.
- Concept 3B lacks dedicated transit lanes along the full corridor. As a result, any delays in traffic resulting from a reduction in travel lanes will slow down the bus, which will have a negative impact on transit reliability and on-time performance for the rider.
- Trucks, rideshare and food delivery vehicles will park in the center turn lanes, obscuring pedestrian sightlines and further slowing down the bus. These unpredictable delays are not built into traffic models and are experienced daily by our bus drivers and riders on the portion of Telegraph Avenue in Oakland.
- The public survey regarding concept preferences that was conducted from June to July when school was not in session does not accurately capture the student population, including UC Berkeley, Berkeley City College, and BUSD, which comprise a large population of transit riders.

Ultimately, Concept 3B does not align with the project's goal to "improve transit travel times and on-time reliability." Instead, AC Transit ask that the TIC direct staff to analyze and consider the following alternatives:

- Adopting Concepts 1 or 2, with a preference for Concept 1.
- Consider transit red lanes the entire length of the corridor in one direction



Alameda-Contra Costa Transit District

- Identify segments with the greatest transit delay and extend the proposed red lanes from Ashby to Stuart in both directions
- Look into further mitigations including near-level boarding, additional bypass queues, and maximizing transit signal priority in order to improve transit performance
- Consider eliminating left turns at intersections with low queuing and using the space for transit queue jumps or additional transit red lanes.
- Identify intersections with long queuing and implementing mitigations that will allow the bus to bypass the queue.
- Look into designs that maximize universal accessibility at transit boarding islands.

Finally, AC Transit staff understand the City's preferred Concept 1 for the Dwight Triangle in order to improve pedestrian safety. The concept could work for AC Transit's operations as long as buses can safely and easily make the right turn around the triangle and the city implements any mitigations to ensure that transit is not further delayed. This may require significant alterations to the sidewalk in order for buses to make the turn or bypass traffic queues.

AC Transit and City of Berkeley Public Works staff are working closely to address these concerns. AC Transit staff want to affirm the partnership we do have with City staff, while also making visible our concerns to the Commission. One of the main barriers preventing more Berkeley residents from taking the bus are delays to transit and we hope that the City will deliver a project that prioritizes people walking, biking, and taking the bus as it has done on other transit corridors.

Sincerely,

A handwritten signature in black ink that reads "Robert del Rosario".

Robert del Rosario,
Director of Service Development & Planning
rdelrosa@actransit.org

Berkeleyans for Accessible Rights-of-Way

September 24, 2025

Wahid Amiri, Deputy Director
Engineering and Transportation
Public Works Department
City of Berkeley
1947 Center Street, 4th Floor
Berkeley, CA 94704

Submitted via: bicycleplan@berkeleyca.gov

Dear Deputy Director Amiri,

Berkeleyans for Accessible Rights-of-Way (“BAROW”) is an affiliation of groups and individuals focused on advancing the rights and interests of the senior and disability communities regarding Berkeley’s rights-of-way (i.e., streets and sidewalks). We are pleased to offer these comments on the July 2025 draft Bicycle Plan (“Draft Plan”), which will update the City’s 2017 Bicycle Plan. These relatively brief comments should be viewed in conjunction with BAROW’s more extensive March 15, 2025, comments on the earlier draft bike plan update and BAROW’s other related comments.¹

Summary of Recommendations:

- The Bicycle Plan should make clear that all proposed cycle tracks and other street infrastructure, such as bus islands, must be considered alongside feasible alternatives that pose fewer or no challenges to seniors and people with disabilities, so that all competing needs can be appropriately balanced.
- The Plan should retain the policy stated in the Draft Plan that separated bikeways “will not be implemented” – or approved – without studies on their impacts on emergency response times, parking, and evacuation times. Moreover, the City

¹ Our March 15, 2025, comments were addressed to Mayor Adena Ishii and Members of the Berkeley City Council, with a copy sent to the City’s bike plan lead consultant, Christopher Kidd of Alta Planning + Design, among others. These comments are included in the [agenda packet](#) for the August 21, 2025, Transportation and Infrastructure Commission. Also included in this packet are BAROW’s July 2, 2025, Comments on the Telegraph Multimodal Corridor Project and BAROW’s February 6, 2025, Recommendations for Implementing 2024 Measure FF.

Council should adopt the Fire Department's Standards of Coverage and Community Risk Assessment Study to give emergency response performance goals equal status with other city plans.

