TRANSPORTATION and INFRASTRUCTURE COMMISSION
REGULAR MEETING

AGENDA

Thursday, May 21st, 2026, 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 April 16th, 2026 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. **Excusing a SAFE STREETS Citizens Oversight Committee (SSCOC) member's absence at the June 10, 2026 oversight committee meeting – Action requested** – 6:45 pm
   Commissioners
   The Transportation and Infrastructure Commission appointed Liza Lutzker to serve on the SAFE STREETS Citizens Oversight Committee to review expenditures and progress reports from the City Manager and City Auditor to ensure compliance with the intent of the voter-approved Measure FF SAFE STEETS ballot initiative, evaluate the impacts and outcomes of tax expenditures on this measure's stated goals and prepare public reports on the committee's findings. Ms. Lutzker will miss the June 10, 2026 oversight committee meeting. Since the Transportation and Infrastructure Commission appointed her, the commission has the authority to excuse her absence from the June 10 oversight

committee meeting. Action requested: Motion to excuse Liza Lutzker's absence from the June 10, 2026 SAFE STREETS Citizens Oversight Committee meeting.

2. **Public Hearing: Bike Plan Update Final Draft – Action requested** – 6:55 pm
   From: Mark Helmbrecht, Public Works Transportation Division Manager
   Recommendation: For the Commission to hold a public hearing; take comment; discuss the Bike Plan Update Final Draft; and provide a recommendation to the Berkeley City Council to approve the Final Draft of the Bike Plan Update at the June 16, 2026 Council meeting.

   The final draft of the plan is available at https://berkeleybikeplan.org/#/home.

3. **City of Berkeley's Five-Year Street Maintenance and Rehabilitation Plan for Fiscal Years 2027-2031 – Action requested** – 7:30 pm
   Staff
   Staff will present the proposed Five-Year Street Maintenance and Rehabilitation Plan ('paving plan") for fiscal years 2027 to 2031 and answer questions about the plan and related policies. The presentation will cover an overview of the streets planned for paving in Fiscal Year 2027 and future years of the 5-year plan. Action requested: Make recommendation to the City Council to approve the proposed 5-Year Street Maintenance and Rehabilitation Plan.

4. **Informational presentation on the Telegraph Avenue Multimodal Corridor Project update** – 8:15 pm
   Staff
   Staff will present a refined recommended concept design for the Telegraph Avenue Multimodal Corridor Project and preview next steps for the project. This refined recommendation is based on feedback from the September 18, 2025 Transportation and Infrastructure Commission meeting and from City Council action at their October 28, 2025 meeting.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS – 8:30 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

D. COMMUNICATIONS – 8:40 pm

E. FUTURE AGENDA ITEMS – 8:42 pm

F. ADJOURNMENT – 8:45 pm

Agenda Posted: May 15th, 2026

The next meeting of the Transportation and Infrastructure Commission is scheduled for July 23, 2026.

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, April 16th, 2026, 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**
   6:19 pm: Commission Vice Chair Leung called the meeting to order.

2. **Roll call**
   6:19 pm:
   Commissioners Present: Marina Budimir, Naveen Gattu, Arsh Singh Hothi, Adrian Leung, Liza Lutzker, Holly Scheider, Kim Walton

   Commissioners Granted Leave: Barry Fike, Ren Zaro

   Staff Present: Mark Helmbrecht, Eric Anderson, Noah Budnick, Dani Dynes, Chris Kidd (Consultant, Alta Planning + Design)

   6:19 pm: Thirteen members of the public present.

3. **Public comment on items not on the agenda**
   6:20 pm: Nine public comments

   6:31 pm: Eight members of the public present.

4. **Approval of minutes from the February 19th, 2026 meeting**
   6:31 pm: It was Moved / Seconded (Lutzker / Gattu) to approve the minutes from the February 19th, 2026, commission meeting.

   6:32 pm: Vote:
   Ayes: Budimir, Gattu, Hothi, Leung, Scheider
   Noes: None
   Abstain: Lutzker, Walton
   Absent: None
   Excused: Fike, Zaro
   Recused: None

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

5. **Approval and Order of Agenda**
   6:34 pm Action: It was Moved / Seconded (Leung / Hothi) to approve the meeting agenda and to add an item introducing the new Commissioner, Marina Budimir.

   6:34 pm: Vote:
   Ayes: Budimir, Gattu, Hothi, Leung, Lutzker, Scheider, Walton
   Noes: None
   Abstain: None
   Absent: None
   Excused: Fike, Zaro
   Recused: None

   6:34 pm: Motion passed 7-0-0-0-2-0

   6:35 pm: Commissioner Budimir introduced herself.

6. **Update on administration and staff**
   6:39 pm: Transportation Manager Mark Helmbrecht provided staffing updates: the City has a $30-million structural deficit which will significantly impact and affect service provision; Kenneth Jung, Supervising Civil Engineer has moved from Transportation Division Capital Improvement Program (CIP) subdivision to the Measure FF team; the Transportation Division will rehire to fill the vacancy; the Measure FF's Principal Program Manager and Program Manager I have started; Scott Artis, Parking Services Manager will be resigning in May; Public Works staff are working with Human Resources to fill the position; the new City Engineer has been selected and the position will be filled soon.

   6:43 pm: Commissioners asked for clarification on the following: Measure FF staffing clarifications; additional information on the proposed cuts to current vacant positions.

   Commissioners commented, stating construction and prioritizing mobility access has improved, specifically in the area surrounding Adeline Avenue and Bancroft Way.

   Commissioners asked for an update on older driver safety and inquired who in the City is working on this. They also inquired into whether Berkeley regulations impede property owners from trimming their trees.

7. **Announcements**
   6:52 pm: Transportation Manager Mark Helmbrecht noted information in the agenda packet from the City's Planning and Development Department about their San Pablo Avenue Specific Plan.

B. DISCUSSION/ACTION ITEMS

1. **Rescheduling the July 16, 2026, regular meeting of the Transportation and Infrastructure Commission to July 23, 2026, and adopting a new meeting schedule**
   6:55 pm: Staff requested that the Commission reschedule the July 16, 2026 meeting to July 23.

   6:56 pm Action: It was Moved / Seconded (Leung/Lutzker) to reschedule the July 16, 2026 meeting to July 23, 2026.

   6:56 pm: Vote:
   Ayes: Budimir, Gattu, Hothi, Leung, Lutzker, Scheider, Walton
   Noes: None
   Abstain: None
   Absent: None
   Excused: Fike, Zaro
   Recused: None

   6:56 pm: Motion passed 7-0-0-0-2-0

2. **Bike Plan Update Final Draft**
   6:57 pm: Transportation Manager Helmbrecht introduced the Final Draft of the 2026 Berkeley Bicycle Plan Update. Staff and consultants presented the final draft plan, including an overview of responses to Transportation and Infrastructure Commission comments and public comments on the Public Draft Plan that was released in 2025. Staff requested that the Commission take action to recommend the Final Draft Plan for approval by the Berkeley City Council at the May 19, 2026 Council meeting.

   7:17 pm: Commissioners asked clarifying questions: How should the commission handle the comments received from Walk Bike Berkeley and Bike East Bay; what percent of the bike plan was developed by the consultants and what percent was worked on by staff?

   7:22 pm: Four public comments.

   7:28 pm: Commissioners asked additional questions: What were the concerns related to Gilman Street that resulted in switching the plan to Camelia Street; what is a "key project" and how does that differ from the project tiers; what is the

status of work being conducted on Claremont Avenue and what is the timeline for completion?

Commissioners commended the bike plan. The following suggestions were made: some parts of the plan are too full of jargon and technical terms, so staff should use language that is standard and direct -- e.g. what does “low stress” mean; list potential funding sources; specify if bike counts or a collision analysis was performed.

Commissioners asked the following questions about Hopkins Street: Could the church parking lot on Hopkins Street be utilized; could Hopkins Street between Monterey Avenue and Josephine Street be made into a one-way street and Rose Street be made into complimentary one-way; could the areas surrounding Monterey Market be made into one-way streets and would that allow for parking and a two-way protected bike lane; can Ada Street become a bike boulevard; can California Street dead end at the bottom of the hill?

Commissioners commended the outstanding, comprehensive work done on the bike plan and made suggestions for capturing the following comments for moving forward: rectifying the bike boulevard design guidelines; the importance of incorporating Berkeley school zones into the maps; evaluating peak school pick up and drop off traffic volumes, not overall traffic volumes and working them into the design guidelines.

Commissioners asked the following questions: How much funding for implementation has been available in the last decade; how much of that funding was from the City versus the state and other sources; what is the realistic budget expectation for the next ten years; is there an implementation plan?

Commissioners made the following comments and recommendations for improving the bike plan: Daniel Rodriguez at UC Berkeley has been doing bike counts; shops lose business because people are afraid to walk or bike there; arterials need to be made safer for cyclists and pedestrians; more bike parking is needed in shopping areas; kudos to staff; create a cover photo or trendy art for the plan; the infrastructure parts of plan are great; the plan needs to address the “softer” infrastructure in the next version; emphasize the human connection to the plan, e.g. Street Level Cycles is going through hard times and needs to be maintained to support cycling and college students; leverage non-staff resources in the community; loading zones are important; on-street car storage needs be addressed; the next version of the plan would benefit from a statement stating parking is less of a priority than it has been in the past; the City Council should take action to set a hierarchy of street uses.

8:45 pm Action: It was Moved / Seconded (Hothi / Walton) to extend the meeting to 8:55pm.

8:45 pm: Vote:
Ayes: Budimir, Gattu, Hothi, Leung, Lutzker, Scheider, Walton
Noes: None
Abstain: None
Absent: None
Excused: Fike, Zaro
Recused: None

8:45 pm: Motion passed 7-0-0-0-2-0

8:46 pm Action: It was Moved / Seconded (Leung / Walton) for the Commission to recommend the Final Draft of the Bike Plan Update for approval by the Berkeley City Council at the May 19, 2026, Council meeting with the following comments:

1. Great appreciation for staff and consultants' hard work;
2. Request to the City Council that it develops a transportation modes hierarchy that prioritizes sustainable and active modes of transportation and deemphasizes maintaining on-street parking; and,
3. Requests that any hierarchy emphasizes the safety and accessibility needs of people with disabilities.

8:47 pm: Vote:
Ayes: Budimir, Gattu, Hothi, Leung, Lutzker, Scheider, Walton
Noes: None
Abstain: None
Absent: None
Excused: Fike, Zaro
Recused: None

8:47 pm: Motion passed 7-0-0-0-2-0

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

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

8:48 pm: Commissioner Lutzker reported that the Vision Zero subcommittee met with Public Works staff.

Commissioner Gattu reported that the Paving subcommittee met with staff.

D. COMMUNICATIONS

8:50 pm: Transportation Manager Helmbrecht reiterated the information in the agenda packet about the Planning and Development Department's San Pablo Avenue Specific Plan.

E. FUTURE AGENDA ITEMS

8:53 pm: Commissioners discussed the following items for future Transportation Infrastructure Commission meeting agendas:

- Additional information on the City of Berkeley staff cuts
- Aging drivers
- Green infrastructure requirements

F. ADJOURNMENT

8:55 pm Action: It was Moved / Seconded (Gattu/Leung) to adjourn the meeting.

8:55 pm: Vote:
Ayes: Budimir, Gattu, Hothi, Leung, Lutzker, Scheider, Walton
Noes: None
Abstain: None
Absent: None
Excused: Fike, Zaro
Recused: None

8:55 pm: Motion passed 7-0-0-0-2-0

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, May 21, 2026, at 6:15 pm, at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.

Administrative Procedures from the City of Berkeley Commissioners' & Board Members' Manual, 2025 Edition, pages 62-63 regarding minutes:

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

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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Email: transportation@berkeleyca.gov eleyca.gov

NOTICE OF PUBLIC HEARING
BERKELEY TRANSPORTATION & INFRASTRUCTURE COMMISSION

2026 BICYCLE PLAN UPDATE

The public may participate in this hearing in-person.

The Department of Public Works is proposing updates to the City's Bicycle Plan. Pursuant to Public Resources Code 21080.20, before determining if this work is exempt from the California Environmental Quality Act (CEQA), Public Works, the lead agency, will hold a noticed public hearing to hear and respond to public comments.

The hearing will be held at the **May 21, 2026** Transportation and Infrastructure Commission meeting at 6:15 pm in the North Berkeley Senior Center, located at 1901 Hearst Ave, Berkeley, CA 94709.

A copy of the agenda material for this hearing will be available on the City's website at https://berkeleyca.gov/ as of **May 15, 2026**.

For further information, please contact Mark Helmbrecht, Transportation Division Manager and Transportation and Infrastructure Commission Secretary, at 510-981-6403.

Written comments should be mailed or delivered directly to the Public Works Department, Transportation Division, 1947 Center Street, 4th floor, Berkeley, CA 94704, or e-mailed to transportation@berkeleyca.gov in order to ensure delivery to staff and Transportation and Infrastructure Commissioners and inclusion in the agenda packet.

Communications to the City of Berkeley 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 the City, 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 Public Works' Transportation Division. 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 City Clerk at (510) 981-6900 or clerk@berkeleyca.gov for further information.

Published: May 15, 2026

Public Resources Code 21080.20

(a) (1) (A) This division does not apply to an active transportation plan, a pedestrian plan, or a bicycle transportation plan for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles.

(B) This division does not apply to a transit comprehensive operational analysis, transit route readjustment, or other transit agency route addition, elimination, or modification.

(2) An active transportation plan or pedestrian plan is encouraged to include the consideration of environmental factors, but that consideration does not inhibit or preclude the application of this section.

(3) An individual project that is a part of an active transportation plan, pedestrian plan, or transit comprehensive operational analysis remains subject to this division unless another exemption applies to that project.

(b) Before determining that a project described in subdivision (a) is exempt pursuant to this section, the lead agency shall hold noticed public hearings in areas affected by the project to hear and respond to public comments. Publication of the notice shall be no fewer times than required by Section 6061 of the Government Code by the public agency in a newspaper of general circulation in the area affected by the proposed project. If more than one area will be affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas.

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I hereby certify that the Notice for this Public Hearing of the Berkeley Transportation and Infrastructure Commission was posted at the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way, as well as on the City's website, on May 15, 2026.

Signed by:
Mark Helmbrecht
95456F383AC442A...

Mark Helmbrecht
Public Works Transportation Division Manager
Transportation and Infrastructure Commission Secretary
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2026 Berkeley Bike Plan Update – Public Hearing

Transportation & Infrastructure Commission

May 21, 2026

2026 Berkeley Bike Plan Update – Public Hearing

Agenda

I. Introduction

II. Project Overview

III. Draft Plan Summary

IV. Final Plan Summary

V. Final Plan revisions

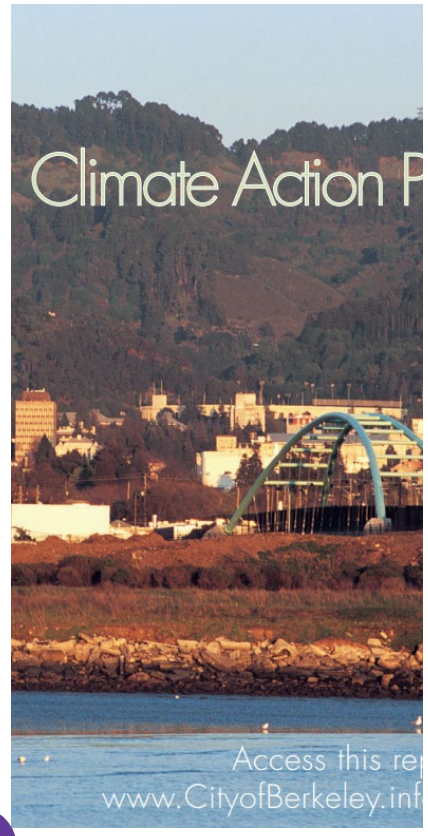
VI. Next Steps

Q&A

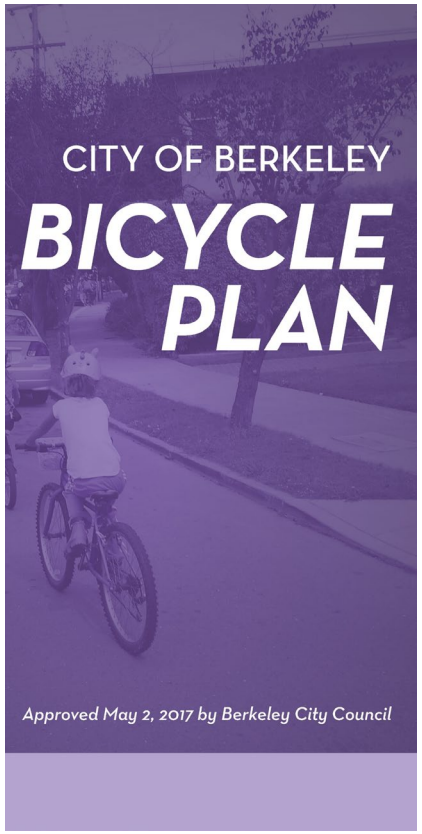
Review the plan at: BerkeleyBikePlan.org

Project Overview

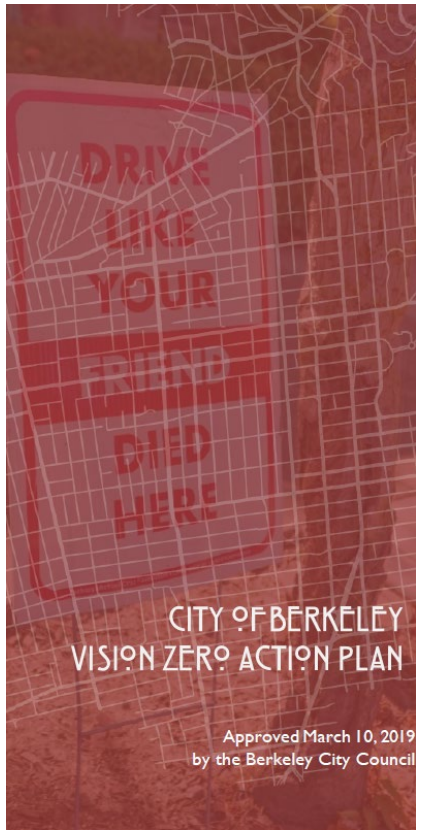
City Plans, Policies, and Priorities



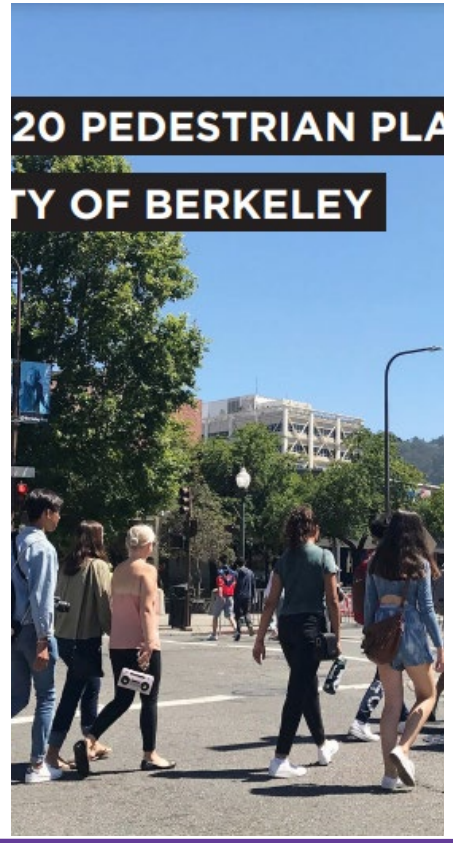
Climate Action Plan (2009)



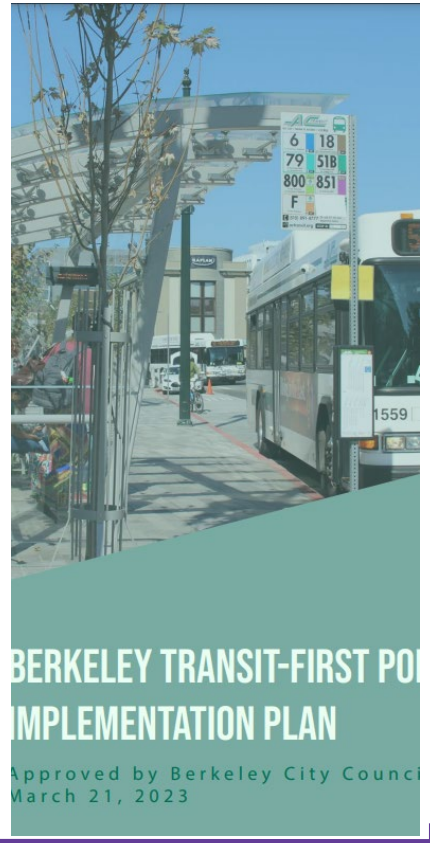
Bicycle Plan (2017)



Vision Zero Action Plan (2019)



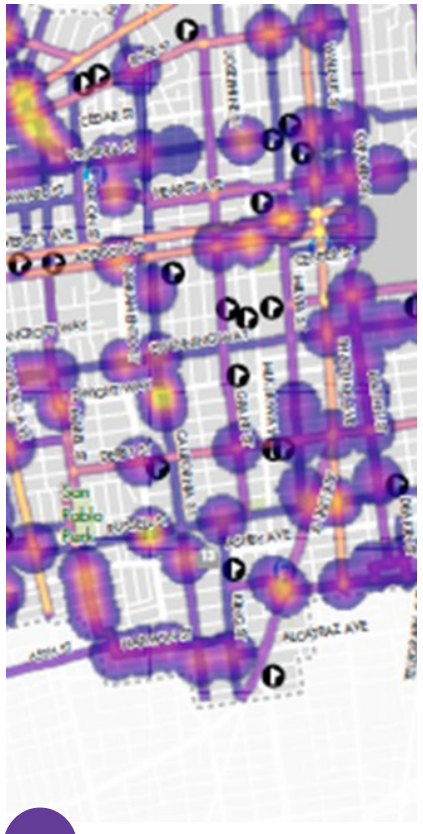
Pedestrian Plan (2020)

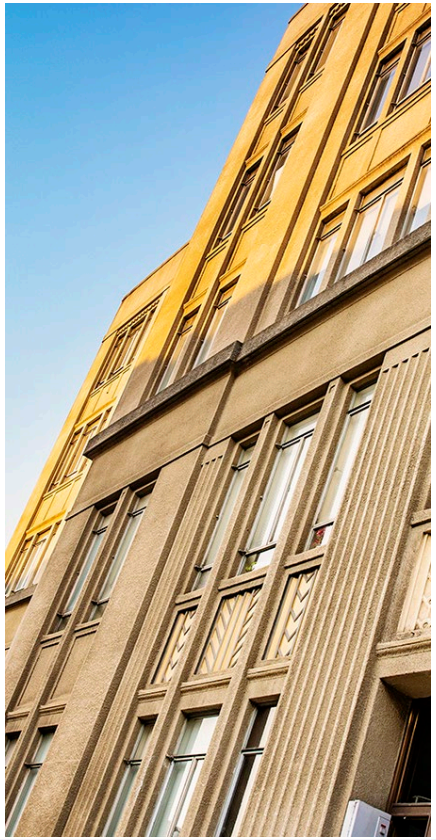


Transit-First Policy Implementation Plan (2023)

June 2026

Process of Plan Development





2022 Outreach

Spring-Summer 2022

TIC and Outreach Kick-off

January 2025

Draft Plan Release and TIC

August 2025

Final Plan Release, TIC, Public Hearing

April and May 2026

City Council Meeting for Plan Adoption

June 2026

Outreach Summary 2022-2025

Events and presentations

- 1 group bike tour – 18 participants
- 2 virtual workshops – 206 participants
- 5 pop-ups – 280 participants
- 16 listening sessions – 332 participants
- Accessibility interviews with 4 individuals
- 5 Commission Meetings
- 3 Technical Advisory Committee meetings

Online and mail methods

- Interactive web map and project website – 603 users
- Postcards to addresses in equity priority areas

Draft Plan Summary

Draft Plan

The Draft Bike Plan was publicly released on August 8, 2025. The City held an online workshop on August 19, 2025 that was attended by 128 people.

During the 7-week comment period the project team received

- 316 emails from the public
- 7 letters from organizations/advocacy groups
- 535 comments in total

The City has provided a response to all comments in a spreadsheet which is available on the project website at www.berkeleybikeplan.org

Final Plan Summary

What's in the Final Plan?

- Over 42 miles of recommended bikeway improvements
- 5 Key Projects concepts
- Accessibility Recommendations section
- Bicycle Boulevard Design Guide
- Prioritized projects with cost estimates
- Summary of all plan outreach (2022-2025)

What's in the Final Plan?

1. Introduction
2. Existing Conditions & Plan Progress
3. Needs Assessment/Public Engagement
4. Proposed Bikeway Network
5. Implementation

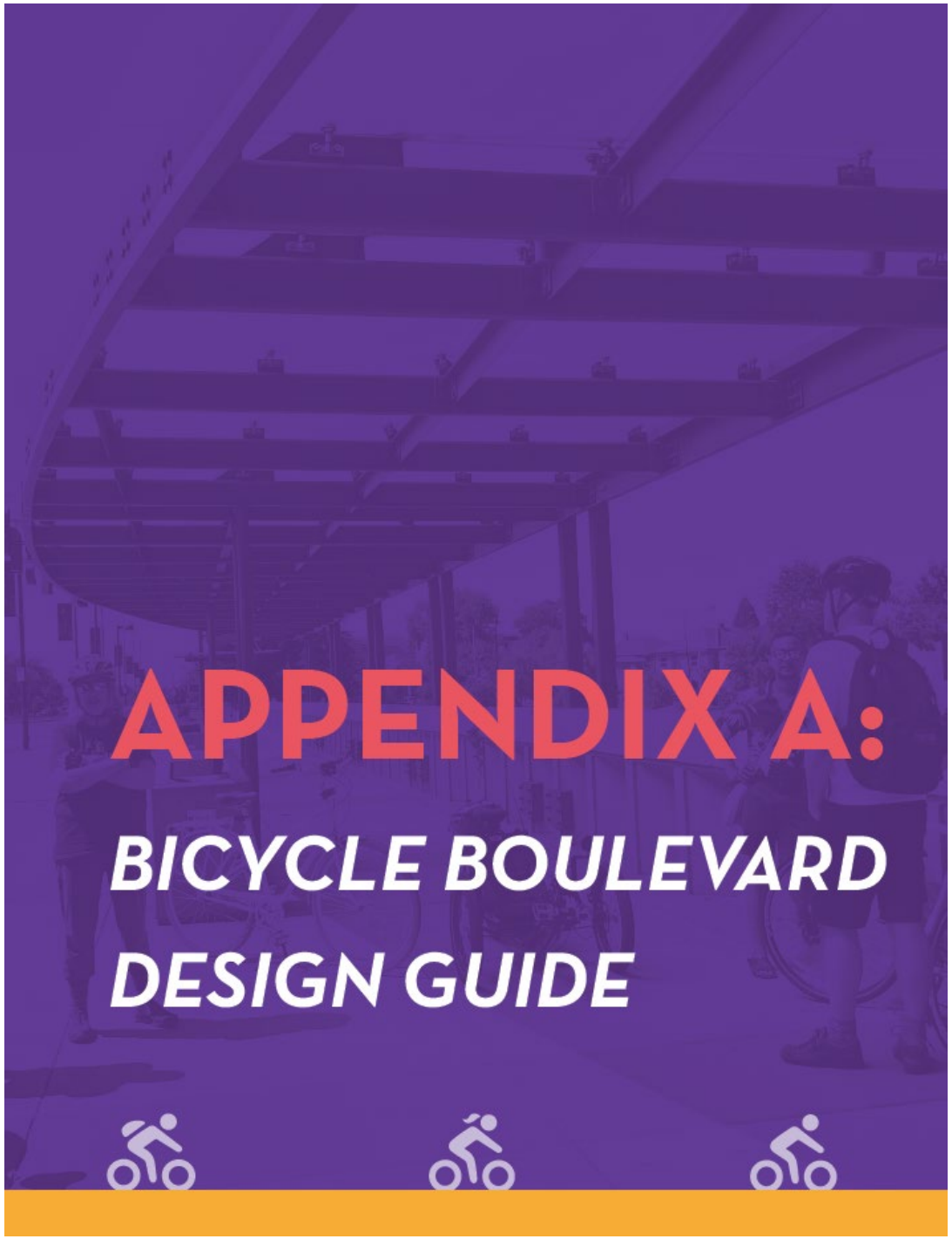
Appendix A – Bicycle Boulevard Design Guide

Appendix B – 2022 Outreach Summary

Appendix C – 2025 Outreach Summary

Appendix D – Updated Network Memo

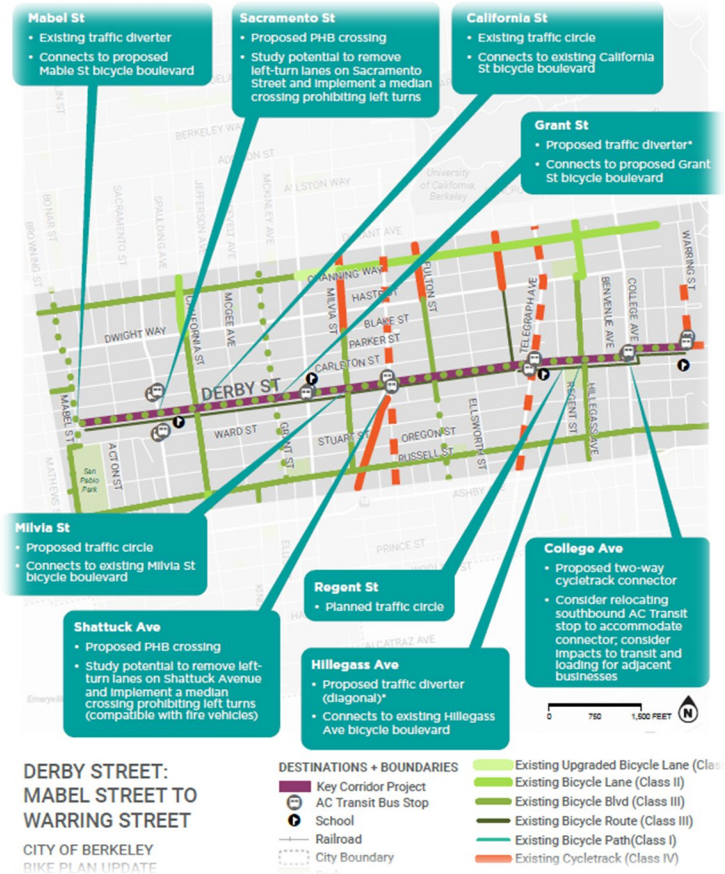
Appendix E – Prioritization Methodology



By the Numbers: 2017 to 2026 Recommendations

BIKEWAY TYPE	2017 PLAN RECOMMENDED MILEAGE	2026 UPDATE RECOMMENDED MILEAGE
Shared Use Path (Class I)	1.5	1.3
Bicycle Lane (Class II)	0.1	0.5
Upgraded Bicycle Lane (Class II)	3.0	2.2
Bicycle Boulevard (Class III)	12.4	14.0
Bicycle Route (Class III)	13.9	9.0
Separated bikeway (Class IV)	18.4	15.5
TOTAL	**49.3**	**42.5**

Key Projects



Key Project pages include design “cut-sheets”, and the basic existing conditions. These pages are meant to inform future grant applications.

<u>The 5 Key Projects in the Bike Plan Update:</u>

1. **Gilman Street** – proposed separated bikeway and bicycle boulevard
2. **Derby Street** – proposed bicycle boulevard
3. **Heinz Avenue** – proposed bicycle boulevard improvement, two-way cycletrack connector across San Pablo Avenue, and separated bikeway to connect to the 9th Street pathway
4. **Sacramento Street at Channing Way** – proposed PHB and median crossing
5. **Sacramento Street at Russell Street** – proposed PHB and median crossing

Final Plan Revisions

Comments from the Commission

The Commission provided comments on the final plan draft to City staff via letter, and verbal comments at the April 16, 2026 Commission meeting.

Final Plan Revisions

- Page 37 was revised for accuracy when referring to 20 mph “speed limits”, rather than “target speeds”, as “allowable” by AB 43.
- Pages 91-92 were revised for accuracy regarding California Manual on Uniform Traffic Control Devices (MUTCD) Stop sign warrants.
  - Plan now states that stop sign treatment “requires completing a CA MUTCD STOP warrant analysis before implementation.”

Next Steps

The Final Draft Plan is publicly available at

berkeleybikeplan.org

The plan is scheduled to go to the **City Council for adoption on June 16, 2026**.

Thank You!

Review the plan at www.BerkeleyBikePlan.org

Contact: bicycleplan@berkeleyca.gov

5-Year Street Rehabilitation Plan

FY 2027-FY 2031

Transportation and Infrastructure Commission

May 21, 2026

Public Works Department

Purpose of Today's Briefing

Update on prior Paving Plan FY24-28

FY25 and FY26 Paving Project Status

FY24-FY26 Delivery summary

Intro to the 5 Year Paving Plan FY27-31

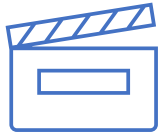
Brief overview of City network and current condition

Pavement management and policy framework

Funding

Measure FF: To Complement

Plan overview

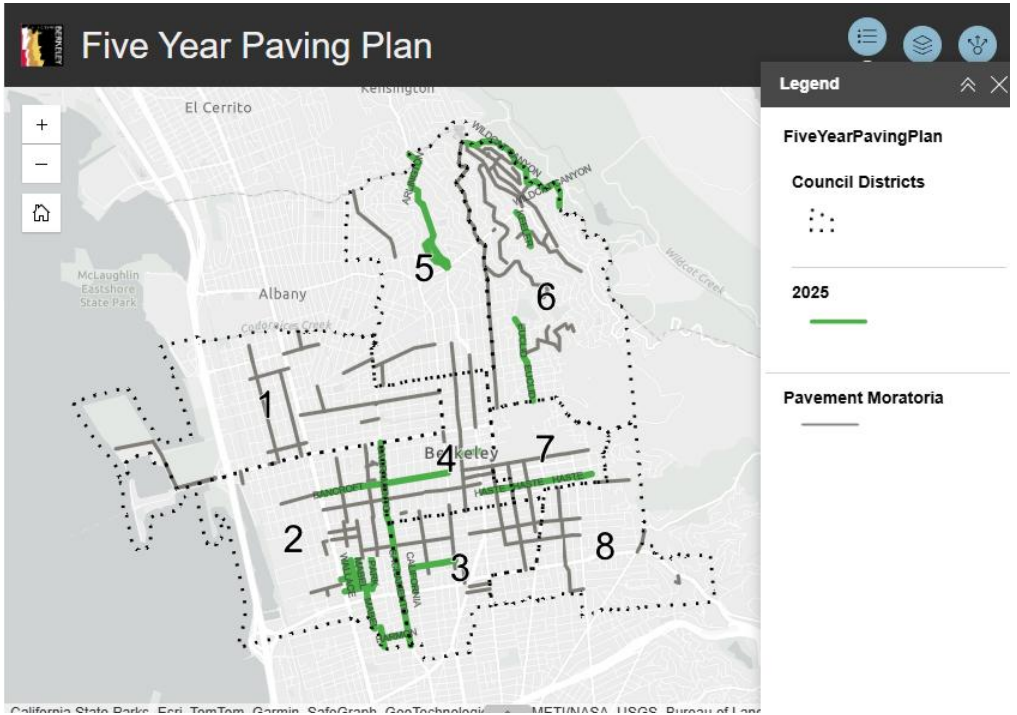


Requested Action

TIC recommendation of the FY27-31 Plan to Council for adoption

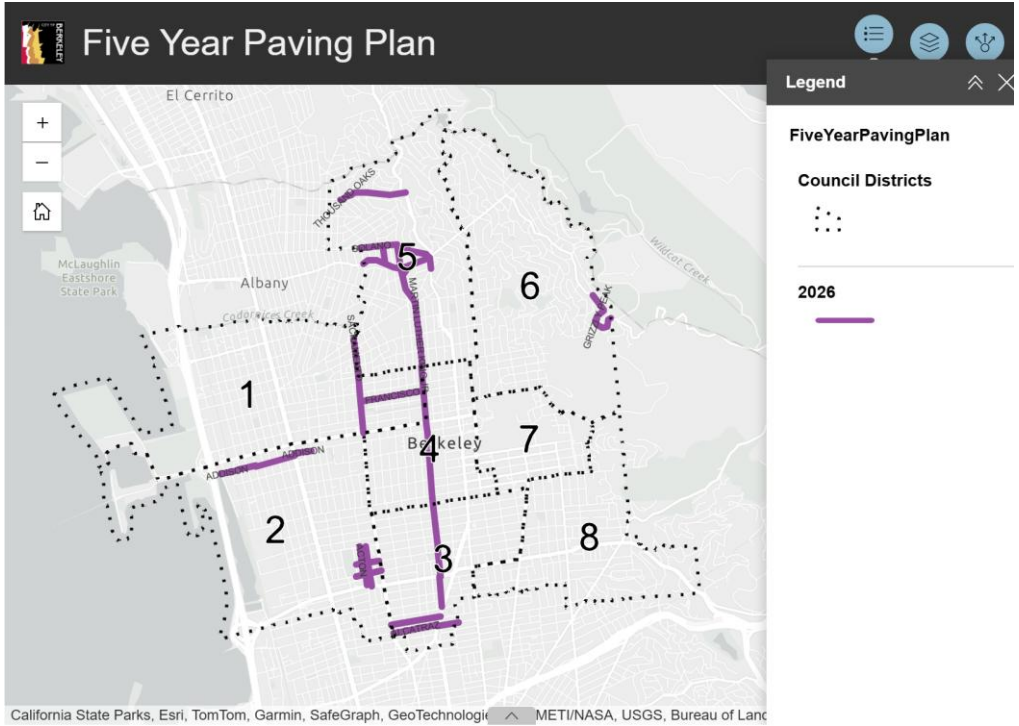
FY25 Street Rehab Project - Status Update

- Construction complete
- Paving completed in January 2026
- Wildcat Canyon Road deferred to FY26
- Allston Way permeable paver reset completed Spring 2026; second phase Summer 2026



FY26 Street Rehab Project - Status Update

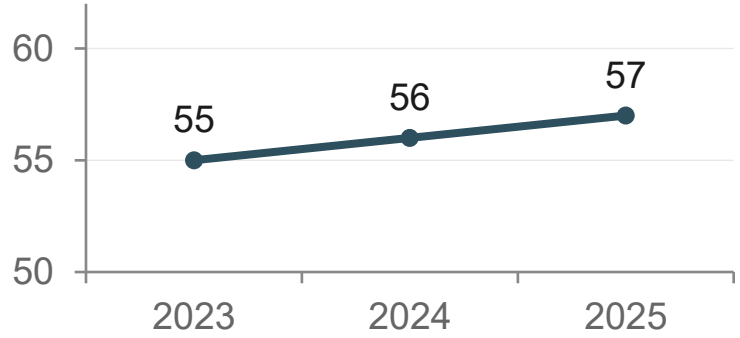
- Low bidder identified; Council award contract in May 2026
- Construction anticipated Summer/Fall 2026
- Final year of the FY24-28 Paving Plan before the new plan



Prior Plan: What We Delivered

	FY24 (Complete)	FY25 (Complete)	FY26 (In Progress)	Total*
Centerline Miles	11.1	7.8	10.3	**29.2**

Pavement Condition Trend



Prior Plan: Delivery by Policy Overlay

Category	FY24	FY25	FY26	Total*	% of Total
Bikeways	4.8	2.5	5.2	**12.5**	43%
Equity Zone	4.2	3.9	3.1	**11.3**	39%
Bus Routes	3.3	3.3	4.8	**11.4**	39%
High-Injury Streets	0.5	2.0	3.7	**6.2**	21%

**Categories overlap; percentages do not sum to 100%. Mileage in centerline miles.*

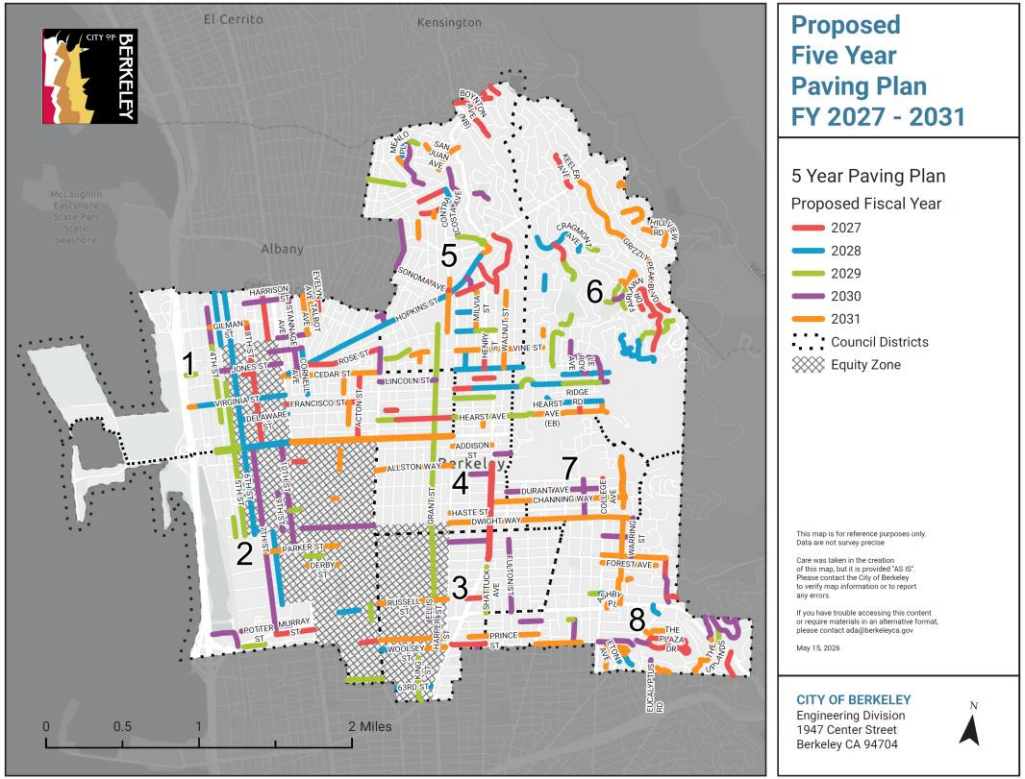
Berkeley's Street System

- 213 centerline miles
- System-wide average weighted PCI of 57 as of end of 2025
- Replacement value estimated at $1.2 billion

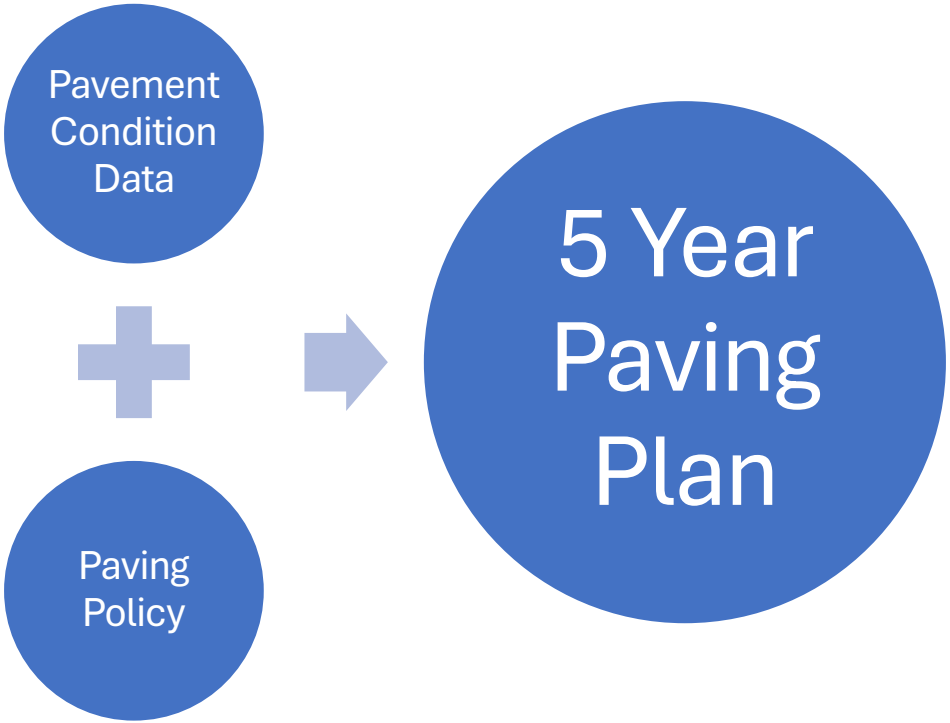
Condition Distribution (2025)

Very Good	Good	Poor	Very Poor
39%	26%	33%	2%

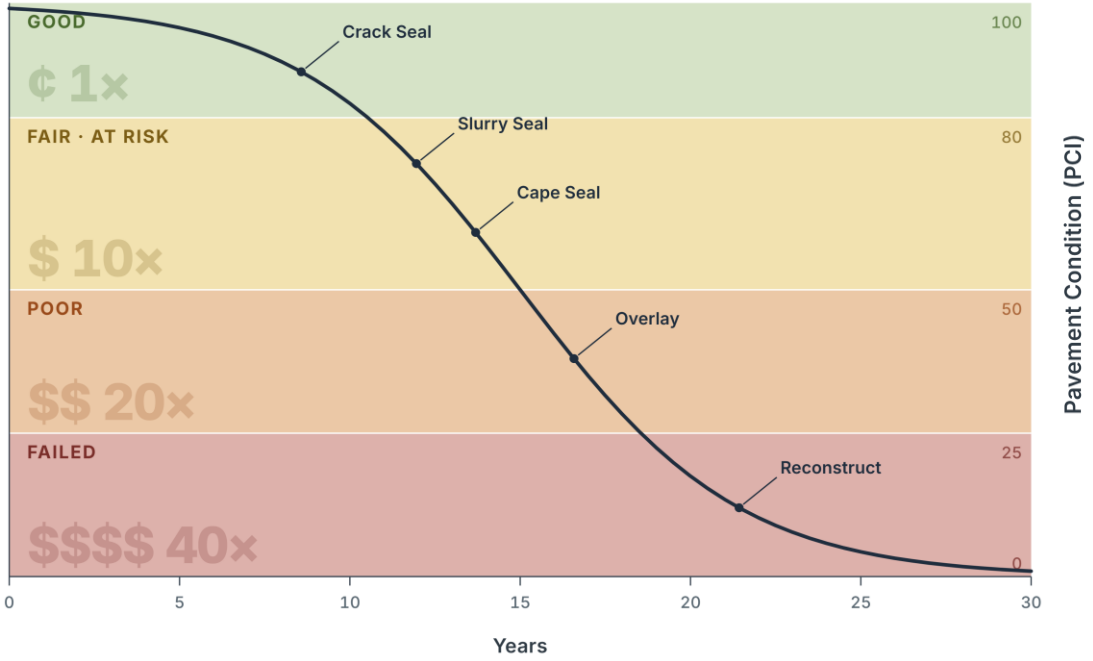
FY 2027-2031 5-Year Paving Plan Map



Streets Program: How We Select Streets



How a Street Deteriorates



Pavement Management Approach

APPROACH A

Worst-first

Expensive per mile

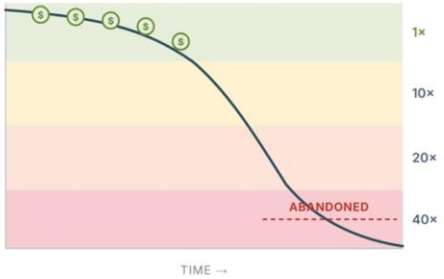
Spend concentrates on streets already at the bottom tier. Each mile costs 20–40× a preventive treatment. Streets near the top keep sliding unchecked.

Pavement Management Approach

APPROACH B

Best-first

Worst streets abandoned



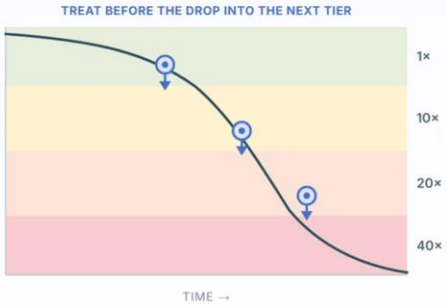
Only streets at the top of the curve get treated. Dollars stretch into many cheap miles, but streets already in poor condition fall further behind.

Pavement Management Approach

APPROACH C · BERKELEY

Critical-point management

Right treatment, right time



Target streets sitting at the bottom of each tier and treat them before they fall further. Dollars stretch, the most miles are preserved, and long-term decline slows.

Berkeley's Adopted Paving Policy

Adopted January 2022

Purpose

Sets performance metric of reaching and maintaining a PCI of 70

Transparency in aligning data-driven prioritization with City goals and values

Berkeley's Adopted Paving Policy (cont'd)

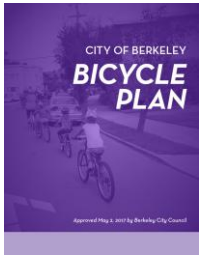
Equity Zone

Historically underserved neighborhoods

Reach average PCI of 70 before the rest of City

Berkeley's Adopted Paving Policy (cont'd)

Advancing other City Plans



Bicycle Plan

Transit First Policy

BERKELEY VISION ZERO

SLOW SPEEDS. ZERO DEATHS.