- Studies to determine compliance with the Americans with Disabilities Act ("ADA"), performed by independent ADA experts, should be included among those that will be required before proposed multimodal transportation projects are approved and implemented.
- The Bicycle Plan should recommend that existing Complete Streets projects be evaluated immediately for their impacts on senior and disabled communities to inform all future project proposals, and that the City develop a means of reporting hazardous City infrastructure and solo injuries that may result from these hazards, e.g., by enhancing the Berkeley311 app.
- BAROW supports the Draft Plan's prioritization of bicycle boulevard and street safety improvements in its proposed "key projects." Proposed separated bikeways and two-way cycle tracks should be evaluated through an ADA lens before being recommended as key projects.

In its earlier comments, BAROW's overarching recommendation was for the City to take a holistic perspective when planning street infrastructure, whereby the needs of all rights-of-way ("ROW") users can be considered and appropriately balanced. Our concern that the bike plan would be developed with a single-minded focus on cyclists appears to be borne out in the Draft Plan, as there is little to no indication that the needs of seniors and people with disabilities were considered in its development.

For example, Class IV Bike Lanes ("cycle tracks") are proposed for many miles of major streets without any discussion of their potential accessibility impacts or possible alternatives, namely, improving bicycle boulevards on parallel streets. Under ADA Title II, the City is required to ensure that all programs, services, and activities are accessible to individuals with disabilities. Existing cycle track designs, by obstructing or eliminating access to transit, parking, pedestrian routes, businesses, and services, may constitute a programmatic access violation. The ADA Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) outline specific technical requirements for pedestrian access routes, curb ramps, and transit boarding areas. Some Complete Streets designs appear to deviate from these standards.

Two-way cycle tracks are particularly problematic, as are cycle tracks that create access barriers to public and commercial services, including medical services, churches, and other community spaces. While most of the proposed cycle tracks have not yet been presented as

separate formal proposals, the Telegraph Multimodal Corridor Project has been introduced with three alternatives, all of which include cycle tracks, with no concepts that do not include cycle tracks.² The ADA requires street alterations to be readily accessible to and usable by individuals with disabilities to the maximum extent feasible; however, feasibility cannot be determined without considering alternatives.

The Plan should outline how ADA compliance will be incorporated into project review and implementation. ADA compliance studies should be included among those required before proposed multimodal transportation projects are approved and implemented.³

BAROW strongly supports the Draft Plan's recommendation that separated bikeways be studied for their impact on emergency response times, parking, and evacuation times.⁴ A fast emergency response is crucial for everyone in Berkeley. The Fire Department and its Emergency Medical Services division respond to over 1,000 emergency calls every month, where minutes, if not seconds, in response times can mean the difference between life and death or serious injury. The Draft Plan shows that response times are already two minutes longer than best practice.⁵ Street design and infrastructure must not impede the City's emergency response services. To ensure that the City's emergency response performance goals have at least equal status with various other adopted city plans, including Vision Zero and the Bicycle Plan, the City Council should adopt the Fire Department's Standards of Coverage and Community Risk Assessment completed in 2023 by Citygate Associates, LLC.⁶

BAROW appreciates the Draft Plan's Accessibility Recommendations.⁷ However, these recommendations do not acknowledge that cycle tracks and bus islands inherently create accessibility barriers that may conflict with ADA requirements, particularly where feasible alternatives exist, nor do they adequately address ADA requirements should such

² *Id.* BAROW's comments on the Telegraph Ave. Project.

³ Draft Plan at p. 16. ("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.")

⁴ *Ibid* and pp. 105-106.

⁵ Draft Plan at Table 6.

⁶ See Item 1 on the June 13, 2023, agenda for the Special Meeting of the City Council. The proposed resolution to accept the 17 findings and 10 recommendations contained in the Standards of Coverage and Community Risk Assessment were apparently never presented to the full Council. See: <https://berkeleyca.gov/sites/default/files/documents/2023-06-13%20Special%20Item%2001%20Final%20Report%20and%20Recommendations.pdf>.

⁷ Draft Plan at pp. 28-29.

infrastructure be built. The final plan should include a discussion of ADA requirements and clearly state that all proposed cycle tracks and other street infrastructure must be considered alongside alternatives with fewer or no such barriers, to strike an appropriate balance among all competing needs.