Vision Zero

Accessibility: Built Into Every Project

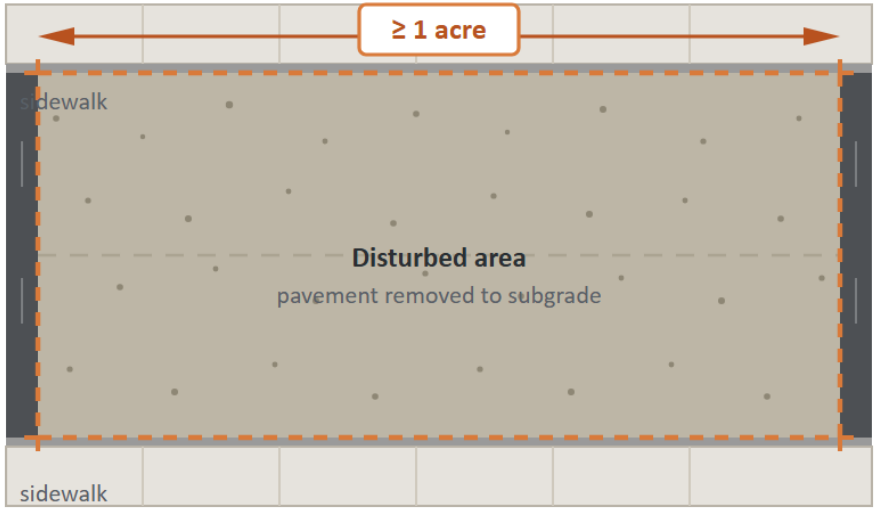
338 ADA curb ramps delivered in FY24-26

106 in FY24 · 92 in FY25 · ~140 estimated in FY26

- Every paving project upgrades ADA curb ramps at all intersections touched, built to current ADA/PROWAG standards
- Plan includes 20% ADA curb ramp cost factor on all rehabilitation and reconstruction treatments

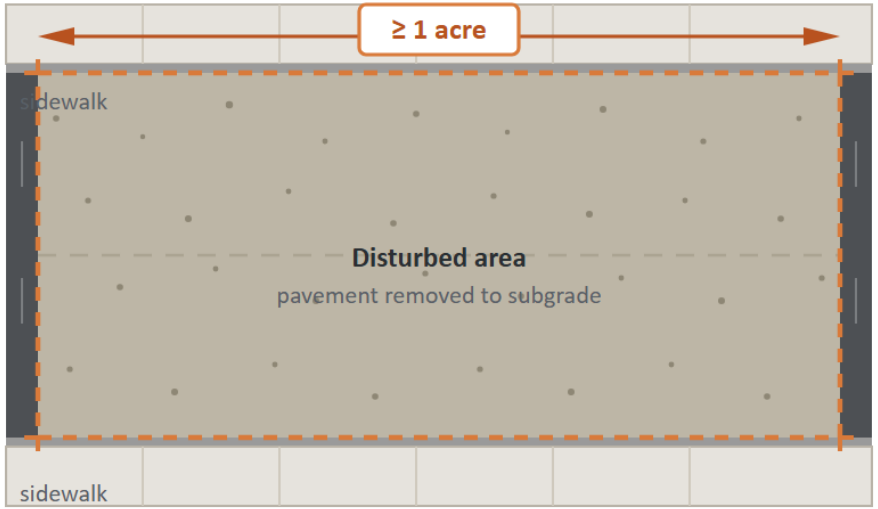
MRP C.3 Requirements and Green Infrastructure

- City's regional stormwater permit (MRP) requires pollutant controls on certain street projects
- Road reconstruction ≥1 contiguous acre triggers a requirement to build green infrastructure (e.g., bioretentior basins)
- No additional funding provided to the City for compliance; funded through the Clean Storm Fund (616)



MRP C.3 Requirements and Green Infrastructure

- Green Infrastructure cost: $750K–$1M per acre; must be built within 3 years of paving
- Initial estimates within this 5-Year Plan period
  - 4.65 disturbed acres, with an estimated cost of $3.5-$4.7M
  - Will be delivered as part of a separate project



Funding

Fund	Source	FY27	FY28	FY29	FY30	FY31	5-Yr Total
127	**State Trans. Tax**	$2.20M	$2.20M	$2.20M	$2.20M	$2.20M	**$10.98M**
133	**Measure F VRF**	$0.16M	$0.16M	$0.16M	$0.16M	$0.16M	**$0.78M**
134	**Measure BB LSR**	$2.98M	$2.98M	$2.98M	$2.98M	$2.98M	**$14.90M**
501	**CIP Fund**	$1.93M	$1.93M	$1.93M	$1.93M	$1.93M	**$8.43M**
501	**CIP - Council Ref.**	$8.49M	$8.74M	$9.00M	$9.27M	$9.55M	**$45.06M**
601	**Zero Waste**	$2.00M	$2.00M	$2.00M	$2.00M	$2.00M	**$10.00M**
616	**Clean Storm**	$1.00M	$1.00M	$1.00M	$1.00M	$1.00M	$5.00M
	TOTAL	**$18.74M**	**$19.00M**	**$19.26M**	**$19.53M**	**$19.81M**	**$96.34M**

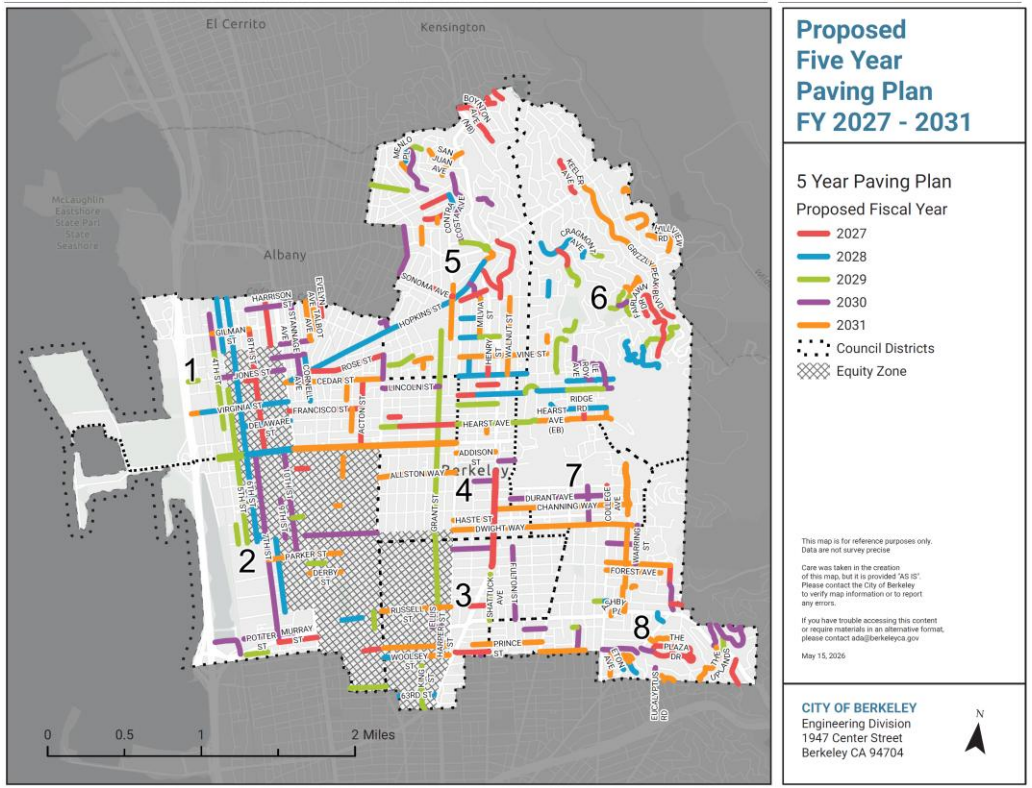
Council referral 501 funding increases each year based on inflation escalator. Total program revenue: $96.3M. Approximately $91.3M available for street rehabilitation (excludes $5M Clean Storm Fund for drainage infrastructure). Plan selects $89.4M in projects, maintaining a ~2% programmatic reserve.

Measure FF: Relationship to the Five-Year Plan

- Measure FF provides a new dedicated funding source for street improvements
  - Approximately $40M over 5 years
- The Five-Year Paving Plan represents the City's baseline street rehabilitation investment
- Measure FF will supplement this baseline through a separate but complementary program, consistent with the ballot measure's requirement that FF funds be additive to existing spending
- FF funding, priorities and project list will be presented to SSCOC and Council separately
- Measure FF funds are not included in the 5-Year Paving Plan budget

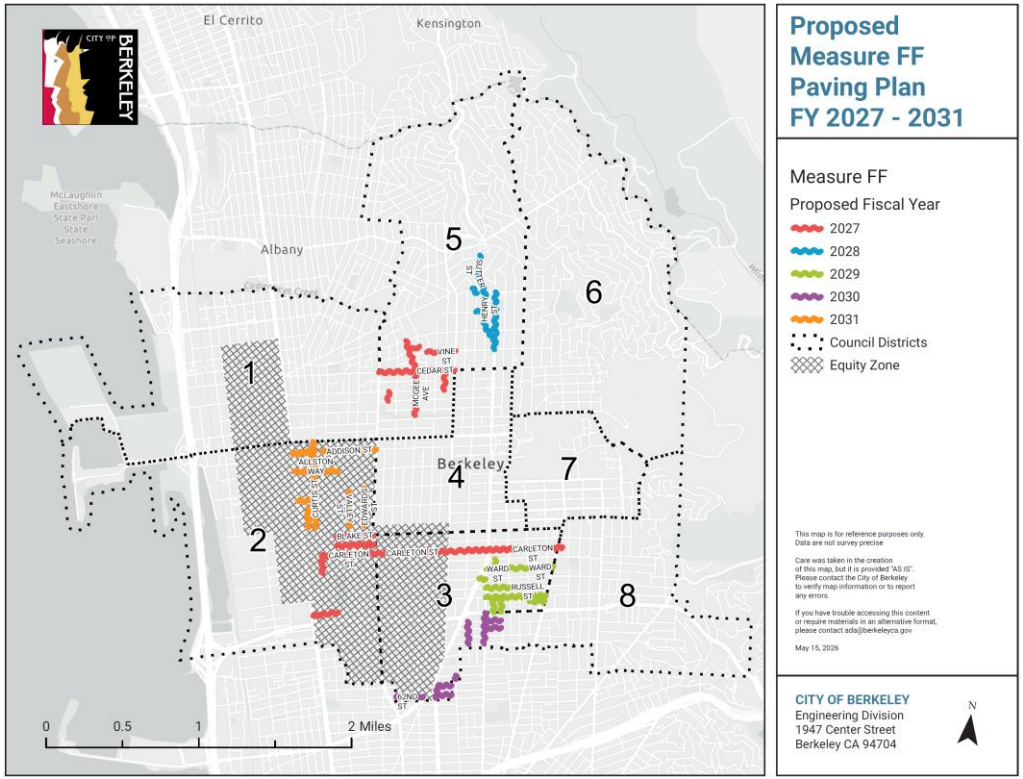
FY 2027-2031 5-Year Paving Plan Map

Over 350 street segments and 55.2 centerline miles of paving



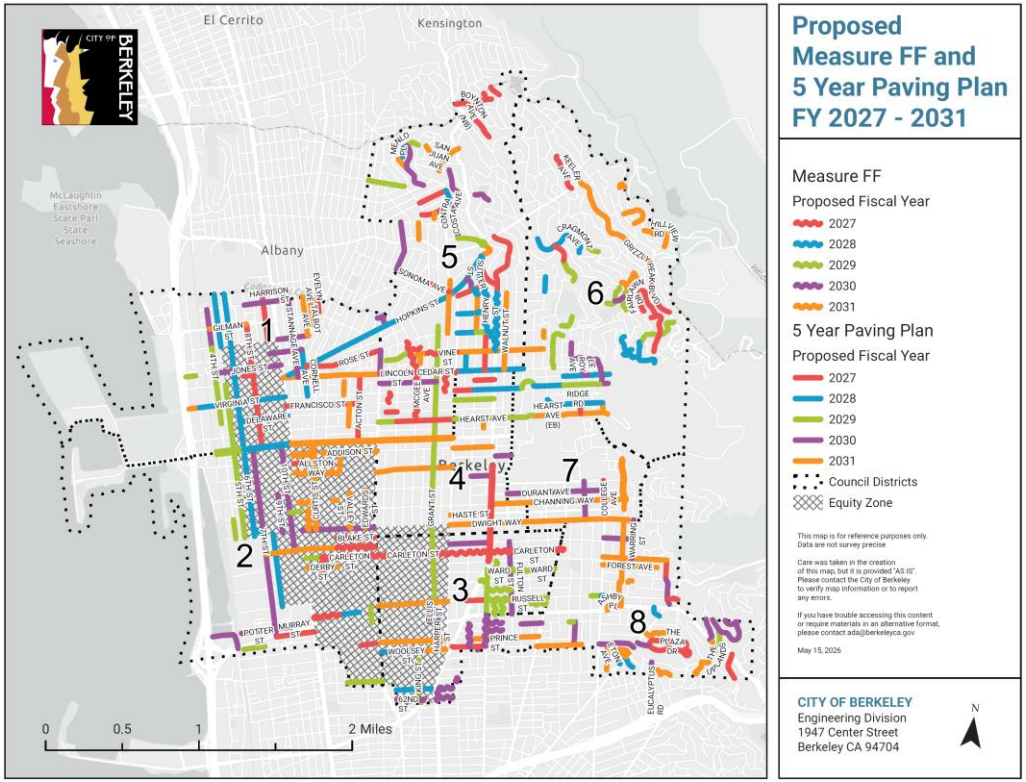
FY 2027-2031 Measure FF Map

Over 50 street segments and 9.5 centerline miles of anticipated heavy rehabilitation at 6 proposed project areas based on community input



FY 2027-2031 5-Year Paving Plan + Measure FF Map

Combined FF and 5-Year Paving Plan: Over 400 street segments and nearly 65 centerline miles of paving



FY 2027-2031 5-Year Paving Plan Summary

Total City-wide

Fiscal Year	Centerline Miles	Estimated Cost
FY 2027	9.8	$17,360,697
FY 2028	9.8	$17,051,650
FY 2029	8.3	$17,870,774
FY 2030	11.3	$17,957,460
FY 2031	15.8	$18,380,381
Total	**55.2**	**$88,620,964**

FY 2027-2031 5-Year Paving Plan Summary

Equity Zone

Fiscal Year	Centerline Miles	% of Miles Paved	Estimated Cost	% of Total
FY 2027	0.9	9.2%	$3,844,874	22.1%
FY 2028	3.5	35.9%	$8,028,527	47.1%
FY 2029	2.2	26.5%	$6,413,689	35.9%
FY 2030	2.8	24.6%	$7,062,360	39.3%
FY 2031	2.4	15.0%	$3,413,200	18.6%
Total	**11.8**	**21.4%**	**$28,762,650**	**32.5%**

FY 2027-2031 5-Year Paving Plan Summary (cont'd)

Bikeways

Fiscal Year	Centerline Miles	% of Miles Paved	Estimated Cost	% of Total
FY 2027	3.9	39.2%	$8,164,586	47.0%
FY 2028	4.2	42.6%	$12,233,084	71.7%
FY 2029	4.4	52.9%	$9,183,510	51.4%
FY 2030	3.5	30.4%	$6,313,558	35.2%
FY 2031	8.1	51.1%	$9,186,328	50.0%
Total	**24.0**	**43.5%**	**$45,081,067**	**50.9%**

FY 2027-2031 5-Year Paving Plan Summary (cont'd)

Low-Stress Bike Network (Class I, II, IV)

Fiscal Year	Centerline Miles	% of Miles Paved	Estimated Cost	% of Total
FY 2027	1.8	17.9%	$3,281,090	18.9%
FY 2028	1.5	15.2%	$3,922,280	23.0%
FY 2029	1.7	21.0%	$2,751,309	15.4%
FY 2030	0.9	8.2%	$1,464,013	8.2%
FY 2031	1.7	10.6%	$1,151,206	6.3%
Total	**7.6**	**13.8%**	**$12,569,898**	**14.2%**

FY 2027-2031 5-Year Paving Plan Summary (cont'd)

Bus Routes

Fiscal Year	Centerline Miles	% of Miles Paved	Estimated Cost	% of Total
FY 2027	1.6	16.2%	$4,760,702	27.4%
FY 2028	2.4	24.4%	$6,227,722	36.5%
FY 2029	1.5	18.6%	$3,278,331	18.3%
FY 2030	2.3	20.0%	$5,252,455	29.2%
FY 2031	5.2	33.2%	$7,076,557	38.5%
Total	**13.0**	**23.6%**	**$26,595,767**	**30.0%**

FY 2027-2031 5-Year Paving Plan Summary (cont'd)

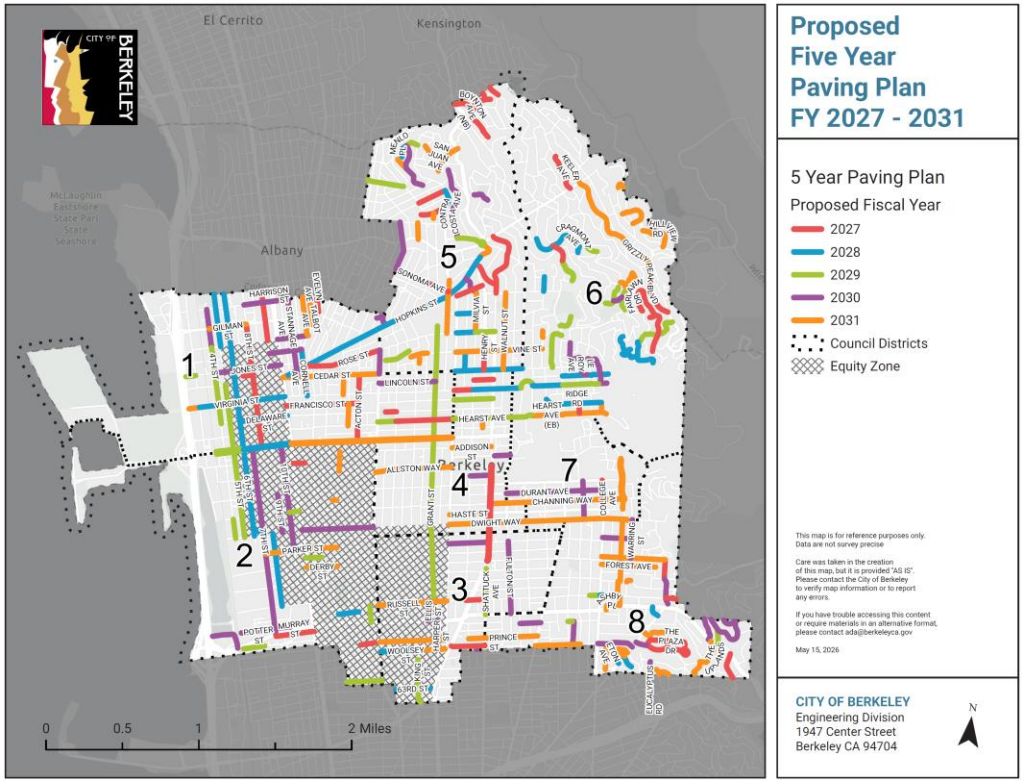
High-Injury Streets

Fiscal Year	Centerline Miles	% of Miles Paved	Estimated Cost	% of Total
FY 2027	2.3	23.4%	$5,080,427	29.3%
FY 2028	2.8	28.2%	$6,310,326	37.0%
FY 2029	1.4	16.9%	$1,792,226	10.0%
FY 2030	0.8	7.0%	$2,858,471	15.9%
FY 2031	5.2	33.2%	$7,334,733	39.9%
Total	**12.5**	**22.7%**	**$23,376,183**	**26.4%**

Requested Action

Staff requests that the Transportation and Infrastructure Commission:

Recommend the 5-Year Street Rehabilitation Plan (FY 2027-2031) for adoption by City Council

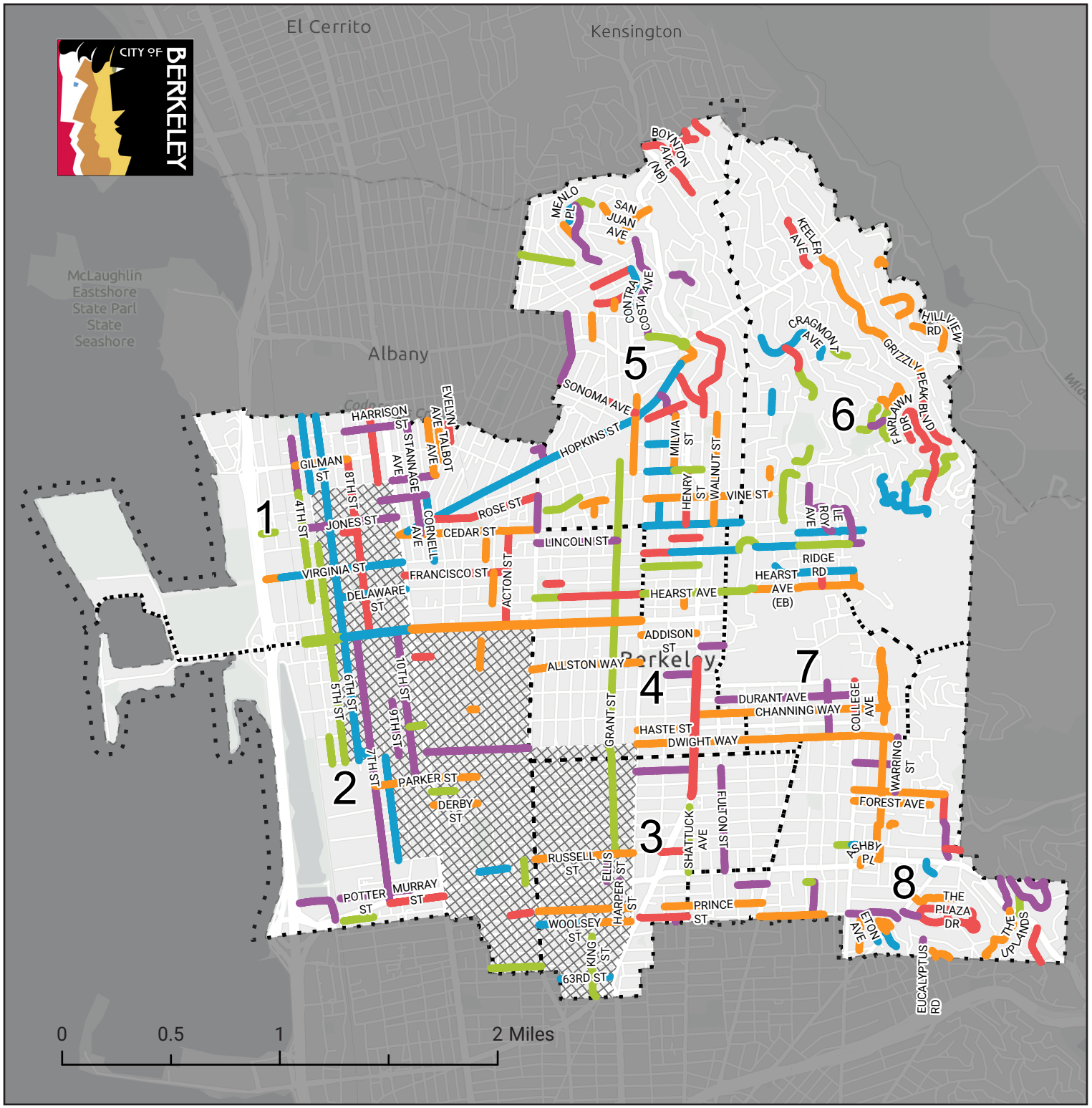


Thank You

Terrence Salonga

Supervising Civil Engineer

tsalonga@berkeleyca.gov



Proposed Five Year Paving Plan FY 2027 - 2031

5 Year Paving Plan

Proposed Fiscal Year

- 2027
- 2028
- 2029
- 2030
- 2031
- Council Districts
- Equity Zone

This map is for reference purposes only.
Data are not survey precise

Care was taken in the creation of this map, but it is provided "AS IS". Please contact the City of Berkeley to verify map information or to report any errors.

If you have trouble accessing this content or require materials in an alternative format, please contact ada@berkeleyca.gov

May 15, 2026

CITY OF BERKELEY
Engineering Division
1947 Center Street
Berkeley CA 94704

N

5-YEAR STREET REHABILITATION PLAN FOR FY 2027 TO FY 2031

Fiscal Year 2027 | 60 Sections | $17,360,697 | 9.97 miles

Fiscal Year 2027													
Street Name	From	To	Class	Treatment	Estimated Cost	MRP Reqt	Dist	EZ	PCI	Miles	Bike	Bus	HIS
10TH ST	HARRISON ST	CAMELIA ST	R	Light Mtce	$40,640		1		81	0.24			
10TH ST	NORTH CITY LIMIT	HARRISON ST	R	Light Mtce	$14,400		1		87	0.09	Y		
8TH ST	CAMELIA ST	PAGE ST	R	Heavy Rehab	$272,049		1	Y	32	0.08			
8TH ST	GILMAN ST	CAMELIA ST	R	Heavy Rehab	$397,500		1		28	0.12	Y		
8TH ST	JONES ST	VIRGINIA ST	R	Reconstruct	$1,132,628	Y	1	Y	18	0.21			
8TH ST	PAGE ST	JONES ST	R	Reconstruct	$475,608	Y	1	Y	13	0.09			
8TH ST	VIRGINIA ST	UNIVERSITY AVE	R	Reconstruct	$1,729,000	Y	1	Y	17	0.31			
ACTON ST	CEDAR ST	UNIVERSITY AVE	R	Heavy Rehab	$1,437,360		1		34	0.43	Y		
AMADOR AVE	SUTTER ST	SHATTUCK AVE	R	Heavy Rehab	$520,089		5		50	0.17			
BATAAN AVE	7TH ST	8TH ST	R	Reconstruct	$214,573	Y	1	Y	11	0.06			
BELROSE AVE	DERBY ST	CLAREMONT BLVD/ GARBER ST	C	Light Mtce	$34,656		8		87	0.12	Y	Y	
BOYNTON AVE	COLORADO AVE	FLORIDA AVE	R	Heavy Rehab	$128,472		5		45	0.05			
BOYNTON AVE (NB)	ARLINGTON AVE	COLORADO AVE	R	Heavy Rehab	$435,183		5		41	0.29			
CATALINA AVE	COLUSA AVE	THE ALAMEDA	R	Light Mtce	$20,904		5		92	0.19			
COLLEGE AVE	BANCROFT WAY	DWIGHT WAY	C	Light Mtce	$57,600		7		83	0.23		Y	Y
COLUMBIA CIRCLE	COLUMBIA PATH	FAIRLAWN DR	R	Light Rehab	$66,464		6		75	0.04			
COWPER ST	SAN PABLO AVE	BYRON ST	R	Light Mtce	$9,864		2	Y	80	0.07			
DELAWARE ST	DEAD END WEST OF CALIFORNIA	CALIFORNIA ST	R	Light Mtce	$12,000		1		82	0.07			
ENCINA PL	THE PLAZA DR	THE UPLANDS	R	Light Mtce	$12,440		8		79	0.07			
EUCLID AVE	CRAGMONT AVE	BEG OF DIVIDED ROAD	R	Heavy Mtce	$177,667		6		67	0.12		Y	Y
FAIRLAWN DR	AVENIDA DR	OLYMPUS DR	R	Heavy Rehab	$223,395		6		36	0.10		Y	
FAIRLAWN DR	QUEENS RD	AVENIDA DR	R	Light Mtce	$48,064		6		86	0.49			
FRANCISCO ST	CHESTNUT ST	DEAD END	R	Reconstruct	$1,001,756	N	1		23	0.20			
FRANCISCO ST	SAN PABLO AVE	CHESTNUT ST	R	Reconstruct	$1,214,556	N	1		16	0.26			
GRIZZLY PEAK BLVD	ARCADE AVE	HILL RD	C	Light Rehab	$346,084		6		76	0.15	Y	Y	Y
GRIZZLY PEAK BLVD	SHASTA RD (S)	ARCADE AVE	C	Heavy Mtce	$227,200		6		69	0.20	Y	Y	Y
HEARST AVE	CALIFORNIA ST	MC GEE AVE	C	Heavy Mtce	$158,400		1		58	0.12	Y		Y
HEARST AVE	MC GEE AVE	MARTIN LUTHER KING JR WAY	C	Heavy Mtce	$325,200		1		58	0.26	Y		Y
HENRY ST	ROSE ST	VINE ST	R	Light Mtce	$21,120		5		90	0.12			
HENRY ST	VINE ST	CEDAR ST	R	Light Mtce	$20,960		5		90	0.12			
KEELER AVE	GRIZZLY PEAK BLVD	MARIN AVE	R	Light Mtce	$24,000		6		84	0.26			
LE ROY AVE	RIDGE RD	HEARST AVE	R	Light Mtce	$11,504		6		87	0.07			
LINCOLN ST	MILVIA ST	SHATTUCK AVE	R	Light Rehab	$293,136		4		73	0.13			
MASONIC AVE	NORTH CITY LIMIT	SANTA FE AVE	R	Light Mtce	$12,800		1		76	0.09	Y		
MURRAY ST	7TH ST	SAN PABLO AVE	R	Light Mtce	$34,072		2		87	0.25	Y		
NOGALES ST	THE PLAZA DR	PARKSIDE DR	R	Light Mtce	$10,128		8		76	0.05			
PARKSIDE DR	ENCINA PL	THE PLAZA DR	R	Light Mtce	$42,304		8		75	0.32			
PRINCE ST	ACTON ST	STANTON ST	R	Light Mtce	$11,152		2	Y	85	0.10			
ROBLE RD	TUNNEL RD	SOUTH CITY LIMIT (ROBLE CT)	R	Light Mtce	$19,624		8		84	0.17			
ROSE ST	CHESTNUT ST	ORDWAY ST	R	Light Mtce	$20,960		1		86	0.12	Y		Y
ROSE ST	HOPKINS ST	CHESTNUT ST	R	Light Mtce	$22,496		1		84	0.13	Y		Y
ROSE ST	ORDWAY ST	SACRAMENTO ST	R	Light Mtce	$40,000		1		85	0.24	Y		Y

Fiscal Year 2027													
Street Name	**From**	**To**	**Class**	**Treatment**	**Estimated Cost**	**MRP Reqt**	**Dist**	**EZ**	**PCI**	**Miles**	**Bike**	**Bus**	**HIS**
RUGBY AVE	NORTH CITY LIMIT (VERMONT)	VERMONT AVE	R	Light Mtce	$4,664		5		82	0.04			
RUSSELL ST	ADELINE ST	SHATTUCK AVE	R	Heavy Rehab	$295,740		3		40	0.09	Y		
RUSSELL ST	CLAREMONT BLVD	EAST CITY LIMIT (DOMINGO AVE)	R	Light Mtce	$10,720		8		98	0.06	Y		Y
RUSSELL ST	MILVIA ST	ADELINE ST	R	Light Mtce	$3,680		3		93	0.02	Y		
SHATTUCK AVE	ALLSTON WAY	DWIGHT WAY	A	Heavy Rehab	$2,273,700		4		45	0.38	Y	Y	Y
SHATTUCK AVE	DWIGHT WAY	WARD ST	A	Heavy Rehab	$1,420,400		3		44	0.32	Y	Y	Y
SHATTUCK AVE	LOS ANGELES AVE	EUNICE ST	R	Heavy Mtce	$318,000		5		69	0.30			
SHATTUCK AVE	MARIN AVE	LOS ANGELES AVE	R	Light Mtce	$20,264		5		76	0.18			
SONOMA AVE	WEST CITY LIMIT (TULARE AVE)	JOSEPHINE ST	R	Heavy Mtce	$474,000		5		69	0.37	Y		
TACOMA AVE	COLUSA AVE	THE ALAMEDA	R	Heavy Rehab	$463,803		5		51	0.19			
THE PLAZA DR	ENCINA PL	PARKSIDE DR	R	Light Mtce	$49,064		8		76	0.26			
VASSAR AVE (NB)	NORTH CITY LIMIT (KENTUCKY)	KENTUCKY AVE	R	Heavy Mtce	$47,460		5		73	0.07			
VERMONT AVE	NORTH WEST DEAD END (RUGBY)	MARYLAND AVE	R	Light Mtce	$15,736		5		93	0.15			
VIRGINIA ST	MARTIN LUTHER KING JR WAY	MILVIA ST	R	Heavy Mtce	$163,200		4		64	0.13	Y		
WOOLSEY ST	ADELINE ST	TREMONT ST	R	Light Mtce	$22,400		3		82	0.11	Y		
WOOLSEY ST	TREMONT ST	SHATTUCK AVE	R	Heavy Rehab	$429,618		3		51	0.11	Y		
YOLO AVE	MILVIA ST	SUTTER ST	R	Light Mtce	$12,000		5		85	0.07			
YOLO AVE	THE ALAMEDA	MILVIA ST	R	Light Mtce	$18,240		5		85	0.11			
TOTAL					**$17,360,697**					**9.97**			

Note: Class: A = Arterial, C = Collector, R = Residential. EZ = Equity Zone. Bike = Bikeways. Bus = Bus Route. HIS = High-Injury Street (2020). MRP Reqt: Y = MRP C.3 reconstruct triggers GI requirement, N = reconstruct but no MRP trigger.

FISCAL YEAR 2027 SUMMARY

Func. Class	Cost	%	Miles	%
Arterials	$3,694,100	21%	0.69	7%
Collectors	$1,149,140	7%	1.08	11%
Residentials	$12,517,457	72%	8.20	82%

Policy	Cost	%	Miles	%
Equity Zone	$3,844,874	22%	0.92	9%
Bikeways	$8,164,586	47%	3.91	39%
Bus Route	$4,760,702	27%	1.62	16%
High-Injury	$5,080,427	29%	2.33	23%

District	Cost	%	Miles	%
Dist 1	$8,521,926	49%	3.12	31%
Dist 2	$55,088	0%	0.42	4%
Dist 3	$2,171,838	13%	0.65	7%
Dist 4	$2,730,036	16%	0.63	6%
Dist 5	$2,520,895	15%	2.44	24%
Dist 6	$1,124,378	6%	1.43	14%
Dist 7	$57,600	0%	0.23	2%
Dist 8	$178,936	1%	1.06	11%

5-YEAR STREET REHABILITATION PLAN FOR FY 2027 TO FY 2031

Fiscal Year 2028 | 67 Sections | $17,051,650 | 9.84 miles

Fiscal Year 2028													
Street Name	**From**	**To**	**Class**	**Treatment**	**Estimated Cost**	**MRP Reqt**	**Dist**	**EZ**	**PCI**	**Miles**	**Bike**	**Bus**	**HIS**
5TH ST	HARRISON ST	CAMELIA ST	R	Light Mtce	$41,760		1		77	0.25			
5TH ST	NORTH CITY LIMIT	HARRISON ST	R	Heavy Mtce	$109,320		1		74	0.08			
63RD ST	WEST CITY LIMIT (CALIFORNIA)	ADELINE ST	R	Heavy Rehab	$636,000		3	Y	35	0.19			
6TH ST	ALLSTON WAY	DWIGHT WAY	C	Light Mtce	$125,112		2	Y	86	0.37	Y	Y	Y
6TH ST	CAMELIA ST	CEDAR ST	C	Heavy Mtce	$422,400		1	Y	71	0.25	Y	Y	Y
6TH ST	CEDAR ST	VIRGINIA ST	C	Heavy Rehab	$703,575		1	Y	50	0.13	Y	Y	Y
6TH ST	GILMAN ST	CAMELIA ST	C	Light Mtce	$40,956		1		79	0.12	Y	Y	Y
6TH ST	NORTH CITY LIMIT	GILMAN ST	R	Light Mtce	$42,560		1		76	0.22			
6TH ST	UNIVERSITY AVE	ALLSTON WAY	C	Light Mtce	$64,000		2	Y	75	0.19	Y	Y	Y
6TH ST	VIRGINIA ST	UNIVERSITY AVE	C	Light Rehab	$1,320,848		1	Y	57	0.31	Y	Y	Y
8TH ST	CARLETON ST	PARDEE ST	R	Heavy Rehab	$182,532		2	Y	35	0.06			
8TH ST	DWIGHT WAY	PARKER ST	R	Light Mtce	$21,120		2	Y	82	0.12			
8TH ST	PARDEE ST	HEINZ AVE	R	Light Mtce	$30,784		2	Y	76	0.18			
8TH ST	PARKER ST	CARLETON ST	R	Light Rehab	$247,752		2	Y	69	0.10			
BERRYMAN ST	MARTIN LUTHER KING JR WAY	MILVIA ST	R	Light Mtce	$20,480		5		75	0.12			
BONITA AVE	VINE ST	CEDAR ST	R	Light Mtce	$20,960		5		77	0.12			
BROOKSIDE AVE	CLAREMONT AVE	DEAD END (CLAREMONT AVE)	R	Light Mtce	$9,816		8		88	0.08			
BURNETT ST	MABEL ST	ACTON ST	R	Light Rehab	$349,184		2	Y	69	0.13			
CAMPUS DR	AVENIDA DR	PARNASSUS RD	R	Light Mtce	$11,520		6		83	0.10			
CAMPUS DR	PARNASSUS RD	DEAD END, U C PLOT 82	R	Light Mtce	$12,832		6		83	0.14			
CEDAR ST	MARTIN LUTHER KING JR WAY	MILVIA ST	C	Light Mtce	$31,920		4,5		83	0.13			Y
CEDAR ST	MILVIA ST	SHATTUCK AVE	C	Light Mtce	$31,680		4,5		83	0.12			Y
CEDAR ST	OXFORD ST	SPRUCE ST	C	Light Mtce	$16,080		5,6		80	0.06			
CEDAR ST	SHATTUCK AVE	OXFORD ST	C	Light Mtce	$32,172		4,5		80	0.12			
CLAREMONT CRESCENT	CLAREMONT AVE	ASHBY AVE	R	Light Mtce	$8,744		8		81	0.08			Y
CORNELL AVE	CEDAR ST	VIRGINIA ST	R	Light Mtce	$17,600		1		91	0.12			
CORNELL AVE	HOPKINS ST	CEDAR ST	R	Light Mtce	$8,888		1		91	0.07			
CORNELL AVE	PAGE ST	HOPKINS ST	R	Light Rehab	$258,292		1		67	0.12			
CRAGMONT AVE	EUCLID AVE	BRET HARTE RD	R	Light Mtce	$25,240		6		77	0.27			
CRAGMONT AVE	SANTA BARBARA RD	EUCLID AVE	R	Light Mtce	$16,224		6		81	0.16			
DELAWARE ST	6TH ST	9TH ST	C	Heavy Mtce	$305,580		1	Y	67	0.18	Y		
DELAWARE ST	9TH ST	SAN PABLO AVE	C	Heavy Mtce	$214,400		1	Y	67	0.13	Y		
DWIGHT CRESCENT	6TH ST	7TH ST	C	Light Mtce	$25,200		2	Y	91	0.08		Y	
EAST PARNASSUS CT	PARNASSUS RD	DEAD END (PARNASSUS RD)	R	Light Mtce	$4,104		6		79	0.04			
ETON AVE	WOOLSEY ST	CLAREMONT AVE	R	Light Mtce	$24,000		8		78	0.14			
GLEN AVE	OAK ST	EUNICE ST	R	Light Mtce	$12,688		6		83	0.10			
HILGARD AVE	EUCLID AVE	LA LOMA AVE	R	Light Mtce	$32,664		6		77	0.20			
HILGARD AVE	LA LOMA AVE	LA VEREDA RD	R	Light Mtce	$12,032		6		85	0.09			
HILGARD AVE	LA VEREDA RD	DEAD END	R	Light Mtce	$4,688		6		87	0.04			
HOPKINS ST	CARLOTTA AVE	JOSEPHINE ST	C	Heavy Rehab	$1,212,375		5		34	0.29	Y	Y	Y
HOPKINS ST	GILMAN ST	SACRAMENTO ST	R	Reconstruct	$563,920	N	1		19	0.10	Y	Y	Y

Fiscal Year 2028													
Street Name	**From**	**To**	**Class**	**Treatment**	**Estimated Cost**	**MRP Reqt**	**Dist**	**EZ**	**PCI**	**Miles**	**Bike**	**Bus**	**HIS**
HOPKINS ST	HOPKINS CT	MONTEREY AVE	C	Heavy Rehab	$159,000		5		40	0.05	Y	Y	Y
HOPKINS ST	JOSEPHINE ST	THE ALAMEDA	C	Heavy Rehab	$355,047		5		39	0.06	Y	Y	Y
HOPKINS ST	MC GEE AVE	CARLOTTA AVE	C	Heavy Rehab	$254,400		5		33	0.06	Y	Y	Y
HOPKINS ST	MONTEREY AVE	MC GEE AVE	C	Heavy Rehab	$176,649		5		38	0.05	Y	Y	Y
HOPKINS ST	NORTHSIDE AVE	PERALTA AVE	R	Heavy Mtce	$127,140		1		66	0.08			
HOPKINS ST	PERALTA AVE	GILMAN ST	R	Heavy Rehab	$842,700		1		43	0.25			
HOPKINS ST	SACRAMENTO ST	HOPKINS CT	A	Heavy Rehab	$127,200		1,5		39	0.04	Y	Y	Y
HOPKINS ST	SAN PABLO AVE	STANNAGE AVE	R	Heavy Rehab	$353,298		1		46	0.09			
HOPKINS ST	STANNAGE AVE	NORTHSIDE AVE	R	Heavy Mtce	$244,020		1		61	0.17			
HOPKINS ST	THE ALAMEDA	SUTTER ST	C	Reconstruct	$2,438,422	Y	5		39	0.26	Y		
MENLO PL	THOUSAND OAKS BLVD	SANTA ROSA AVE	R	Light Mtce	$10,448		5		82	0.09			
PARNASSUS RD	DEL MAR AVE	CAMPUS DR	R	Light Mtce	$24,424		6		83	0.22			
RIDGE RD	EUCLID AVE	LA LOMA AVE	R	Light Mtce	$31,200		6		83	0.18			
RIDGE RD	LA LOMA AVE	HIGHLAND PL	R	Light Mtce	$9,664		6		81	0.06			
RIDGE RD	SCENIC AVE	EUCLID AVE	R	Light Mtce	$21,440		6		76	0.13			
ROSE ST	MARTIN LUTHER KING JR WAY	MILVIA ST	C	Light Mtce	$35,460		5		85	0.13	Y		Y
RUSSELL ST	COLLEGE AVE	PIEDMONT AVE	R	Heavy Rehab	$372,060		8		52	0.11	Y		
THE ALAMEDA	TACOMA AVE	SOLANO AVE	R	Light Mtce	$40,000		5		86	0.24			
UNIVERSITY AVE	6TH ST	SAN PABLO AVE	A	Heavy Mtce	$677,040		1,2	Y	65	0.31	Y	Y	Y
VIRGINIA ST	2ND ST	6TH ST	R	Heavy Rehab	$842,700		1	Y	33	0.25	Y		
VIRGINIA ST	6TH ST	SAN PABLO AVE	R	Heavy Rehab	$1,049,400		1	Y	28	0.31	Y		
VIRGINIA ST	ARCH ST	EUCLID AVE	R	Heavy Mtce	$254,400		6		64	0.20	Y		
VIRGINIA ST	MILVIA ST	SHATTUCK AVE	R	Light Mtce	$22,140		4		66	0.12	Y		
VIRGINIA ST	SHATTUCK AVE	SPRUCE ST	R	Light Rehab	$496,000		4,6		58	0.19	Y		
WEST PARNASSUS CT	PARNASSUS PATH	PARNASSUS RD	R	Light Mtce	$4,496		6		78	0.04			
WOOLSEY ST	SACRAMENTO ST	KING ST	R	Heavy Rehab	$810,900		3	Y	46	0.24			
TOTAL					**$17,051,650**					**9.84**			

Note: Class: A = Arterial, C = Collector, R = Residential. EZ = Equity Zone. Bike = Bikeways. Bus = Bus Route. HIS = High-Injury Street (2020). MRP Reqt: Y = MRP C.3 reconstruct triggers GI requirement, N = reconstruct but no MRP trigger.

FISCAL YEAR 2028 SUMMARY

Func. Class	Cost	%	Miles	%
Arterials	$804,240	5%	0.35	4%
Collectors	$7,965,276	47%	3.08	31%
Residentials	$8,282,134	49%	6.41	65%

Policy	Cost	%	Miles	%
Equity Zone	$8,028,527	47%	3.54	36%
Bikeways	$12,233,084	72%	4.20	43%
Bus Route	$6,227,722	37%	2.40	24%
High-Injury	$6,310,326	37%	2.78	28%

District	Cost	%	Miles	%
Dist 1	$7,911,477	46%	3.40	35%
Dist 2	$1,384,204	8%	1.40	14%
Dist 3	$1,446,900	8%	0.43	4%
Dist 4	$318,026	2%	0.40	4%
Dist 5	$4,842,767	28%	1.71	17%
Dist 6	$733,656	4%	2.11	21%
Dist 8	$414,620	2%	0.41	4%

5-YEAR STREET REHABILITATION PLAN FOR FY 2027 TO FY 2031

Fiscal Year 2029 | 63 Sections | $17,870,774 | 8.28 miles

Fiscal Year 2029													
Street Name	**From**	**To**	**Class**	**Treatment**	**Estimated Cost**	**MRP Reqt**	**Dist**	**EZ**	**PCI**	**Miles**	**Bike**	**Bus**	**HIS**
4TH ST	CAMELIA ST	CEDAR ST	R	Light Rehab	$659,680		1		64	0.25			
4TH ST	CEDAR ST	VIRGINIA ST	R	Heavy Rehab	$422,940		1		50	0.13			
4TH ST	CHANNING WAY	DWIGHT WAY	C	Heavy Rehab	$391,140		2		61	0.12	Y		
4TH ST	VIRGINIA ST	DELAWARE ST	R	Light Mtce	$21,280		1		80	0.13	Y		
5TH ST	CEDAR ST	VIRGINIA ST	R	Light Rehab	$409,200		1	Y	64	0.13	Y		
5TH ST	UNIVERSITY AVE	DWIGHT WAY	R	Reconstruct	$3,004,470	N	2	Y	23	0.57			
5TH ST	VIRGINIA ST	UNIVERSITY AVE	R	Heavy Mtce	$454,667		1	Y	64	0.29	Y		
ALCATRAZ AVE	WEST CITY LIMIT (IDAHO)	SACRAMENTO ST	C	Light Mtce	$54,660		2	Y	80	0.19			
AVENIDA DR	CAMPUS DR	QUEENS RD	R	Light Rehab	$405,604		6		71	0.08		Y	
AVENIDA DR	QUEENS RD	GRIZZLY PEAK BLVD	R	Heavy Rehab	$557,454		6		37	0.25		Y	
BRIDGE RD	ALVARADO RD	TUNNEL RD	R	Light Mtce	$9,600		8		81	0.09			
BUENA AVE	WEST DEAD END (HOLLY ST)	MCGEE AVE	R	Light Mtce	$29,728		5		81	0.17			
CAMPUS DR	QUAIL AVE	GLENDALE AVE	R	Heavy Rehab	$190,800		6		41	0.09		Y	
CAMPUS DR	SHASTA RD	QUAIL AVE	R	Heavy Rehab	$143,736		6		38	0.07		Y	
CARLETON ST	SAN PABLO AVE	MATHEWS ST	R	Light Rehab	$248,000		2	Y	68	0.09			
CHANNING WAY	10TH ST	SAN PABLO AVE	R	Heavy Rehab	$209,880		2	Y	42	0.06	Y		
CODORNICES RD	DEAD END (EUCLID AVE)	EUCLID AVE	R	Light Rehab	$124,000		6		66	0.11			
EUCLID AVE (NB)	BEG OF DIVIDED ROAD	END OF DIVIDED ROAD	R	Heavy Mtce	$102,000		5		70	0.16		Y	Y
EUCLID AVE (SB)	BEG OF DIVIDED ROAD	END OF DIVIDED ROAD	R	Light Rehab	$360,840		6		64	0.16		Y	Y
FOLGER AVE	WEST END	HOLLIS ST	R	Light Mtce	$13,624		2		90	0.07			
FRANCISCO ST	MARTIN LUTHER KING JR WAY	MILVIA ST	R	Reconstruct	$712,880	N	4		24	0.13			
FRANCISCO ST	MILVIA ST	SHATTUCK AVE	R	Reconstruct	$712,880	N	4		23	0.13			
GRANT ST	ADDISON ST	ALLSTON WAY	R	Heavy Rehab	$493,377		4		29	0.13	Y		
GRANT ST	ALLSTON WAY	BANCROFT WAY	R	Light Mtce	$28,134		4		81	0.13	Y		
GRANT ST	BANCROFT WAY	CHANNING WAY	R	Heavy Rehab	$497,034		4		36	0.13	Y		
GRANT ST	CEDAR ST	LINCOLN ST	R	Light Rehab	$157,728		1		45	0.06	Y		
GRANT ST	CHANNING WAY	DWIGHT WAY	R	Light Mtce	$27,927		4		71	0.13	Y		
GRANT ST	DWIGHT WAY	OREGON ST	R	Heavy Rehab	$1,441,176		3	Y	29	0.43	Y		
GRANT ST	FRANCISCO ST	OHLONE PARK	R	Light Mtce	$18,900		1		95	0.10	Y		
GRANT ST	HEARST AVE	UNIVERSITY AVE	R	Heavy Mtce	$144,000		1		64	0.11	Y		
GRANT ST	LINCOLN ST	VIRGINIA ST	R	Heavy Rehab	$203,520		1		41	0.06	Y		
GRANT ST	NORTH END	ROSE ST	R	Heavy Rehab	$197,160		5		42	0.06			
GRANT ST	NORTH END (GROVE PARK)	RUSSELL ST	R	Heavy Rehab	$124,656		3	Y	37	0.04	Y		
GRANT ST	ROSE ST	CEDAR ST	R	Heavy Mtce	$318,000		5		57	0.25	Y		
GRANT ST	UNIVERSITY AVE	ADDISON ST	R	Light Mtce	$14,067		4		87	0.06	Y		
GRANT ST	VIRGINIA ST	FRANCISCO ST	R	Reconstruct	$338,352	N	1		22	0.06	Y		
HAWTHORNE TERRACE	EUCLID AVE	CEDAR ST	R	Light Mtce	$31,248		6		76	0.28			
HEARST AVE	HENRY ST	SHATTUCK AVE	A	Light Mtce	$26,208		4		85	0.06	Y		Y
HEARST AVE	MARTIN LUTHER KING JR WAY	MILVIA ST	A	Heavy Rehab	$402,447		4		42	0.13	Y		Y
HEARST AVE	MILVIA ST	HENRY ST	A	Light Mtce	$23,218		4		90	0.06	Y		Y
HEARST AVE	OXFORD ST	SPRUCE ST	A	Light Mtce	$20,943		6,7		89	0.05	Y	Y	Y

Fiscal Year 2029													
Street Name	**From**	**To**	**Class**	**Treatment**	**Estimated Cost**	**MRP Reqt**	**Dist**	**EZ**	**PCI**	**Miles**	**Bike**	**Bus**	**HIS**
HEARST AVE	SACRAMENTO ST	CALIFORNIA ST	C	Heavy Mtce	$144,000		1		56	0.11			Y
HEARST AVE	SHATTUCK AVE	WALNUT ST	A	Light Mtce	$26,754		4		85	0.06	Y	Y	Y
HEARST AVE	SPRUCE ST	ARCH ST	A	Light Mtce	$34,372		6,7		84	0.08	Y	Y	Y
HEARST AVE	WALNUT ST	OXFORD ST	A	Light Mtce	$29,224		4		80	0.07	Y	Y	Y
JONES ST	EASTSHORE HWY	2ND ST	R	Light Mtce	$12,192		1		90	0.05			
KEELER AVE	STERLING AVE	BRET HARTE RD	R	Heavy Rehab	$141,192		6		36	0.08			
KING ST	FAIRVIEW ST	SOUTH CITY LIMIT (62ND ST)	R	Heavy Mtce	$369,960		3	Y	72	0.28	Y		
LOS ANGELES AVE	CONTRA COSTA AVE	THE CIRCLE	R	Light Rehab	$279,372		5		66	0.16			
MENLO PL	SANTA ROSA AVE	THE ALAMEDA	R	Light Mtce	$9,600		5		86	0.09			
NORTHGATE AVE	DEAD END (NORTHGATE PATH)	SHASTA RD	R	Light Mtce	$16,424		6		85	0.17			
PORTLAND AVE	WEST CITY LIMIT (NEILSON)	COLUSA AVE	R	Heavy Rehab	$795,000		5		50	0.24	Y		
ROSE ST	MILVIA ST	SHATTUCK AVE	C	Light Mtce	$36,000		5		82	0.13	Y		Y
RUSSELL ST	BENVENUE AVE	COLLEGE AVE	R	Light Mtce	$11,200		8		85	0.07	Y		
SHATTUCK AVE	WARD ST	ASHBY AVE	C	Heavy Mtce	$463,020		3		41	0.29	Y	Y	Y
STANTON ST	RUSSELL ST	ASHBY AVE	R	Heavy Mtce	$97,020		2	Y	69	0.11			
THE CIRCLE	INTERSECTION MARIN AVE, ETC.	INTERSECTION ARLINGTON AVE	A	Light Rehab	$169,384		5		70	0.05	Y	Y	
UNIVERSITY AVE	3RD ST	5TH ST	A	Light Rehab	$651,000		1,2		64	0.10	Y	Y	
UNIVERSITY AVE	5TH ST	6TH ST	A	Heavy Mtce	$123,200		1,2		63	0.04	Y	Y	Y
VIRGINIA ST	EUCLID AVE	LA LOMA AVE	R	Heavy Rehab	$600,543		6		43	0.19	Y		
VIRGINIA ST	LA LOMA AVE	DEAD END (AT LA VEREDA)	R	Light Mtce	$3,320		6		80	0.04			
VIRGINIA ST	SPRUCE ST	ARCH ST	R	Heavy Mtce	$108,000		6		59	0.09	Y		
WEBSTER ST	REGENT ST	DEAD END	R	Light Mtce	$2,840		8		77	0.03			
TOTAL					**$17,870,774**					**8.28**			

Note: Class: A = Arterial, C = Collector, R = Residential. EZ = Equity Zone. Bike = Bikeways. Bus = Bus Route. HIS = High-Injury Street (2020). MRP Reqt: Y = MRP C.3 reconstruct triggers GI requirement, N = reconstruct but no MRP trigger.