The city should retain an independent expert in the ADA and its architectural requirements to properly determine how the needs of people with all types of disabilities will be accommodated before deciding that a cycle track is feasible.⁸

The Bicycle Plan should recommend that *existing* Complete Streets projects be evaluated immediately for their impacts on senior and disabled communities to inform all future project proposals. BAROW has identified multiple locations where cycle track infrastructure compromises safe, equitable access for disabled residents and visitors. In addition to obtaining the advice of ADA experts, special outreach to Berkeley's disability communities and targeted data collection are needed. In addition, the Plan should recommend that the City develop a means of reporting hazardous City infrastructure and solo injuries that may result from these hazards, e.g., by enhancing the Berkeley311 app. Solo injuries can occur due to poor sidewalk conditions and ill-designed new street features, where public reports are not taken as they often are when collisions among multiple street users occur.

BAROW appreciates and supports the fact that the Draft Plan primarily prioritizes bicycle boulevard and street safety improvements, such as pedestrian hybrid beacons, in its proposed "key projects."⁹ Most cyclists are sufficiently able-bodied that their cycling needs could be accommodated with a plan focusing primarily on bicycle boulevards, which do not impede access for any user group. Proposed separated bikeways and two-way cycle tracks should be evaluated under an ADA lens before being recommended as key projects.

Lastly, while the Draft Plan states, in its Accessibility Recommendations, that all presentation materials will be made compliant with current Web Content Accessibility Guidelines and provide verbal descriptions of images and maps during presentations for blind and low-vision participants, the Draft Plan itself is not accessible to visually impaired people. In particular, the maps are very densely packed with information that is difficult to read and interpret, and many details are illegible even when magnified. Clearer, simplified maps are needed, along with narratives and other ways to support diverse users.

⁸ BAROW appreciates the Draft Plan's statement (p. 28) that the City should "work proactively with" BAROW and others in the disability community "in the early stages of project design," however, this outreach should complement, rather than substitute for, expert guidance.

⁹ Draft Plan at p. 109.

Thank you for your attention to BAROW's concerns.

Sincerely,

Michai Freeman
Systems Change Advocate
Center for Independent Living

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Executive Director
East Bay Center for The Blind

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Member, Berkeley Disability Commission*

Rev. Kelly Colwell, Co-Senior Minister
Rev Molly Baskette, Co-Senior Minister
Rev. Charlotte Russell (Retired)
First Congregational Church of Berkeley

Eugene Turitz
Friends of Adeline

*For identification purposes only

cc: Mayor Adena Ishii
Members of the City Council
City Attorney Farimah Brown
Fire Chief David Sprague
Commission on Aging
Commission on Disability
Commission on Transportation and Infrastructure



I-580 Truck Access Study (TAS) Background

This study originated from the Bay Area Air District's adopted the West Oakland Community Action Plan ([WOCAP](#)) (2019). WOCAP identified numerous strategies including one strategy to examine the effects of removing the truck ban on I-580. Caltrans District 4 secured \$600,000 from State Planning and Research funds in 2024 to pursue and submit a request for proposal.

On March 24, 2025, Caltrans District 4 kicked off the I-580 TAS with the Bay Area Air District and the City of Oakland as study partners. The I-580 TAS will reexamine the long-standing truck ban along the I-580 corridor which begins at Foothill Boulevard in San Leandro and ends at Grand Avenue in Oakland. The study area also includes the parallel segment of I-880, other state highways, major arterials, and neighboring cities such as Piedmont, Berkeley, San Leandro that may be impacted if the ban was lifted. The study will be completed in late 2026/early 2027.

The study scope has been divided into four buckets including: Traffic Studies, an Air Quality and Noise Impact Assessment, a Racial Equity Assessment, and a Comprehensive Community Engagement Strategy that will guide public engagement through the duration of the study. The study scope includes a near future scenario with the truck ban in place and a scenario with the ban removed. The Air Quality Assessment will be led by the Air District and the Racial Equity Assessment will be modeled after the City of Oakland.

Caltrans District 4 is gearing up for their first public engagement event. On November 12th from 6:30pm-8:00pm, Caltrans District 4 will host a virtual public-kickoff meeting for the Truck Access Study on Zoom. The meeting will be part presentation and part facilitated question and answer. Registration is not required for the event, and the zoom link will be posted on the study website. Members of the public can sign up for announcements and updates on the study via the constant contact link, [I-580 TAS Constant Contact Landing Page](#). For further questions and comments, please contact Kelsey Rodriguez at bayareafreight@dot.ca.gov.