FISCAL YEAR 2029 SUMMARY

Func. Class	Cost	%	Miles	%
Arterials	$1,506,750	8%	0.70	8%
Collectors	$1,088,820	6%	0.83	10%
Residentials	$15,275,205	85%	6.75	82%

Policy	Cost	%	Miles	%
Equity Zone	$6,413,689	36%	2.19	26%
Bikeways	$9,183,510	51%	4.38	53%
Bus Route	$3,278,331	18%	1.54	19%
High-Injury	$1,792,226	10%	1.40	17%

District	Cost	%	Miles	%
Dist 1	$3,373,559	19%	1.56	19%
Dist 2	$4,405,894	25%	1.28	15%
Dist 3	$2,398,812	13%	1.04	13%
Dist 4	$2,994,150	17%	1.20	15%
Dist 5	$1,936,244	11%	1.30	16%
Dist 6	$2,710,818	15%	1.66	20%
Dist 7	$27,658	0%	0.06	1%
Dist 8	$23,640	0%	0.18	2%

5-YEAR STREET REHABILITATION PLAN FOR FY 2027 TO FY 2031

Fiscal Year 2030 | 66 Sections | $17,957,460 | 11.33 miles

Fiscal Year 2030													
Street Name	**From**	**To**	**Class**	**Treatment**	**Estimated Cost**	**MRP Reqt**	**Dist**	**EZ**	**PCI**	**Miles**	**Bike**	**Bus**	**HIS**
10TH ST	DWIGHT WAY	PARKER ST	R	Reconstruct	$702,240	N	2	Y	17	0.12			
10TH ST	UNIVERSITY AVE	DWIGHT WAY	R	Light Mtce	$96,160		2	Y	84	0.57			
4TH ST	HARRISON ST	GILMAN ST	R	Light Rehab	$327,360		1		73	0.12	Y		
7TH ST	BANCROFT WAY	DWIGHT WAY	R	Heavy Rehab	$845,880		2	Y	35	0.25			
7TH ST	DWIGHT WAY	GRAYSON ST	C	Heavy Mtce	$504,000		2		63	0.35		Y	
7TH ST	GRAYSON ST	HEINZ AVE	C	Heavy Mtce	$188,580		2		65	0.13		Y	
7TH ST	HEINZ AVE	ASHBY AVE	C	Light Mtce	$61,944		2		69	0.19		Y	
7TH ST	UNIVERSITY AVE	BANCROFT WAY	R	Reconstruct	$1,776,880	N	2	Y	22	0.32			
9TH ST	BANCROFT WAY	CHANNING WAY	R	Light Mtce	$30,080		2	Y	75	0.13	Y		
9TH ST	CHANNING WAY	DWIGHT WAY	R	Light Mtce	$28,368		2	Y	84	0.13	Y		
ALVARADO RD	BRIDGE RD	NORTH CITY LIMIT AB WILLOW WK	R	Heavy Rehab	$801,360		8		38	0.36			
ALVARADO RD	NORTH CITY LIMIT	BRIDGE RD	R	Light Mtce	$9,600		8		85	0.09			
ALVARADO RD	TUNNEL RD	NORTH CITY LIMIT	R	Light Mtce	$15,056		8		84	0.15			
BATEMAN ST	108 N/O PRINCE ST	WOOLSEY ST	R	Light Mtce	$5,736		8		79	0.06			
BATEMAN ST	NORTH END	108 N/O PRINCE ST	R	Light Mtce	$7,600		8		79	0.09			
BAY ST	ASHYBY AVE OVERPASS	POTTER ST	A	Light Mtce	$21,021		2		87	0.11	Y		
BOWDITCH ST	BANCROFT WAY	DURANT AVE	R	Reconstruct	$351,120	N	7		25	0.06	Y		
BOWDITCH ST	DURANT AVE	HASTE ST	R	Reconstruct	$702,240	N	7		17	0.11	Y		
BOWDITCH ST	HASTE ST	DWIGHT WAY	R	Heavy Rehab	$209,880		7		40	0.06	Y		
CAMELIA ST	SAN PABLO AVE	SANTA FE AVE	R	Light Mtce	$33,600		1		81	0.20	Y		
CENTER ST	KALA BAGAI WAY	OXFORD ST	R	Light Mtce	$20,888		4		78	0.09	Y	Y	
CLAREMONT BLVD	BELROSE AVE	CLAREMONT AVE	C	Light Mtce	$43,164		8		89	0.17	Y	Y	Y
CONTRA COSTA AVE	SOLANO AVE	LOS ANGELES AVE	R	Light Mtce	$4,104		5		88	0.04			
CONTRA COSTA AVE	YOSEMITE RD	SOLANO AVE	R	Light Mtce	$42,216		5		82	0.45			
DURANT AVE	BOWDITCH ST	COLLEGE AVE	C	Heavy Rehab	$568,107		7		61	0.13		Y	Y
DURANT AVE	FULTON ST	BOWDITCH ST	C	Heavy Rehab	$2,247,200		7		52	0.50		Y	Y
DWIGHT WAY	SAN PABLO AVE	SACRAMENTO ST	A	Heavy Rehab	$1,545,480		2	Y	51	0.46	Y	Y	
ELLIS ST	RUSSELL ST	ASHBY AVE	R	Heavy Rehab	$424,848		3	Y	38	0.12			
EUCALYPTUS RD	HILLCREST RD	SOUTH CITY LIMIT	R	Heavy Rehab	$194,298		8		51	0.08			
FULTON ST	PARKER ST	STUART ST	R	Light Mtce	$42,176		3		94	0.25	Y		
FULTON ST	STUART ST	ASHBY AVE	R	Light Mtce	$37,312		3		78	0.22	Y		
HARPER ST	ASHBY AVE	WOOLSEY ST	R	Heavy Rehab	$594,660		3	Y	51	0.18			
HARRISON ST	8TH ST	SAN PABLO AVE	R	Heavy Mtce	$231,000		1		74	0.19	Y		
HARRISON ST	SAN PABLO AVE	STANNAGE AVE	R	Heavy Mtce	$118,800		1		73	0.09			
HOPKINS CT	ALBINA AVE	HOPKINS ST	R	Light Mtce	$11,104		1		79	0.09			
JONES ST	4TH ST	6TH ST	R	Light Mtce	$21,920		1	Y	93	0.13			
JONES ST	6TH ST	SAN PABLO AVE	R	Light Rehab	$818,400		1	Y	65	0.31			
KITTREDGE ST	MILVIA ST	SHATTUCK AVE	R	Heavy Rehab	$448,380		4		40	0.13			
LA VEREDA RD	CEDAR ST	DEAD END ABOVE VIRGINIA ST	R	Light Rehab	$203,360		6		70	0.14			
LA VEREDA RD	LA LOMA AVE	CEDAR ST	R	Light Rehab	$136,400		6		71	0.10			
LE ROY AVE	CEDAR ST	HILGARD AVE	R	Light Mtce	$8,000		6		75	0.06			
LE ROY AVE	HAWTHORNE TERRACE	CEDAR ST	R	Light Mtce	$32,928		6		82	0.23			
LINCOLN ST	SACRAMENTO ST	GRANT ST	R	Light Mtce	$61,920		1		78	0.37			

Fiscal Year 2030													
Street Name	**From**	**To**	**Class**	**Treatment**	**Estimated Cost**	**MRP Reqt**	**Dist**	**EZ**	**PCI**	**Miles**	**Bike**	**Bus**	**HIS**
MILVIA ST	HOPKINS ST	YOLO AVE	R	Light Mtce	$12,368		5		80	0.08	Y		
PAGE ST	10TH ST	SAN PABLO AVE	R	Heavy Rehab	$177,444		1	Y	48	0.06			
PAGE ST	SAN PABLO AVE	CORNELL AVE	R	Heavy Rehab	$486,540		1		36	0.14	Y		
PARKER ST	374' E/O MARTIN LUTHER KING JR WAY	MILVIA ST	R	Light Mtce	$12,222		3		76	0.06			
PARKER ST	COLLEGE AVE	PIEDMONT AVE	R	Light Mtce	$21,280		8		87	0.13			
PARKER ST	MARTIN LUTHER KING JR WAY	374' E/O MARTIN LUTHER KING JR WAY	R	Light Rehab	$216,421		3		60	0.07			
PARKER ST	MILVIA ST	SHATTUCK AVE	R	Light Mtce	$26,800		3		77	0.14			
PARKER ST	PIEDMONT AVE	WARRING ST	R	Light Mtce	$10,400		8		84	0.06			
POTTER ST	3RD ST (WEST END)	9TH ST	R	Light Mtce	$51,376		2		80	0.32			
POTTER ST	BAY ST	I-80 FREEWAY RAMP	A	Light Mtce	$26,286		2		85	0.13			
QUAIL AVE	NORTHGATE AVE	CAMPUS DR	R	Light Mtce	$6,344		6		80	0.06			
SANTA ROSA AVE	MENLO PLACE	THOUSAND OAKS BLVD	R	Light Mtce	$8,896		5		78	0.09			
SANTA ROSA AVE	THOUSAND OAKS BLVD	SAN LORENZO AVE	R	Light Mtce	$27,304		5		78	0.24			
SOMERSET PL	SOUTHAMPTON AVE	DEAD END (JOHN HINKEL PARK)	R	Light Mtce	$8,304		5		78	0.08			
STANNAGE AVE	GILMAN ST	HOPKINS ST	R	Heavy Mtce	$360,000		1		73	0.34	Y		
STANNAGE AVE	HOPKINS ST	CEDAR ST	R	Heavy Rehab	$111,300		1		50	0.04	Y		
STANNAGE AVE	NORTH CITY LIMIT	GILMAN ST	R	Light Mtce	$18,664		1		79	0.13			
THE UPLANDS	CLAREMONT AVE	ENCINA PL	R	Heavy Rehab	$316,569		8		38	0.06	Y		
TULARE AVE	SOLANO AVE	SONOMA AVE	R	Light Mtce	$54,880		5		93	0.32			
WARRING ST	DWIGHT WAY	DERBY ST	C	Light Mtce	$73,092		8		88	0.24	Y	Y	
WEBSTER ST	DEAKIN ST	TELEGRAPH AVE	R	Light Mtce	$21,440		8		77	0.13			
WHITNEY ST	WOOLSEY ST	SOUTH CITY LIMIT	R	Light Mtce	$4,160		3		96	0.02			
WOOLSEY ST	COLLEGE AVE	CLAREMONT AVE	R	Reconstruct	$1,330,000	N	8		28	0.24	Y		
TOTAL					**$17,957,460**					**11.33**			

Note: Class: A = Arterial, C = Collector, R = Residential. EZ = Equity Zone. Bike = Bikeways. Bus = Bus Route. HIS = High-Injury Street (2020). MRP Reqt: Y = MRP C.3 reconstruct triggers GI requirement, N = reconstruct but no MRP trigger.

FISCAL YEAR 2030 SUMMARY

Func. Class	Cost	%	Miles	%
Arterials	$1,592,787	9%	0.70	6%
Collectors	$3,686,087	21%	1.71	15%
Residentials	$12,678,586	71%	8.93	79%

Policy	Cost	%	Miles	%
Equity Zone	$7,062,360	39%	2.79	25%
Bikeways	$6,313,558	35%	3.45	30%
Bus Route	$5,252,455	29%	2.26	20%
High-Injury	$2,858,471	16%	0.79	7%

District	Cost	%	Miles	%
Dist 1	$2,778,052	15%	2.23	20%
Dist 2	$5,878,295	33%	3.21	28%
Dist 3	$1,358,599	8%	1.06	9%
Dist 4	$469,268	3%	0.23	2%
Dist 5	$158,072	1%	1.30	11%
Dist 6	$387,032	2%	0.60	5%
Dist 7	$4,078,547	23%	0.86	8%
Dist 8	$2,849,595	16%	1.84	16%

5-YEAR STREET REHABILITATION PLAN FOR FY 2027 TO FY 2031

Fiscal Year 2031 | 97 Sections | $18,380,381 | 15.72 miles

Fiscal Year 2031													
Street Name	**From**	**To**	**Class**	**Treatment**	**Estimated Cost**	**MRP Reqt**	**Dist**	**EZ**	**PCI**	**Miles**	**Bike**	**Bus**	**HIS**
ADDISON ST	MARTIN LUTHER KING JR WAY	MILVIA ST	R	Heavy Rehab	$437,886		4		43	0.13	Y		
ADDISON ST	MILVIA ST	SHATTUCK AVE	R	Heavy Mtce	$144,667		4		44	0.13	Y		
ALLSTON WAY	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	R	Light Mtce	$77,600		4		79	0.46			
ASHBY PL	ASHBY AVE & ELMWOOD AVE	ASHBY AVE & PIEDMONT AVE	R	Light Mtce	$11,328		8		83	0.07			
BROOKSIDE CT	DEAD END NR BROOKSIDE DR	BROOKSIDE DR	R	Light Mtce	$2,344		8		92	0.02			
BROOKSIDE DR	CLAREMONT AVE (N)	CLAREMONT AVE (S)	R	Light Mtce	$11,408		8		88	0.10			
CEDAR ST	ACTON ST	SACRAMENTO ST	C	Light Mtce	$30,144		1		86	0.13		Y	Y
CEDAR ST	CHESTNUT ST	ACTON ST	C	Light Mtce	$56,232		1		83	0.22		Y	Y
CEDAR ST	SAN PABLO AVE	CHESTNUT ST	C	Light Rehab	$757,020		1		74	0.28		Y	Y
CHABOLYN TERRACE	SOUTH CITY LIMIT (W)	SOUTH CITY LIMIT (E)	R	Light Mtce	$9,704		8		79	0.08			
CHANNING WAY	BOWDITCH ST	COLLEGE AVE	R	Heavy Mtce	$165,240		7		64	0.13	Y		Y
CHANNING WAY	COLLEGE AVE	PIEDMONT AVE	R	Heavy Mtce	$151,200		7		54	0.12	Y		
CHANNING WAY	DANA ST	BOWDITCH ST	R	Light Mtce	$53,595		7		67	0.25	Y		Y
CHANNING WAY	FULTON ST	DANA ST	R	Light Mtce	$48,240		4,7		72	0.25	Y	Y	Y
CHANNING WAY	SHATTUCK AVE	FULTON ST	R	Light Mtce	$20,160		4		85	0.11	Y	Y	Y
DEL NORTE ST	THE CIRCLE	SUTTER ST	C	Light Mtce	$25,752		5		85	0.13	Y		
DERBY ST	COLLEGE AVE	PIEDMONT AVE	R	Heavy Rehab	$426,756		8		25	0.12	Y		
DERBY ST	MATHEWS ST	MABEL ST	R	Light Mtce	$19,456		2	Y	93	0.12			
DERBY ST	PIEDMONT AVE	WARRING ST	R	Heavy Rehab	$210,481		8		24	0.06	Y		
DERBY ST	SAN PABLO AVE	MATHEWS ST	R	Light Mtce	$14,560		2	Y	93	0.09			
DERBY ST	WARRING ST	BELROSE AVE & TANGLEWOOD RD	A	Light Mtce	$62,660		8		87	0.23	Y	Y	
DWIGHT WAY	BOWDITCH ST	COLLEGE AVE	A	Light Mtce	$34,320		7,8		69	0.12			
DWIGHT WAY	COLLEGE AVE	PIEDMONT AVE (E)	A	Light Mtce	$40,300		7,8		80	0.15		Y	
DWIGHT WAY	DANA ST	TELEGRAPH AVE	A	Heavy Mtce	$178,620		7		69	0.13		Y	Y
DWIGHT WAY	FULTON ST	DANA ST	A	Light Mtce	$76,544		4,7		78	0.25			Y
DWIGHT WAY	MARTIN LUTHER KING JR WAY	MILVIA ST	A	Heavy Rehab	$422,940		4		50	0.13		Y	Y
DWIGHT WAY	MILVIA WAY	SHATTUCK AVE	A	Heavy Mtce	$170,400		4		50	0.13		Y	Y
DWIGHT WAY	SHATTUCK AVE	FULTON ST	A	Light Mtce	$34,658		4		80	0.11			Y
DWIGHT WAY	TELEGRAPH AVE	BOWDITCH ST	A	Light Mtce	$34,320		7,8		78	0.12	Y		
EL CAMINO REAL	THE UPLANDS	DEAD END ABOVE THE UPLANDS	R	Light Mtce	$10,344		8		78	0.09			
EVELYN AVE	NORTH CITY LIMIT	SANTA FE AVE	R	Light Mtce	$26,128		1		83	0.17			
FOREST AVE	COLLEGE AVE	CLAREMONT BLVD	R	Heavy Rehab	$1,192,500		8		30	0.36			
FRANKLIN ST	FRANCISCO ST	HEARST AVE	R	Light Mtce	$25,160		1		76	0.14			
GILMAN ST	4TH ST	6TH ST	A	Heavy Rehab	$661,440		1		46	0.15	Y	Y	Y
GILMAN ST	6TH ST	8TH ST	A	Heavy Rehab	$555,387		1		52	0.12	Y	Y	Y
GRIZZLY PEAK BLVD	MARIN AVE	SHASTA RD (S)	C	Light Mtce	$184,272		6		77	0.77	Y	Y	Y
HASTE ST	MILVIA ST	MARTIN LUTHER KING JR WAY	A	Heavy Rehab	$426,120		4		50	0.13		Y	Y
HASTE ST	SHATTUCK AVE	MILVIA ST	A	Heavy Rehab	$448,380		4		61	0.13		Y	Y
HEARST AVE	ARCH ST	EUCLID AVE	A	Light Mtce	$33,501		7		87	0.22	Y	Y	Y

Fiscal Year 2031													
Street Name	From	To	Class	Treatment	Estimated Cost	MRP Reqt	Dist	EZ	PCI	Miles	Bike	Bus	HIS
HEARST AVE	EUCLID AVE	LA LOMA AVE	A	Light Mtce	$54,925		6,7		90	0.18	Y	Y	
HEARST AVE	HIGHLAND PL	DEAD END (COP @ PARKING LOT)	R	Heavy Mtce	$21,420		6		76	0.03			
HEARST AVE	LA LOMA AVE	HIGHLAND PL	A	Light Mtce	$17,186		6		81	0.06	Y		
HENRY ST	HEARST AVE	BERKELEY WAY	R	Heavy Rehab	$201,135		4		50	0.06			
HIGHLAND PL	RIDGE RD	HEARST AVE	R	Light Mtce	$9,808		6		81	0.07			
HILLVIEW RD	WOODSIDE RD	PARK HILLS RD	R	Light Mtce	$24,736		6		80	0.24			
JOSEPHINE ST	HOPKINS ST	ROSE ST	R	Light Mtce	$41,280		5		75	0.24	Y		
JOSEPHINE ST	THE ALAMEDA	HOPKINS ST	R	Light Mtce	$18,400		5		94	0.11	Y		
LEWISTON AVE	WOOLSEY ST	ALCATRAZ AVE	R	Light Mtce	$28,160		8		76	0.17			
MILVIA ST	BERRYMAN ST	ROSE ST	R	Light Mtce	$21,280		5		82	0.13	Y		
MILVIA ST	EUNICE ST	BERRYMAN ST	R	Light Mtce	$15,480		5		85	0.13	Y		
MODOC ST	SOLANO AVE	MARIN AVE	R	Light Mtce	$17,920		5		95	0.11			
NORTH ST	NORTH DEAD END (JAYNES ST)	JAYNES ST	R	Light Mtce	$3,304		5		82	0.03			
OAKVALE AVE	CLAREMONT AVE	DOMINGO AVE	R	Light Mtce	$31,728		8		82	0.23			
PALM CT	KELSEY ST	DEAD END (KELSEY ST)	R	Light Rehab	$51,584		8		75	0.03			
PARKER ST	7TH ST	SAN PABLO AVE	R	Light Mtce	$43,200		2	Y	76	0.26	Y		
PARKER ST	MATHEWS ST	MABEL ST	R	Light Mtce	$17,920		2	Y	93	0.11	Y		
PARKER ST	SAN PABLO AVE	MATHEWS ST	R	Light Mtce	$17,920		2	Y	94	0.11	Y		
PIEDMONT AVE	AT END OF GAYLEY RD	BANCROFT WAY	C	Heavy Mtce	$221,700		7		47	0.14	Y	Y	
PIEDMONT AVE	BANCROFT WAY	DWIGHT WAY	C	Light Mtce	$85,368		7		65	0.26	Y	Y	Y
PIEDMONT AVE	DERBY ST	STUART ST	R	Heavy Rehab	$524,700		8		41	0.16	Y		
PIEDMONT AVE	DWIGHT WAY	PARKER ST	R	Light Mtce	$19,904		8		79	0.12			Y
PIEDMONT AVE	PARKER ST	DERBY ST	R	Light Rehab	$351,168		8		58	0.13			Y
PIEDMONT AVE	RUSSELL ST	ASHBY AVE	R	Light Rehab	$161,200		8		74	0.06			
PIEDMONT AVE	STUART ST	RUSSELL ST	R	Light Rehab	$225,680		8		41	0.09	Y		
PIEDMONT CRESCENT	DWIGHT WAY	WARRING ST	C	Light Mtce	$21,276		8		90	0.05	Y	Y	
POE ST	BONAR ST	DEAD END (BONAR ST)	R	Light Mtce	$6,000		2	Y	88	0.04			
PRINCE ST	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	R	Heavy Rehab	$1,411,920		3	Y	37	0.42	Y		
PRINCE ST	SHATTUCK AVE	TELEGRAPH AVE	R	Light Mtce	$57,088		8		78	0.34	Y		
PRINCE ST	TREMONT ST	SHATTUCK AVE	R	Light Mtce	$19,232		3		91	0.11			
ROSLYN CT	THE SOUTH CROSSWAYS	CHABOLYN TERRACE	R	Light Mtce	$2,664		8		77	0.03			
RUSSELL ST	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	R	Light Mtce	$76,000		3	Y	77	0.45	Y		
SAN FERNANDO AVE	ARLINGTON AVE	YOSEMITE RD	R	Light Mtce	$22,504		5		79	0.20			
SAN JUAN AVE	SANTA CLARA AVE	SAN FERNANDO AVE	R	Light Mtce	$18,128		5		83	0.16			
SAN MIGUEL AVE	THOUSAND OAKS BLVD	SANTA ROSA AVE	R	Light Mtce	$9,184		5		80	0.09			
SHASTA RD	KEELER AVE	QUEENS RD	C	Light Mtce	$42,072		6		79	0.25		Y	
SPRING WAY	DEAD END	SCENIC AVE	R	Light Mtce	$3,520		6		77	0.04			
STATION PL	CATALINA AVE	SOUTH DEAD END (CATALINA AVE)	R	Light Mtce	$6,720		5		92	0.04			
TALBOT AVE	NORTH CITY LIMIT	SANTA FE AVE	R	Light Mtce	$34,000		1		79	0.24	Y		
THE CRESCENT	PARK HILLS RD (NORTH)	PARK HILLS RD (SOUTH)	R	Light Mtce	$20,848		6		78	0.19			
THE SHORT CUT	MIDDLEFIELD RD	PARK HILLS RD	R	Light Mtce	$3,552		6		80	0.04			
THE SPIRAL	DEAD END	WILDCAT CANYON RD	R	Light Mtce	$6,776		6		78	0.06			
THE UPLANDS	EL CAMINO REAL	TUNNEL RD	R	Heavy Rehab	$462,849		8		37	0.20	Y		

Fiscal Year 2031													
Street Name	**From**	**To**	**Class**	**Treatment**	**Estimated Cost**	**MRP Reqt**	**Dist**	**EZ**	**PCI**	**Miles**	**Bike**	**Bus**	**HIS**
UNIVERSITY AVE	MCGEE AVE	MARTIN LUTHER KING JR WAY	A	Heavy Mtce	$558,180		1,4		64	0.25	Y	Y	Y
UNIVERSITY AVE	SACRAMENTO ST	MCGEE AVE	A	Heavy Mtce	$644,820		1,4		68	0.25	Y	Y	Y
UNIVERSITY AVE	SAN PABLO AVE	SACRAMENTO ST	A	Heavy Mtce	$1,352,400		1,2	Y	53	0.56	Y	Y	Y
VINE ST	MARTIN LUTHER KING JR WAY	MILVIA ST	R	Heavy Rehab	$422,940		5		45	0.13			
VINE ST	MC GEE AVE	EDITH ST	R	Light Mtce	$13,288		5		78	0.11			
VINE ST	MILVIA ST	SHATTUCK AVE	R	Heavy Rehab	$426,120		5		36	0.13			
VINE ST	SHATTUCK AVE	WALNUT ST	R	Heavy Rehab	$213,060		5		37	0.06			
VINE ST	SPRUCE ST	SCENIC AVE	R	Heavy Rehab	$403,860		6		49	0.12			
VINE ST	WALNUT ST	SPRUCE ST	R	Heavy Rehab	$399,408		5		52	0.13			
VIRGINIA GARDENS	NORTH DEAD END (CEDAR)	VIRGINIA ST	R	Light Mtce	$8,352		1		82	0.09			
VIRGINIA ST	EAST FRONTAGE RD (STATE P/L)	2ND ST	R	Light Mtce	$11,504		1		90	0.07			
WALNUT ST	EUNICE ST	CEDAR ST	R	Heavy Rehab	$1,682,220		5		39	0.50			
WEST ST	ADDISON ST	DEAD END	R	Light Mtce	$4,944		2	Y	86	0.05			
WOOLSEY ST	KING ST	MARTIN LUTHER KING JR WAY	R	Light Rehab	$448,880		3	Y	69	0.17			
WOOLSEY ST	TELEGRAPH AVE	HILLEGASS AVE	R	Light Mtce	$47,200		8		81	0.28	Y		
TOTAL					**$18,380,381**					**15.72**			

Note: Class: A = Arterial, C = Collector, R = Residential. EZ = Equity Zone. Bike = Bikeways. Bus = Bus Route. HIS = High-Injury Street (2020). MRP Reqt: Y = MRP C.3 reconstruct triggers GI requirement, N = reconstruct but no MRP trigger.

FISCAL YEAR 2031 SUMMARY

Func. Class	Cost	%	Miles	%
Arterials	$5,807,101	32%	3.44	22%
Collectors	$1,423,836	8%	2.23	14%
Residentials	$11,149,444	61%	10.06	64%

Policy	Cost	%	Miles	%
Equity Zone	$3,413,200	19%	2.36	15%
Bikeways	$9,186,328	50%	8.06	51%
Bus Route	$7,076,557	39%	5.21	33%
High-Injury	$7,334,733	40%	5.21	33%

District	Cost	%	Miles	%
Dist 1	$3,443,067	19%	2.13	14%
Dist 2	$800,200	4%	1.04	7%
Dist 3	$1,956,032	11%	1.16	7%
Dist 4	$3,047,838	17%	2.03	13%
Dist 5	$3,356,988	18%	2.41	15%
Dist 6	$765,512	4%	1.96	12%
Dist 7	$1,033,548	6%	1.79	11%
Dist 8	$3,977,196	22%	3.21	20%

5-YEAR STREET REHABILITATION PLAN FOR FY 2027 TO FY 2031

FIVE-YEAR TOTALS

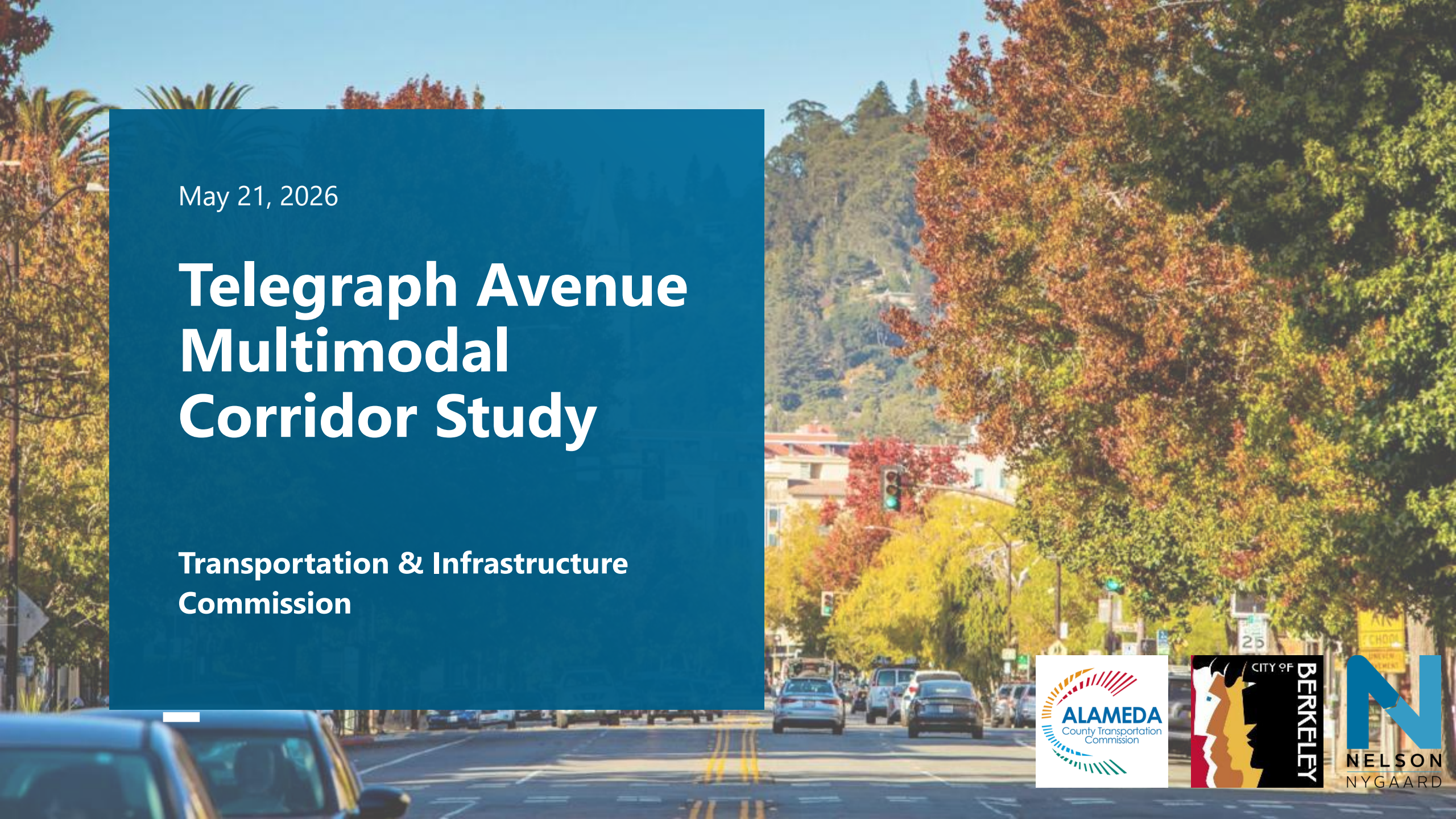
FY	Sections	Est. Cost	Miles
2027	60	$17,360,697	9.97
2028	67	$17,051,650	9.84
2029	63	$17,870,774	8.28
2030	66	$17,957,460	11.33
2031	97	$18,380,381	15.72
TOTAL	**353**	**$88,620,964**	**55.15**

FIVE-YEAR SUMMARY

Func. Class	Cost	%	Miles	%
Arterials	$13,404,978	15%	5.87	11%
Collectors	$15,313,159	17%	8.93	16%
Residentials	$59,902,827	68%	40.35	73%

Policy	Cost	%	Miles	%
Equity Zone	$28,762,650	32%	11.79	21%
Bikeways	$45,081,067	51%	24.00	44%
Bus Route	$26,595,767	30%	13.04	24%
High-Injury	$23,376,183	26%	12.52	23%

District	Cost	%	Miles	%
Dist 1	$26,028,081	29%	12.44	23%
Dist 2	$12,523,681	14%	7.34	13%
Dist 3	$9,332,181	11%	4.33	8%
Dist 4	$9,559,317	11%	4.49	8%
Dist 5	$12,814,966	14%	9.15	17%
Dist 6	$5,721,397	6%	7.75	14%
Dist 7	$5,197,353	6%	2.94	5%
Dist 8	$7,443,987	8%	6.71	12%



May 21, 2026

Telegraph Avenue Multimodal Corridor Study

Transportation & Infrastructure Commission

ALAMEDA County Transportation Commission

CITY OF BERKELEY

NELSON NYGAARD

Timeline of Public Meetings

2022

- Public Meeting #1 (10/26/2022)
- Telegraph Business Improvement District (TBID) Meeting #1 (9/29/2022)

2023

- Willard Neighborhood Association Meeting (3/30/2023)
- Telegraph for People Meeting (4/24/2023)

2024

- Facilities, Infrastructure, Transportation, Environment, and Sustainability Committee (FITES) Meeting #1 (10/9/2024)
- Door to Door Business Outreach (10/2024)

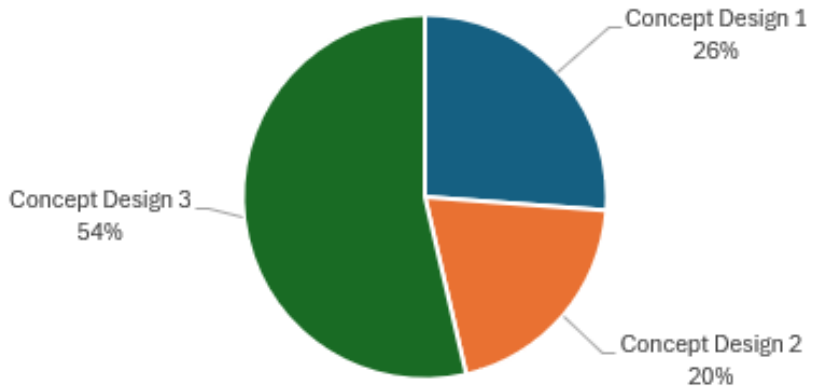
2025

- FITES Meeting #2 (3/5/2025)
- Commission on Disability Meeting (6/11/2025)
- Transportation and Infrastructure Commission (TIC) Meeting #1 (6/12/2025)
- Public Meeting #2 (6/25/2025)
- TBID Meeting #2 (8/12/2025)
- FITES Meeting #3 (9/17/2025)
- TIC Meeting #2 (9/18/2025)
- City Council (10/28/2025

Summary of Stakeholder Feedback

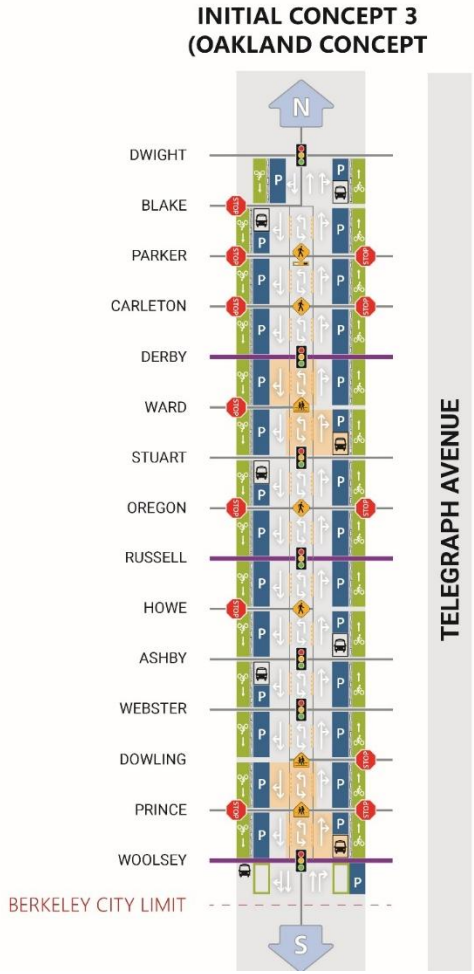
- AC Transit and UC Berkeley **favor maximum transit benefits**
- Walk Bike Berkeley **supports Staff's recommendation** and a full closure of the Dwight Triangle
- Telegraph Business Improvement District **support Staff's recommendation** and support **studying a full closure of the Dwight Triangle** slip lane
- Public survey results: favor **pedestrian and bike safety improvements**
- Public Meeting
  - Questions around **parallel bike boulevards**
  - Concerns about removing left turns under Concepts 1 and 2
- In September, 2025, the TIC **concurred with Staff's recommendation** and requested the following:
  - Work with AC Transit to reduce transit delay
  - Return to the TIC with options for closing the Dwight Triangle
  - Return to the TIC at a later date with specific intersection/bus stop designs to review

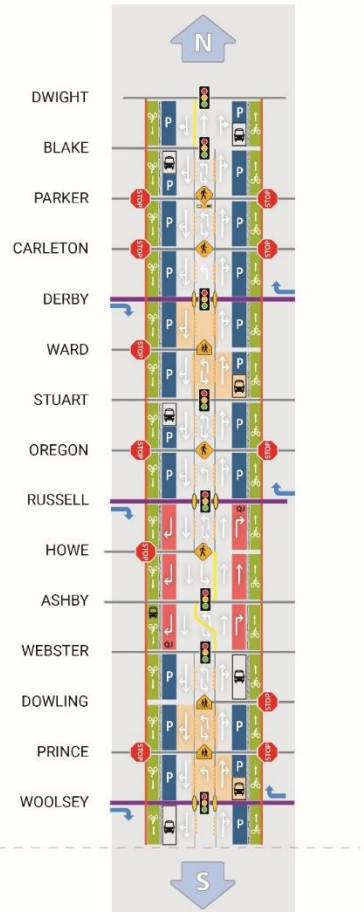
Public Survey Question: Which concept do you prefer?



What Council Approved and What Comes Next

- TIC recommended approval of Concept Design 3B
- Council Approved Concept Design 3B on 10/28/2025
- Three Directives
  - Prioritize transit travel time
  - Future-proof for bus lane conversion
  - Close the Dwight Triangle slip lane
- Staff refined Concept Design 3B into 3C, responding to all three directives



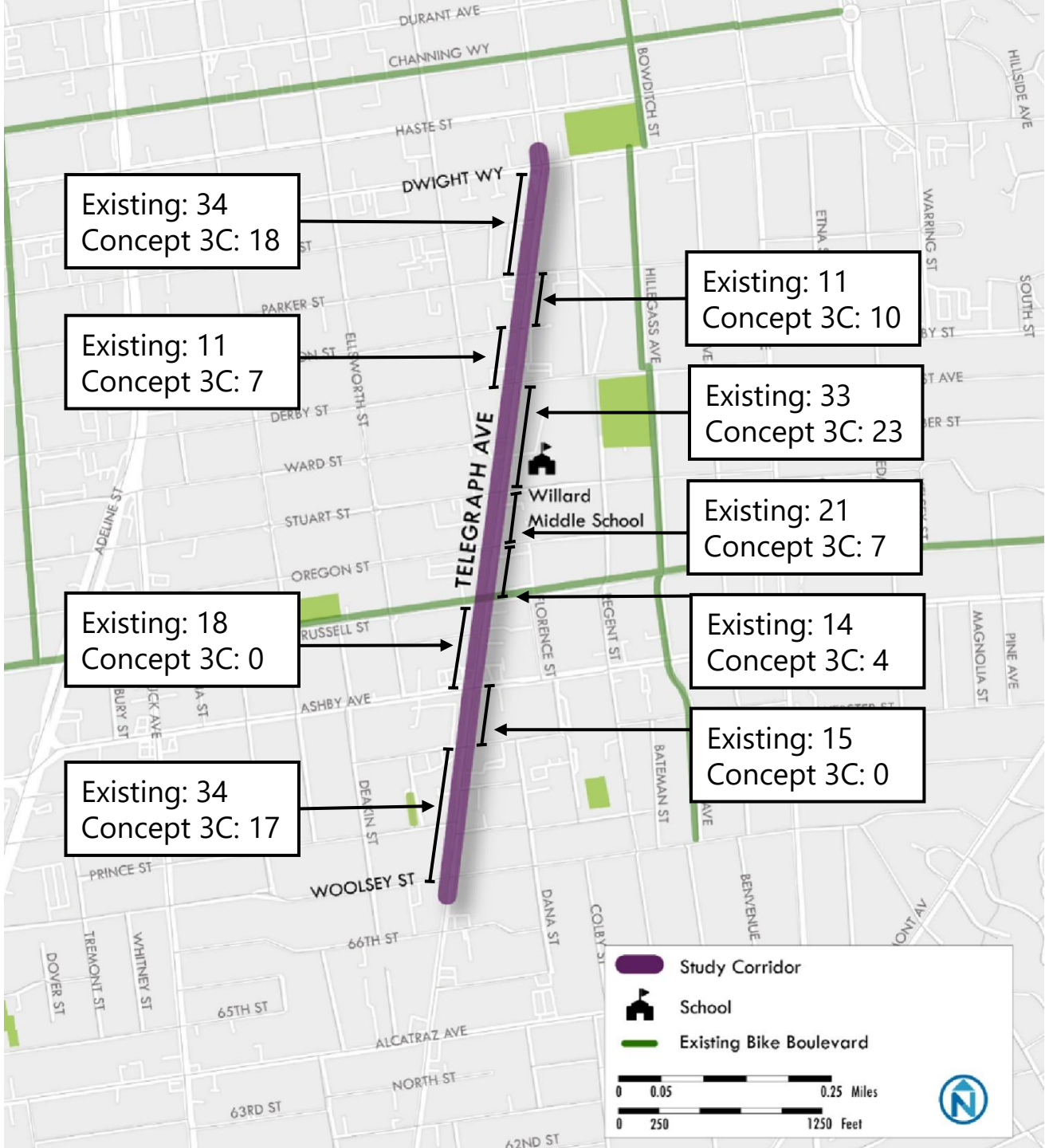


Concept Design 3C: Summary of Changes

- Concept Design 3B included bus-only lanes from Webster to Russell (3 full blocks)
- Concept Design 3C extends bus-only lane
  - 2 full blocks in NB direction (Russell to Stuart)
  - 2 full blocks in SB direction (Derby to Stuart)
- Includes reverse queue jumps in both directions at Stuart St
- Closes Dwight Triangle Slip Lane

Concept 3C: Parking

Scenario	Parking Spaces	Net Change
Existing Conditions	191	--
Concept Design 3B	158	-33
Concept Design 3C	86	-105



Directive 1: Prioritize Transit Travel Time

+4%

Approximate transit travel time **INCREASE** under Concept 3B

-10%

Approximate transit travel time **REDUCTION** under Concept 3C

- Concept 3B allows bus to bypass traffic at 4 intersections
- Concept 3C extends bus-only lanes to allow bus to bypass traffic at 6 intersections in the NB direction and 7 intersections in SB direction

Scenario	Transit Travel Times (min)	Vehicle Travel Times (min)
Existing	4.8 – 6.1	3.8 – 4.7
Concept 3B	~5.2 – 6 (+4%)	5 – 7.6 (+59%)
Concept 3C	~4.5 – 5.4 (-10%)	5 – 7.3 (+60%)

Directive 2: Future-Proofing for Bus Lane Conversion

- Council requested a flexible design in case Berkeley decides to change course and replace parking with dedicated bus lanes.
- Staff recommend a permanent design based on Oakland's experience

Feature	Permanent Design (Staff Recommendation)	Quick-Build (Oakland's Lessons)
Safety	Physical barrier; prevents entry	Psychological only; high encroachment
Durability	20–30 year lifespan	Bollards/flexible delineators damaged in months
Maintenance	Minimal long-term cost	High maintenance burden (regular replacement)
Boarding	Level, concrete platforms	Temporary materials, tripping hazards
Aesthetics	Finished, durable look; opportunities for green infrastructure	Perceived as "experimental/cluttered"

Directive 3: Closing the Dwight Triangle Slip Lane

- Council asked for multiple designs that would close the Dwight Triangle slip lane
- Staff recommends Option A, "Tactical" approach as part of implementation of this project, and beginning work on Option B, "Capital-Intensive" approach for long-term implementation

Option	Option A: Tactical (Recommended)	Option B: Capital-Intensive
Cost	$1.2M - $1.3M	$2M - $3M
Materials	• Modifications to intersection and signal • Movable planters • Potentially bollards or k-rails	• Modifications to intersection and signal • Raise slip-lane to sidewalk level using concrete • Opportunity for green infrastructure
Timeline	• Lower cost and quicker delivery • Easily reversable	Longer design development process: collaboration between Parks, Recreation & Waterfront, TBID, and Public Works

Next Steps & Recommendations

- Primary objective was to reduce transit travel times
- Dwight Triangle – incorporate Option A into the Concept 3C design
  - Use tactical design as a “proof of concept” to inform design and implementation of long-term public plaza
- Deliver project with permanent materials
- Concept 3C – move into the detailed design and engineering phase
  - Utilizing a new grant won in 2025 from the Alameda County Transportation Commission
  - Will seek construction funding as part of upcoming grant applications

April 14, 2026

To: Transportation and Infrastructure Commission, Transportation Staff
Re: Comments on draft Bicycle Plan

Walk Bike Berkeley strongly supports the 2026 Bicycle Plan Update Final Draft and we look forward to advocating for its passage at the commission and city council level. We appreciate all the hard work from staff and the consultant team that went into addressing our concerns about the earlier draft of this update and about the 2017 Bicycle Plan. This new plan will provide a solid basis for moving forward and making Berkeley a safe and bicycle-friendly city for all ages and abilities.

There are still some points that could be improved, and we have listed them below. We hope you will consider these changes to make the plan even better than it already is.

1 Introduction

Page 24. Table 3, summarizing new content, says: “Appendix A: Policies – No updates made.” In fact, Appendix A is Bike Boulevard Design Guidelines and is new. Please check the accuracy of all rows of Table 3.

2 Existing Conditions and Plan Progress

Page 37. “Bicycle boulevards should ideally have a posted target speed of 20 mph, as recommended by AB 43.”

- To be accurate, it should say “as recommended by NACTO and allowed under AB 43.”
- It should say “speed limit” rather than “target speed” because it is talking about a legally enforceable speed limit.
- We suggest saying “20 mph or less,” to also allow for a possible 15 mph speed limit, since advisory signs at speed tables recommend 15 mph and the Citymight want to make the legal speed limit consistent with this recommended speed.

Page 39. The map of current conditions shows both a class 2 bike lane and a bike path on Hearst from MLK to California St., apparently treating the paths in the park as a bike path. However, it is illegal to bike on these park paths. It is legal to bike on the park path only between California and Sacramento St.

Page 40. This page includes Rectangular Rapid Flashing Beacons as a recommended control, but the plan says elsewhere that an RRFB alone may not be used as a control.

Page 40. “PHBs installed on the Bicycle Boulevard Network should include an in-lane push button.” Add that they should also include video or other remote actuation and bicycle detection confirmation indicator lights to let waiting bike riders know the signal “sees” them. The PHB flashing red phase for cross traffic should be programmed to start after the pedestrian signal head countdown is completed, to avoid conflicts between bike traffic crossing on the countdown with drivers crossing during the flashing red signal.

3 Needs Assessment

No comments

4 Proposed Bikeway Network

Page 78. Figure 12 Map of Proposed Low-Stress Network

- The map shows the Dana Street low-stress option from Bancroft to Dwight, but nothing south of Dwight. On the 2017 plan, it continued to Derby. It should be a Bike Boulevard from Dwight to Derby to connect with the Bike Boulevard on Derby.
- The map should include a Class IV cycletrack recommendation on Shellmound Street / Bay Street from the Emeryville border to Aquatic Park. The planned Ashby interchange bike/walk overcrossing will have access points on Shellmound Street and eventually on 65th Street, and the primary access point to the overcrossing from Berkeley will be from Aquatic Park, so a low-stress facility should be recommended for inclusion as part of the eventual Ashby Interchange replacement project.
- The map should include the half-block of 65th Street between the Oakland border and Idaho Street as a bike boulevard segment.
- The map should show the bike path going through the North Berkeley BART station, which has already been approved.
- Ideally, the map should show school zones, since encouraging bicycling to schools is such an important portion of bicycle planning in our city.

Page 81. The current Parker-Addison Mobility and Safety project does not meet Berkeley’s bike boulevard traffic calming standards as outlined in this plan. It should add:

- speed tables or cushions every block
- an enhanced crossing of Bonar St at Bancroft Way
- additional treatments at all forced turn car diverters.

Page 83. The current San Pablo Avenue Parallel Routes project does not meet Berkeley’s bike boulevard traffic calming standards as outlined in this plan, so the following updates are needed:

- Additional treatments such as speed tables or cushions every block, Ninth Street angled car parking conversion to back-in, additional car diverters on Ninth Street between Dwight Way and University Ave, intersection crossing treatments for Ninth Street at University Ave.
- The Ninth Street Greenway crossing of Murray Street should receive traffic calming or a car diverter to address safety concerns at this low-visibility area.

- The Ninth Street Greenway crossing of Folger Ave should receive speed humps and other traffic calming in addition to the raised crossing recommended in the plan.
- The design of both Murray and Folger should discourage their use as cut-throughs for drivers between Seventh Street and San Pablo Ave, as an alternative to Ashby Ave.
- Crossing treatments at Stannage/Cedar, Stannage/Hopkins, and Kains/Gilman: RRFB's with curb extensions are listed, but these should be changed to a four-way stop or RRFB's with median. (Also should be updated on Figure 14 on p93.)

Page 89. Map of Recommended Network Improvements.

- Emeryville's Class IV cycletrack on Shellmound Street currently extends from 67th Street to 62nd Street, not only to 65th Street as shown in the plan map.
- Show planned bikeway facilities on the map in neighboring cities, not only existing facilities, based on Oakland and Emeryville's adopted bike plans.

Page 92. For 4-way stop: "The intersection must meet a CA MUTCD STOP warrant before being considered for this treatment." Please modify this statement to align with the City's adopted policy allowing STOP signs that do not meet a STOP warrant in certain situations. The plan should reflect this policy.

Page 95. Figure 15: Bicycle Boulevard Traffic Calming Improvements

- Proposed diversion on Rose is insufficient to fulfill the car volume requirements of an All Ages & Abilities Bike Boulevard. Additional traffic diverters are needed, likely at or near MLK/Rose and Sacramento/Rose to reduce through traffic. Alternatively, consider a diverter at McGee/Rose, mirroring the one at McGee/Virginia.
- The intersection of Ninth Street at University Ave needs treatments such as a median crossing to reduce cut-through car traffic on this bike boulevard segment, and sidewalk extensions to protect Ninth Street bike traffic at the red light, improving visibility and reducing turning driver conflicts.
- The diverter at Ninth Street and Delaware should be shifted so it diverts westbound traffic to the north. Currently, drivers use Delaware-Ninth-University as a cut-through to avoid traffic on San Pablo Ave. and University Ave., increasing traffic on these two bikeways.
- Additional car diverters are needed on Ninth Street between Dwight Way and University Ave in order to reduce cut-through car traffic along this residential bike boulevard segment.
- A diverter or traffic calming is needed on Murray Street west of the Ninth Street Greenway crossing to address low visibility and eliminate conflicts with vehicle traffic heading to/from Urban Ore or using Murray as a cut-through alternative to Ashby Ave, as described in our comment about page 83.
- Ninth Street street greenway crossings at Murray and Folger should be recommended for improvements, as described in our comment about page 83.
- Marin Ave from the City line to Marin Circle should be recommended for upgraded bike lanes. The plan has it remaining as class II bike lanes.
- Colusa from Solano to Monterey should be recommended for upgraded bike lanes.

Page 96. Speed Tables and Cushions. “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.” Speed cushions are now approved for use. Change this to “The city should use speed tables or speed cushions to reduce vehicle speeds on bicycle boulevards initially, and should consider using other traffic calming devices if they are approved by the city.”

5 Implementation

Page 99. Table 10 Prioritization Criteria. We are concerned that twice as many points are allowed for community support in 2025 as for community support in 2022. It is somewhat more recent, but outreach in 2022 included groups that weren’t reached in 2025. This decision is not justified anywhere in the plan.

Page 111. Map of proposed options for Gilman should be expanded to include Santa Fe. It currently does not show how bicyclists need to cut over from Gilman to Camelia at Santa Fe making it less clear which option is better.

Appendix A: Bicycle Boulevard Design Guide

Page A6. This table of Minimum and Preferred Rideable Widths for ONE-WAY BIKE LANE TWO-WAY BIKE LANE seems to apply to Protected Bike Lanes, not to Bike Boulevards. It should be moved somewhere else, if there is a location for it.

Page A8. “City should study feasibility of implementing a posted target speed of 20 mph” This should be changed to “City should post a legal speed limit of 20 mph or less, allowed by AB 43 and AB 382, and should use traffic calming to pursue a design speed of 20 mph or less.

Page A8. “Pursue a 1,500-cars-per-day maximum. Bikeways with daily volumes above this limit should be considered for traffic calming measures.” This should be changed to “Pursue a 1,500-cars-per-day maximum, and a 150-cars peak hour maximum in either direction, per NACTO guidelines. Bikeways with volumes above these thresholds should receive additional traffic calming measures.” This change is especially important for bikeways that are adjacent to schools and have both very high peak-hour maximums and large numbers of vulnerable road users.

Page A9-A10. includes speed tables but not speed cushions. It should say “speed tables or other vertical deflection devices.”

Page A10. Revise the call out box on speed cushions, especially the statement “ Speed cushions are not currently an approved device by the City of Berkeley.” Speed cushions are now

approved for use in Berkeley. For instance, speed cushions are in 2026 street paving construction plans.

Page A10. “Minimum one speed table per block; can exceed this minimum consistent with the guidelines below:” Change to: “**should** exceed this minimum consistent with the guidelines below:” The word “can” implies that it is allowed but is discretionary, and the word “should” implies that it is recommended.

Page A15. Under “Full/diagonal diverters” add Diagonal diverters should typically be accompanied by all-way stop controls in order to better clarify right of way between bicyclists and driver cross traffic.

Page A21. Table 1: Footnote 2 should be removed. (See next comment.)

Page A22. “The intersection must meet a CA MUTCD STOP warrant before being considered for this treatment” Please modify this statement. Berkeley adopted a policy saying we can put in 4-way stops that do not meet the warrant in some cases.

Page A23. Pictures with just an RRFB at the crossing should be removed, because this is no longer an allowed treatment.

Appendices B - E

No comments

Thank you for considering these suggestions.

Charles Siegel, Karen Parolek, Ben Gerhardstein for Walk Bike Berkeley
Robert Prinz, Advocacy Director, Bike East Bay

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.

Berkeleyans for Accessible Rights-of-Way

April 20, 2026

Mayor Adena Ishii
Members of the City Council
City of Berkeley
1947 Center Street, 4th Floor
Berkeley, CA 94704

Re: Comments on Final Berkeley Bicycle Plan

Submitted via email

Dear Mayor Ishii and Council Members,

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. BAROW commented extensively on the July 2025 draft Bicycle Plan.[1] We appreciate that general language on accessibility has been added to the Final Berkeley Bicycle Plan[2] (Bike Plan). However, we remain concerned that the Bike Plan does not adequately address the accessibility of the public rights-of-way for Berkeley's significant senior population and community members with disabilities, as it fails to establish the standards, protections, or review processes needed to ensure safe access. Many older adults and community members with disabilities rely on predictable, accessible public spaces, close parking, and safe loading and drop-off access to participate in daily life.

[1] See BAROW's March 15, 2025, comments addressed to you, and our September 24, 2025, comments submitted to Wahid Amiri, Deputy Director, Engineering and Transportation Public Works Department.

[2] Available at: https://berkeleybikeplan.org/storage/app/media/final_berkeleybikeplan_cc.pdf.

Accessibility of Public Rights-of-Way

Public rights-of-way must be accessible to all residents, including those who use mobility devices, blind and low-vision pedestrians, seniors, and people who rely on paratransit or caregiver support. While the Bike Plan added a section on the Americans with Disabilities Act (ADA) and the Public Rights-of-Way Accessibility Guidelines (PROWAG), it does not incorporate PROWAG or other accessibility guidelines into project development, concept and detailed design, construction, or review. Without such guidelines, accessibility remains aspirational rather than operational.

Without clear standards, bikeway projects will continue to create barriers in sidewalks, crossings, bus access points, and curbside environments. Accessibility must be integrated into every stage of planning and implementation to prevent ongoing harm. When a bikeway design creates access barriers, the City must evaluate reasonable alternatives, including parallel route solutions, to ensure programmatic access for seniors and people with disabilities.

Safety and Accessible Navigation

The Bike Plan states that multimodal projects will undergo accessibility review, yet it does not include accessibility standards. Without such standards, designs may increase fall risk, collision risk, and confusion for older adults and people with disabilities. Certain bikeway configurations, including those placed between sidewalks and bus stops or parking, pose predictable hazards for seniors, blind and low-vision pedestrians, and people who use mobility devices.

Parking and Accessible Parking Access

Bikeway projects have repeatedly removed or relocated accessible parking and senior-accessible parking without providing equivalent access. Many older adults and community members with disabilities cannot travel long distances from parking to destinations. The Bike Plan does not include standards to provide adequate accessible parking, maintain proximity, or ensure that existing parking is not replaced with inaccessible alternatives.

Without these protections, future projects will continue to create barriers to medical care, services, and community participation.

Loading Zones and Drop-Off Access

Loading and drop-off zones are essential components of an accessible public right-of-way. Paratransit, medical transport, caregivers, and community members who rely on curb-to-curb or door-to-door assistance depend on these zones. The Bike Plan does not address the loss of loading and drop-off access caused by certain bikeway designs. Seniors and the community with disabilities are disproportionately affected when these zones are blocked or eliminated, leaving many residents without safe access to services, businesses, and community spaces.

Lack of Accessibility Review or Implementation Process

Although the Bike Plan references accessibility and commits to meeting with the disability community, it does not establish an accessibility review process, does not commit to using ADA-based design standards, and does not incorporate PROWAG into project design or construction. Without a defined process, accessibility concerns will continue to be addressed inconsistently or only after barriers have been created.

Ongoing Impact on Seniors and the Community with Disabilities

The absence of standards for accessible public right-of-way design, parking, loading zones, and safe navigation means that bikeway projects will continue to create barriers unless the City adopts clear requirements. These issues affect the safety, independence, and ability of older adults and the community with disabilities to access essential services, public spaces, and daily life.

Given the lack of accessibility considerations in existing Complete Streets projects, the City should evaluate the impacts of existing installations on senior and disabled communities to inform future project proposals. The City should also improve mechanisms for reporting hazardous infrastructure and solo injuries, such as enhancing the Berkeley 311 app.

Conclusion

Accessibility must be integrated into all Complete Streets and bikeway projects from planning through construction to prevent further harm to residents who rely on safe, predictable access to Berkeley's public spaces.

Thank you for your attention to BAROW's concerns.

Sincerely,

Berkeleyans for Accessible-Rights-of-Way

Michai Freeman
Systems Change Advocate
Center for Independent Living

Erik Knaresboro and Michaela Tsztoo
Founders
Streets of Equality

Helen Walsh
Accessibility & Inclusion Advisor
UCC Disaster Ministries
-and-
Member, Berkeley Disability Commission (for identification purposes only)

Eugene Turitz
Friends of Adeline

Mike Cole
Executive Director
East Bay Center for The Blind

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

Bab Freiberg
Executive Director
Ashby Village

Rev. Dr. Kelly Colwell, Senior Minister
Rev. Charlotte Russell, Mental Health and Disability Ministry
First Congregational Church of Berkeley

**Individual signers on next page **

cc: Commission on Aging
Commission on Disability
Commission on Transportation and Infrastructure

Individual Signers (as of April 20, 2026)

Andrea Altschuler
Anne Boersma
Lisa Chow
Ron Choy
Tony Corman
Amber Crowley
Kaleo Crowley
Joan Garvin
Howard Hertz
Carol Hirth
Kori Kody
Andrea Hosmer
Cat Mann
Joan Martin
Marcy McGaugh
Nancy Rader
Peggy Radel
Catherine Ryan
Margo Smith

DATE: May 21, 2026

TO: Members of the Transportation and Infrastructure Commission, City of Berkeley

FROM: Ward Street Paving Committee, on behalf of Residents of Ward Street between Fulton and Telegraph

RE: Paving Ward Street between Telegraph and Shattuck

Dear Commission Members,

Ward Street between Fulton and Telegraph has been in a dangerously deteriorated condition without repaving for over 2 decades. In September 2019, the Berkeley City Council passed a referral recommending the paving of Derby Street and Ward Street between Telegraph and Shattuck Avenues. While this resulted in the paving of Derby Street, Ward Street was not included in the final paving project list.

At this point, Ward Street has become severely deteriorated. Its current Pavement Condition Index is 12, categorizing it as a failed street. We routinely live with hazards posed by the street condition. These hazards include:

- the risk of falls when getting out of cars due to uneven pavement, potholes and lose gravel
- the inability to ride bikes in the street due to its condition, which causes cyclists and scooter-riders to ride on the sidewalk
- children experiencing falls and injuries from loose gravel
- car damage such as flat tires, loose car parts and damage from gravel and uneven pavement

In addition, the accumulation of loose paving material contributes to airborne particulates during routine street sweeping and vehicle movement. These conditions particularly impact the seniors on the block, who comprise a high number of households.

In August 2025, we sent two letters with Ward Street residents' signatures to Council Member Bartlett and Public Works staff. We also took and sent photographs of the street to document its severe deterioration. The purpose was to call attention to the dire need for the repaving of Ward Street. We are attaching these letters and photographs in this packet to you.

The photos show the extensive pavement failure resulting from repeated patching, incomplete pothole repairs, and surface disintegration. The roadway exhibits widespread loose aggregate, exposed asphalt, and significant surface irregularities. This failure continues to worsen regularly due to street sweeping abrasion, storms and runoff. An EBMUD water main break on Telegraph last summer cascaded down Ward Street for over 12 hours, loosening the paving material even more. The street condition has visibly deteriorated since last summer.

We call upon you to recognize the urgency of Ward Street's need for total repaving. Thank you for your time and support.

ATTACHMENT A: Petition to Councilmember Ben Bartlett from 2200 block of Ward St

Councilmember Ben Barlett

August 5, 2025

We are residents of the 2200 block of Ward Street, between Fulton and Ellsworth Streets in South Berkeley. We are writing to draw your attention to the serious and dangerous condition of the road on this block.

The attached photos will show that the street is almost to the point of being inaccessible. Years of patching the asphalt and half-filling potholes has resulted in loose tar and pervasive amounts of loose gravel scattered along the entire street. Driving down this street, even at five miles per hour, is like riding a rollercoaster. It undoubtedly causes damage to tires, shocks, and the necks and backs of people in the cars. Biking is not safe because of the uneven surface. The gravel, bumps and irregular pavement make it a challenge to walk on this street, particularly for several elderly residents who use canes and walkers. On street-sweeping days, clouds of loose gravel and particulate are blown into the air making breathing unhealthy.

We are aware that many streets in Berkeley need repair, and we have been waiting patiently for years for our turn to come. We have watched as streets around us have been repaired or repaved. Yet we recently found out that our street is not even listed on the City of Berkeley paving schedule. To have our needs disrespected and ignored in this way is totally unacceptable. We have for years paid taxes and voted for every bond and parcel tax asked for by the City. We expect the City to remedy this physically dangerous condition of our street.

We request that you, as our Councilmember, arrange a meeting with Mayor Adena Ishii, City Manager Paul Buddenhagen and a group of us to find out what will be done to fix this unsafe street. Our representative group is available most afternoons. To reach us, please contact Lise Dworkin at or home phone. The signatures of residents of the block in support of this letter are attached.

We look forward to hearing from you. Thank you for your time and assistance.

Cc: Adena Ishii, Mayor of Berkeley

Paul Buddenhagen, Berkeley City Manager

Terrance Davis, Director of Public Works

Residents of 2200 Block of Ward Street:

Lisa Dworkin

Susan Hodge

[illegible] (BRIAN HONG)

Patrick Horan

Barbara R Weidenfeld

Michael Wenner

A Flaherty

Tom Bates

Jim Keat

Loni Hancock

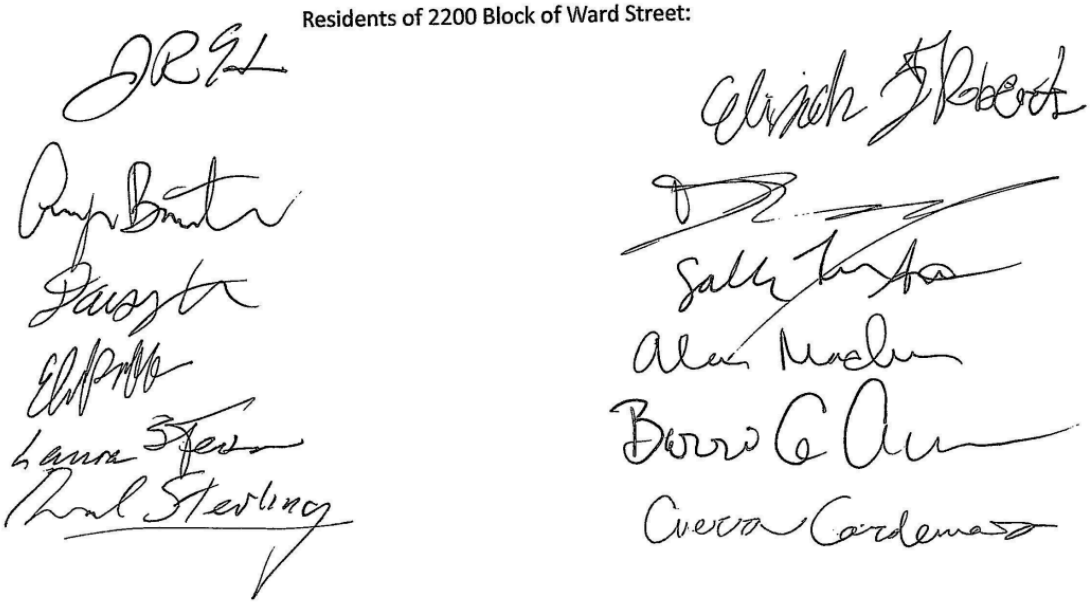
[illegible]

[illegible]

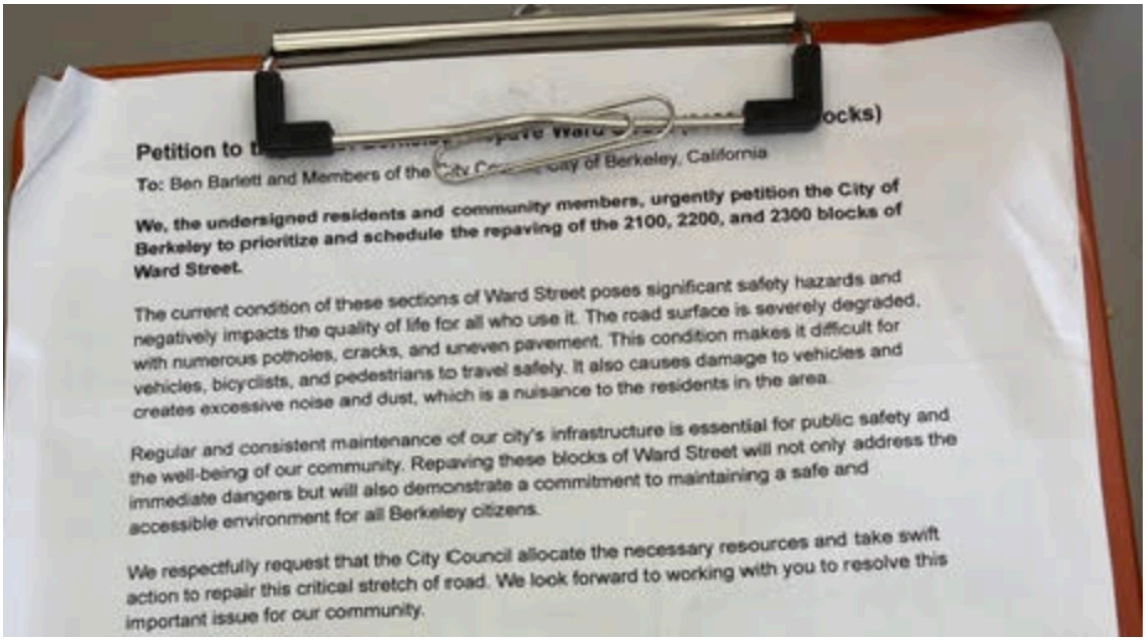
[illegible]

[illegible]

Residents of 2200 Block of Ward Street:



ATTACHMENT B: Petition to Councilmember Ben Bartlett from 2300 block of Ward St



Petition to t… …ocks)

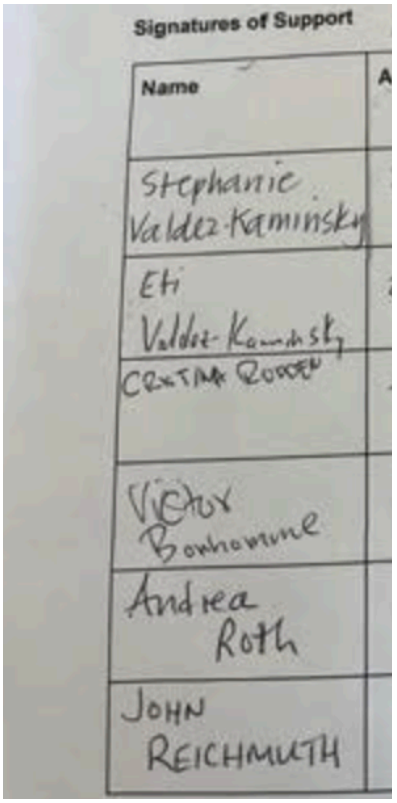
To: Ben Barlett and Members of the City C… …ay of Berkeley, California

We, the undersigned residents and community members, urgently petition the City of Berkeley to prioritize and schedule the repaving of the 2100, 2200, and 2300 blocks of Ward Street.

The current condition of these sections of Ward Street poses significant safety hazards and negatively impacts the quality of life for all who use it. The road surface is severely degraded, with numerous potholes, cracks, and uneven pavement. This condition makes it difficult for vehicles, bicyclists, and pedestrians to travel safely. It also causes damage to vehicles and creates excessive noise and dust, which is a nuisance to the residents in the area.

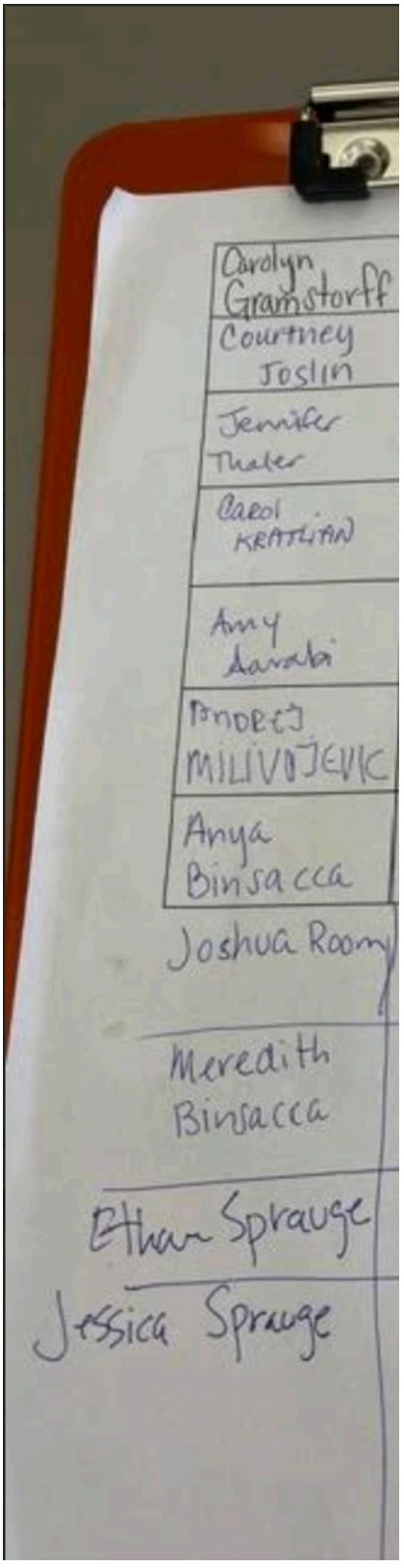
Regular and consistent maintenance of our city's infrastructure is essential for public safety and the well-being of our community. Repaving these blocks of Ward Street will not only address the immediate dangers but will also demonstrate a commitment to maintaining a safe and accessible environment for all Berkeley citizens.

We respectfully request that the City Council allocate the necessary resources and take swift action to repair this critical stretch of road. We look forward to working with you to resolve this important issue for our community.



Signatures of Support

Name	A
Stephanie Valdez-Kaminsky	
Eti Valdez-Kaminsky	
CRISTINA RODRIGUEZ	
Victor Bonhomme	
Andrea Roth	
JOHN REICHMUTH	



Carolyn Gramstorff
Courtney Joslin
Jennifer Thaler
Carol KRATTIGER
Amy Lavaki
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ATTACHMENT C: Photos of 2200 block of Ward St in August 2025

Its Time Berkeley Put Traffic Safety Front and Center

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Berkeley is known for its progressive values, walkable neighborhoods, and commitment to climate-conscious transportation. But for all our talk about livable streets and community wellness, we are falling behind when it comes to a basic tenet of public safety: keeping people alive and uninjured on our roads.

Recent federal crash data confirm what advocates and researchers have warned for years: the escalating toll of pedestrian deaths in the United States is not accidental, nor is it driven primarily by individual behavior. The National Highway Traffic Safety Administration reports that 7,522 pedestrians were killed in traffic crashes in 2022—the highest number since 1981—with pedestrians accounting for 18 percent, close to 1-in-5 of all traffic fatalities nationwide. This represents a continuation and acceleration of a deadly trend that has unfolded over the past decade, disproportionately impacting people walking in urban environments. Critically, the majority of these deaths occur in cities, away from intersections, and under low-visibility conditions—patterns that point directly to roadway systems engineered for speed and vehicle throughput rather than human safety. From a Vision Zero perspective, these outcomes are predictable and preventable, reflecting longstanding urban design failures—wide arterials, inadequate lighting, long crossing distances, and insufficient traffic-calming—that continue to place pedestrians, particularly in marginalized communities, at unacceptable risk.

In 2024 alone, there were 7 traffic fatalities in Berkeley, one of the highest in years. That's 7 lives cut short—people walking, biking, or driving—often in preventable crashes on city streets. And while we've seen some efforts toward safer infrastructure, the urgency still doesn't match the scale of the problem.

Traffic violence is a public health crisis that demands a response commensurate with its severity—it is not merely an unfortunate consequence of transit. We must fundamentally change our approach and elevate this issue to the same level of focus, sustained funding, and rigorous follow-through that we dedicate to other significant public health emergencies. This shift in perspective is crucial, recognizing that preventable deaths and serious injuries on our streets have profound, lasting impacts on individuals, families, and the community at large, warranting a comprehensive, data-driven, and urgent governmental commitment.

Cities across the United States are showing us what works. In Hoboken, New Jersey, a densely populated city of approximately 60 thousand residents located right across the river from Manhattan, there have been zero traffic deaths in the past eight years. This remarkable achievement demonstrates that traffic fatalities are preventable, not inevitable. To achieve this, the city adopted a comprehensive Vision Zero plan that centers collaboration across city departments, including engineering, planning, and police. Furthermore, they implemented proven safety measures such as “daylighting” at intersections—removing parking spaces near the corner to increase visibility—reduced speed limits city-wide and significantly prioritized the creation and maintenance of safe pedestrian and cyclist infrastructure. These aren’t flashy boondoggles or overly expensive experiments—they’re basic, data-driven design choices that prioritize human life and save lives.

In Portland, Oregon, the “Greenways” program has helped slow residential traffic and divert cut-through drivers off neighborhood streets. A study published by Portland State University found an average 25% reduction in crashes along improved corridors.[1] That’s hundreds of motorists, pedestrians, and cyclists spared from potentially fatal collisions.

Seattle lowered speed limits on arterials from 30 to 25 mph and built protected bike lanes and curb bulbouts (which give walkers a head start at crosswalks). As a result, the city saw a 20% reduction in serious injuries and fatalities in just three years.

New York City’s use of automated speed enforcement cameras in school zones led to a 70% reduction in speeding where the cameras were installed, according to NYC DOT.[2] A Federal Highway Administration report echoed these findings: cities that implement “safe system” principles—reducing speed, improving lighting, narrowing lanes—see measurable safety gains quickly.[3]

Across the Bay Area, cities are proving that bold traffic safety interventions work—saving lives, reducing injuries, and transforming how communities interact with public space. Berkeley doesn’t have to reinvent the wheel; these strategies are working just across the Bay.

San Francisco was one of the first U.S. cities to adopt a Vision Zero policy in 2014, committing to eliminate traffic deaths by 2024. While the city hasn’t reached zero, it has developed one of the most advanced traffic safety data programs in the country.

One of the most impactful recent projects is the Oak Street Quick-Build Project, which proposes to reduce traffic lanes, install protected bike lanes, and reconfigure intersections. Its nearby counterpart, Fell Street, underwent a similar treatment and saw:

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[1] https://rosap.ntl.bts.gov/view/dot/60994

[2] https://www.nyc.gov/html/dot/downloads/pdf/speed-camera-report.pdf

[3] https://www.fhwa.dot.gov/publications/research/safety/20072/20072.pdf

- A 38% reduction in total collisions
- A 50% decrease in pedestrian collisions
- Zero fatalities since implementation

San Francisco has also aggressively pursued:

- Automated red-light and speed enforcement pilot programs (via AB 645), with strict privacy rules and targeted placement along high-injury corridors
- Daylighting enforcement under AB 413, banning parking within 20 feet of crosswalks at over 2,000 intersections citywide
- A growing network of protected bike lanes, pedestrian bulb-outs, and raised crosswalks, especially in underserved neighborhoods like the Tenderloin and Bayview
- Expansion of “Slow Streets” after the COVID-19 pandemic to make entire corridors safer for walking and biking—not just through signage, but through diverters, barricades, and community engagement

San Francisco’s layered approach—automated enforcement + engineering + education + equity—is now a national model for urban traffic safety.

Another Vision Zero city, Oakland has achieved significant success in its safety efforts by strategically addressing its most dangerous streets. Oakland’s High Injury Network (HIN) map revealed that just 6% of streets account for over 60% of severe injuries and deaths. In response, the city prioritized those corridors with projects such as:

- Foothill Boulevard protected bike lanes, which reduced crashes by over 30%
- Community-informed traffic calming through the Department of Transportation’s Neighborhood Bike Routes and Slow Streets programs
- A Safe Oakland Streets (SOS) Initiative, which explicitly addresses racial disparities in traffic injuries and enforcement outcomes

Oakland’s success highlights the importance of hyperlocal planning—inviting neighborhood input and focusing interventions where injuries disproportionately affect low-income communities of color, especially Asian communities which have a major presence in Chinatown, Eastlake, and San Antonio.

San Jose, another Vision Zero city, has prioritized speed reduction as the most effective crash countermeasure. The city:

- Installed over 250 radar speed feedback signs, especially near schools
- Implemented road diets and lane reductions on fast arterials like Senter Road and Story Road

- Launched a Quick-Build Toolkit to allow for pilot interventions within 30–90 days, using paint and flex posts
- Developed a Vision Zero Dashboard to publicly track progress and build transparency

Despite being California's third-largest city, San Jose is showing how nimble data use and sustained political commitment to slowing cars can make a measurable difference.

Berkeley, by contrast, has the right goals on paper. The City's Vision Zero Action Plan commits Berkeley to eliminating traffic deaths by 2028. That plan was the product of extensive interdepartmental collaboration and community engagement in 2018 and 2019—but it was adopted just as the COVID-19 pandemic forced an abrupt shift in city operations. In the years that followed, public health emergency response, leadership turnover, and significant staffing shortages stalled much of the momentum behind Vision Zero implementation. As a result, progress slowed not because the strategy was flawed, but because the city's capacity to execute it was severely constrained.

Only in the past six months has Berkeley's transportation apparatus begun to stabilize and rebuild the staffing, coordination, and focus necessary to meaningfully advance Vision Zero work again. In many respects, the city is now restarting from near zero. That reality makes this moment especially consequential: Berkeley is finally regaining the institutional footing required to act—but the clock on traffic violence has not paused. The question is whether we will seize this window to recommit to Vision Zero with the urgency the crisis demands.

Case in point: San Pablo Avenue, one of Berkeley's most dangerous corridors. In 2024, the intersection of Ashby and San Pablo Avenue recorded the highest number of traffic collisions citywide, including 10 injury crashes and 17 total injuries. Gilman and San Pablo also saw the highest number of serious injuries. In 2021, a pedestrian was killed in the crosswalk at San Pablo and Ashby—just one of several instances where long-recognized design failures have had fatal consequences. Although this corridor is included in the Alameda County Transportation Commission's San Pablo Avenue Safety Enhancements Project,[4] progress on safety upgrades has been uneven, underscoring the gap between adopted policy and on-the-ground change.

We still see long delays for basic fixes: installing speed humps on residential streets or repairing sidewalks that force wheelchair users into the street. Meanwhile, the most dangerous intersections—identified repeatedly in publicly available crash data—go unchanged for years. If we truly believe in equity, sustainability, and public health, then making our streets safer can't remain a side project. It must be a top-tier city priority.

Traffic injuries don't just have lasting effects for those involved at the time of the crash. Humans are not mere numbers: every serious crash requires an urgent, resource-intensive emergency

[4] https://www.alamedactc.org/wp-content/uploads/2023/10/Open-House-Map-Boards-03db_Segment3_103123.pdf

response from Berkeley's firefighters, paramedics, and police officers. These incidents take a physical and emotional toll on first responders—many of whom must render aid at the same dangerous intersections repeatedly. Repeated exposure to traumatic injuries and fatalities contributes to burnout, PTSD, and staffing challenges in our emergency services. A 2023 analysis study published in Frontiers in Public Health revealed that paramedics across the world suffer from higher rates of PTSD. When we invest in preventing crashes, we're not just protecting the public—we're also protecting the sustainability of Berkeley's emergency response system.

Building on the Transparency Hub: Berkeley's Opportunity to Lead

To its credit, in response to the Reimagining Public Safety process, the Berkeley Police Department has already laid a strong foundation for traffic safety transparency with its Transparency Hub's Traffic Safety section. The hub offers interactive data on traffic collisions by location, severity (since 2023) time of day, and contributing factor—including filters by pedestrian, bicycle, and motor vehicle involvement.

This is a major step forward. But compared to cities like San Jose, Berkeley still lacks a unified Vision Zero performance dashboard that links crash data to street design changes, enforcement activity, equity analysis, and measurable outcomes. San Jose's dashboard goes beyond tracking collisions alone; it monitors project delivery, community engagement, and progress toward eliminating traffic deaths—allowing the city to move from reactive responses to proactive safety planning.

Berkeley could build a similar platform by consolidating existing datasets from the Police Department, Public Works, and the Transportation Division into a single public portal and displaying real-time metrics such as fatal and serious injury crashes, measured speeds from Engineering & Traffic Safety studies alongside street speed limits, traffic volumes on streets with high pedestrian and bicyclist activity, miles of protected infrastructure installed, locations with daylighting or other pedestrian improvements, and the status of Measure FF–funded projects. Embedding a community feedback tool would also allow residents to flag dangerous corridors and request traffic calming directly.

Critically, such a system would enable Berkeley to prioritize safety investments proactively rather than relying solely on resident requests. Cities like Boston have eliminated petition-based approaches for speed humps and traffic calming, instead maintaining a ranked list of streets where measured speeds exceed safe thresholds and systematically installing infrastructure starting with the most dangerous locations. A data-driven dashboard would allow Berkeley to adopt a similar best-practice model—targeting high-risk corridors first, reducing inequities in who receives safety improvements, and accelerating progress toward Vision Zero.

Berkeley can fund this work with the recently passed Measure FF bond, for example, by hiring a dedicated data analyst or GIS technician and maintaining low-cost visualization tools like ArcGIS, Tableau Public, or Google Data Studio.

We don't need to start from scratch—we need to connect the dots between what we already measure and what the public deserves to see. A comprehensive Vision Zero Dashboard would strengthen accountability, build public trust, and keep both policymakers and departments focused on results.

What Berkeley Can Do Now

1. Implement quick-build designs citywide—curb-protected bike lanes, painted buffers, daylighting, speed cushions, and signal phasing—while permanent redesigns are in planning.
2. Add protective infrastructure to prevent parking in daylit spots and where not possible, advance daylighting enforcement, ensuring vehicle parking does not obstruct pedestrian sightlines at crosswalks and intersections.
3. Deploy automated speed enforcement cameras, prioritizing Berkeley's high-injury corridors to deter dangerous speeding and reduce crashes. While some residents have raised valid concerns about privacy and surveillance, California's 2023 AB 645 pilot program—which includes Oakland and San Francisco—requires strict data minimization standards, including:
    - No facial recognition or license plate tracking beyond speed enforcement,
    - Speed data must be deleted within 5 business days,
    - Only vehicles exceeding the posted limit by 11+ mph are cited,
    - Violations are civil (not criminal) and do not impact insurance.

A well-designed program in Berkeley can maintain residents' Constitutional privacy rights while reducing the speeding that leads to severe injuries and fatalities—especially in school zones and on high-speed arterials.

4. Lower speeds to 20 mph on residential streets and 25 mph on arterials to ensure crashes are survivable.
5. Leverage Measure FF (Safe Streets Initiative) — passed by voters in November 2024 — to fund critical safety infrastructure. Measure FF generates approximately $15 million annually for 14 years, with 30% dedicated to improvements such as raised crosswalks, traffic calming, street lighting, and separated bike lanes. These investments must be fast-tracked toward Berkeley's most dangerous corridors in line with the city's Vision Zero, Bicycle, and Pedestrian Master Plans.

A truly safe Berkeley requires a multi-faceted approach—one that integrates proven engineering solutions with robust data analysis, targeted enforcement, and sustained community engagement. Enforcement should be focused on the behaviors most strongly associated with fatal and serious crashes: excessive speeding and drivers' failure to stop or yield at crosswalks and stop signs. By learning from the successes of peer cities and prioritizing strategies such as quick-build street redesigns, lower speed limits, and behavior-focused enforcement—including tools like red-light cameras and emerging automated speed management where legally permitted—Berkeley can shift from reactive policing to proactive harm prevention through use of targeted accountability. Coupled with strategic Measure FF investments, these actions can transform our streets from places of peril into spaces of safety, accessibility, and dignity for all. The time for decisive action is now; our community deserves nothing less.

Modernizing the Dispatch System: A Missing Link in Street Safety

While infrastructure improvements are essential, Berkeley must also examine how emergency services are dispatched to traffic collisions. The City's current dispatch system is operated separately from Alameda County and neighboring jurisdictions, which leaves it fragmented, under-resourced, and siloed across agencies. This affects response times, coordination, and the city's ability to effectively respond to high-volume emergencies on dangerous corridors.

When collisions occur on Berkeley streets, the speed, coordination, and appropriateness of the emergency response are as life critical as the design of the street itself. Yet according to Berkeley's 2023 Standards of Coverage and Community Risk Assessment, the City's dispatch performance is falling short—undermining Vision Zero goals by delaying the identification and deployment of the right resources to crash scenes. NFPA standards, particularly those concerning response times, are often cited as industry benchmarks, but their rigid application across diverse urban environments must be approached with caution. Berkeley should acknowledge that direct, uncontextualized comparisons to other cities based purely on NFPA metrics, such as the 1:30 standard for Emergency Medical Dispatch call-processing, can indeed be misleading.

Contextualizing Response Time Metrics

Focusing narrowly on an arbitrary national benchmark can obscure local realities. Cities with vastly different demographics, population densities, street networks, and call volumes will inherently have different optimal response performance.

Key considerations for Berkeley include:

- **Street Geometry and Density:** Berkeley's constrained street network and high density can pose unique challenges to apparatus response that a general NFPA standard doesn't account for.

- **Demographic Vulnerability:** The city should prioritize response times not just to meet a general average, but to ensure equity. Response times to neighborhoods with higher concentrations of vulnerable populations or high-injury corridors must be scrutinized to prevent disparities in care.
- **System Integration:** As noted, Berkeley's siloed dispatch system is a primary hurdle. Improving internal coordination and triage (what the dispatch system sends and how) can be more impactful on patient outcome than simply shaving seconds off the clock.

The goal should be to establish locally appropriate, outcome-focused benchmarks that reflect a standard of care suitable for Berkeley's unique characteristics, rather than merely chasing an NFPA target. This means prioritizing system resilience, accurate triage, and coordinated multi-agency deployment over superficial adherence to a potentially inadequate national time standard.

As traffic injury collisions reached a six-year high in 2024, Berkeley's non-integrated dispatch system has struggled to manage overlapping medical, fire, and police responses. Serious crashes—especially those involving pedestrians and cyclists—often require multiple units from different departments, yet dispatch software, CAD platforms, and response protocols do not consistently communicate across agencies. This fragmentation can result in sequential rather than coordinated deployment, slower scene control, and delays in patient care.

Dispatch quality also affects what is sent, not just how fast. When incidents are not accurately triaged, larger response vehicles may be deployed where smaller, more maneuverable units would be more effective. In a city increasingly designed to prioritize pedestrian and bicycle safety—with narrower lanes, traffic calming, and curb extensions—large apparatus can face slower travel times and greater difficulty navigating streets, compounding delays and contributing to unnecessary wear on local infrastructure. Better dispatch coordination helps ensure the right equipment is sent the first time, reducing response times while aligning emergency operations with street safety goals.

Berkeley's Emergency Medical Dispatch call-processing time at the 90th percentile is 2 minutes and 29 seconds—nearly one full minute slower than the NFPA best-practice benchmark of 1:30. In severe crashes, especially those involving pedestrians and cyclists, delays in recognizing acuity, assigning priority, and coordinating the appropriate response can be the difference between survivable injuries and fatalities. This is precisely where modern, AI-assisted dispatch tools could play a critical role. Platforms such as Prepared911 are designed to support faster call triage, improved situational awareness, and cross-agency coordination by assisting call-takers in real time and reducing cognitive load during high-stress incidents. Leveraging this kind of technology would not replace dispatch professionals but rather augment their capacity—helping ensure that high-risk crashes are identified earlier, the right responders are sent sooner, and emergency response aligns more closely with Berkeley's Vision Zero and public-health objectives.

While the City has invested in street design improvements—such as protected bike lanes, curb extensions, and daylighting—those efforts must be matched with 21st-century dispatch coordination. The City of Berkeley Evacuation Time Study, released last year, reinforces the importance of responder ingress, system interoperability, and real-time coordination, particularly in complex urban environments where congestion and constrained street geometry already challenge emergency access. Although the Study focuses on large-scale emergencies, its findings underscore a broader truth: emergency response systems function best when coordination, routing, and deployment decisions are made proactively and holistically, not in silos.

To fully realize Berkeley's Vision Zero goals, the City's emergency response system must be as integrated, data-driven, and forward-looking as its infrastructure ambitions—ensuring that when crashes occur, help arrives quickly, appropriately, and without avoidable delay.

Learning from San Francisco: The Department of Emergency Management Model

Berkeley can look to San Francisco's Department of Emergency Management (SF DEM) as a blueprint for how to integrate public safety systems in support of citywide safety goals. SF DEM brings together 9-1-1 call takers, dispatchers, emergency medical services, fire and police operations, and city transportation staff under a single coordinating umbrella. This structure allows for:

- Real-time, cross-agency and seamless dispatch for collisions, ensuring paramedics, fire, and police arrive together
- Shared Computer-Aided Dispatch (CAD) and communication systems, with improved incident tracking and analytics
- Faster response to traffic hot spots, including TIM (Traffic Incident Management) protocols for major corridors
- Data-informed deployment, where injury history, traffic flow, and social vulnerability help guide staffing and positioning

This approach turns dispatch into a strategic tool for crash survival, not just a passive conduit for help.

What Berkeley Should Do

To align emergency dispatch with Berkeley's Vision Zero and public safety commitments, the City should act on the deficiencies identified in its own Dispatch Needs Analysis[5], presented in the May 15, 2023 Public Safety Agenda Packet. That analysis highlighted fragmentation across systems, limited interoperability, and growing strain on dispatch operations—conditions that directly affect response times and coordination during traffic collisions.

Specifically, Berkeley should:

- Modernize Emergency Medical Dispatch (EMD) protocols by adopting a nationally recognized triage model—such as MPDS or Medical Priority Dispatch System—that enables faster, more consistent identification of high-risk traffic collisions and supports earlier, better-matched resource deployment, as recommended in the Dispatch Needs Analysis.
- Establish a centralized public safety coordination structure, modeled after San Francisco's Department of Emergency Management, to address the Needs Analysis finding that dispatch, fire, police, EMS, and related functions currently operate in silos with limited real-time coordination.
- Invest in shared CAD and radio systems to resolve the interoperability gaps documented in the Needs Analysis, enabling coordinated response, improved situational awareness, and more effective mutual aid during complex, multi-unit incidents.
- Use crash and dispatch data proactively—not just reactively—to inform unit deployment, training priorities, and infrastructure placement, consistent with the Needs Analysis' emphasis on data-driven operations and systemwide planning.
- Create a dispatch and response performance review body, including transportation planners, fire and EMS leadership, dispatch professionals, and data analysts, to regularly assess response times, triage accuracy, equipment deployment, and cross-agency coordination.
- Integrate dispatch performance metrics into a public-facing Vision Zero Dashboard, as noted earlier, allowing residents and policymakers to track call-processing times, response intervals, and outcomes across neighborhoods—directly addressing the transparency and accountability gaps identified in the Needs Analysis.

Solving traffic violence is not the responsibility of a single department or a single plan. As the Dispatch Needs Analysis makes clear, it requires coordinated systems, shared data, and clear accountability across agencies. Berkeley has already diagnosed the problem. The next step is acting decisively on those findings to ensure that when crashes occur, help arrives quickly, appropriately, and without avoidable delay.

[5]https://berkeleyca.gov/sites/default/files/legislative-body-meeting-agendas/2023-05-15%20Agenda%20Packet%20-%20Public%20Safety%20-%20Updated.pdf

Every minute lost in triage, classification, or coordination costs lives. We can't eliminate traffic fatalities if the systems we rely on to respond are built for yesterday's emergencies.

If Berkeley is ready to lead on traffic safety, we must treat dispatch reform as core infrastructure—not just a backend function. That means real investment, regional coordination, and public accountability. Because safer streets don't just prevent crashes—they ensure we're ready when they happen.

Berkeley currently operates without this level of integration. Our dispatch system remains siloed, with fire, EMS, and police using separate tools, protocols, and triage models. This leads to fragmented response—with traffic collisions often seeing delayed or incomplete deployment of necessary units.

Why This Matters

Traffic safety doesn't stop at better design—it extends into the systems that mobilize help when the unthinkable happens. The U.S. Department of Transportation's Safe System Approach emphasizes shared responsibility—that all parts of the system (roadway designers, vehicle manufacturers, policymakers, emergency responders, and the public) must work together to anticipate human error and prevent deaths and serious injuries. By treating dispatch modernization and public-safety integration as core elements of this shared safety system, Berkeley can begin to close the gap between safer streets and survivable outcomes when crashes occur.

If Berkeley is serious about Vision Zero, it must treat dispatch modernization and public safety integration as essential components and not administrative afterthoughts. A comprehensive safety strategy accounts for post-crash care as a core element, not an add-on; research and federal guidance emphasize that timely access to emergency medical care and coordinated incident management are critical to enhancing crash survivability and reducing fatal outcomes. By embracing a more unified model such as San Francisco's Department of Emergency Management, Berkeley can not only reduce crashes through safer streets, speeds, and infrastructure but also improve survivability when crashes do occur. Because safer streets aren't just about preventing impact; they're about ensuring care arrives quickly when it's needed most.

Dispatch reform is not simply about operational efficiency; it's about the foundational element of Vision Zero: achieving faster emergency response times and ultimately saving lives when it matters most. Every minute shaved off a crash response can mean the difference between life and death. By establishing reliable, integrated systems aligned with Safe System principles—anticipating human error and building redundancy into emergency response—Berkeley can bring its response systems in line with its safety ambitions and work toward eliminating traffic fatalities altogether.

Some critics point to the number of overlapping advisory bodies—such as the Transportation and Infrastructure Commission, Disaster and Fire Safety Commission, and the City Council's Vision Zero Subcommittee—as evidence of fragmentation and mismatched priorities. But this framing misses a deeper reality: these bodies are responding to different layers of the same systemic street safety crisis, each within a clearly defined scope and mandate.

For example:

- The Disaster and Fire Safety Commission focuses on emergency response readiness, disaster resilience, and fire department capacity, advising the City Council on matters affecting fire safety and emergency preparedness. Within this role, the Commission also provides input on how street conditions, paving plans, and infrastructure decisions affect emergency access, response times, and system resilience—particularly during large-scale emergencies or high-acuity incidents.
- The Transportation and Infrastructure Commission concentrates on the physical design of Berkeley's streets, including roadway redesigns and approval of quick-build and longer-term capital improvement projects. Its work addresses the upstream conditions—speed, geometry, visibility, and conflict points—that determine whether crashes occur in the first place.
- The City Council's Vision Zero Subcommittee is charged with interlinking these threads into a single narrative of prevention, accountability, and action.

Berkeley doesn't suffer from too many voices on traffic safety. It suffers from collisions that keep happening while decisions are stalled. These commissions are not rhetorical—they are reactive, data-driven, and grounded in the lived experiences of residents and first responders alike. They should be empowered—not sidelined—as we move from planning to protection. Berkeley's various advisory bodies on traffic safety are not redundant; instead, they address distinct but interconnected elements of street safety, spanning prevention, design, emergency response, and recovery. The city's challenge lies not in having multiple voices, but in failing to coordinate, elevate, and translate their essential insights into prompt action. Collectively, these groups affirm that traffic safety is a complex issue, merging public health concerns, infrastructure equity, emergency response protocols, and behavioral design principles.

Enhancing Fire Department Readiness for Traffic Collisions

As Berkeley traffic injuries surge to a six-year high, the Berkeley Fire Department is at the frontline of response. Nearly every major traffic collision requires a fire engine or ambulance staffed by firefighter-paramedics. Yet the department's ability to meet demand is increasingly strained by rising call volume, limited staffing, and growing complexity in on-scene logistics.

According to Berkeley's own Standards of Coverage and Community Risk Assessment, EMS incidents now comprise over 70% of all BFD call volume. Traffic collisions, particularly those

involving vulnerable road users (pedestrians and cyclists), disproportionately require advanced trauma management, coordination with police for scene control, and specialized extrication equipment. Many of these calls occur on arterials like San Pablo Avenue and Ashby, where high speeds and poor infrastructure amplify injury severity.

BFD is not only a response agency in this work; the Department is also home to one of the City's most important upstream prevention programs. The Street Trauma Prevention Program (STPP) is one of the few City programs taking a structured public-health approach to traffic violence—supervising injury-prevention internships and coordinating with Public Works, the Transportation Division, and community partners on outreach, data, and education in the neighborhoods most affected by crashes. STPP is the operational complement to the design and policy work of the City's commissions, translating Vision Zero principles into measurable harm reduction on the ground. Continued investment in STPP, including its Program Manager position, is essential to Berkeley's ability to prevent traffic injuries before they happen and to support the Department's response capacity downstream.

To improve traffic collision response, BFD should:

- Expand peak-hour EMS coverage, particularly in high-collision zones. Measure FF funding, along with analysis from dispatch and call data, can help determine whether added ambulances or quick response 'squad' units are needed during rush hours and weekend traffic peaks.
- Deploy smaller, quicker units such as the aforementioned EMS squad vehicles or motorbike medics for rapid access and quick treatment on congested corridors. These units can provide initial stabilization while full ALS resources are en route.
- Pre-position units near collision-prone intersections—like Ashby & San Pablo or Gilman & San Pablo—during high-traffic windows, based on predictive modeling of crash likelihood.
- Strengthen coordination with dispatch and traffic signal control, including expanded use of emergency vehicle signal pre-emption. Signal pre-emption allows responding units to request green lights and hold cross-traffic at red signals, reducing response times, limiting high-risk intersection conflicts, and improving responder safety. When integrated with modern dispatch systems and the City's traffic management infrastructure, signal pre-emption can be activated selectively along response corridors—prioritizing severe crashes without unnecessarily disrupting general traffic flow. This coordination becomes especially critical on pedestrian-oriented streets with traffic calming, where emergency vehicles may otherwise face slower progression through signalized intersections.
- Integrate Public Works and Transportation staff into traffic incident response, enabling real-time signal adjustments, corridor control, and detour management during major

crashes. Coordinated signal timing and temporary traffic control can shorten response and clearance times while reducing secondary crashes.

- Track and report post-collision performance metrics, within HIPAA guidelines, including response time intervals, signal pre-emption usage, and patient transport outcomes. Sharing this data with the City Council, Vision Zero stakeholders, and the Disaster and Fire Safety Commission would allow Berkeley to evaluate whether operational and signal-control changes are measurably reducing harm.

Traffic collisions are not isolated events—they are system-wide stress tests. Ensuring that emergency vehicles can move quickly, predictably, and safely through Berkeley's signalized street network is as critical to saving lives as staffing levels or clinical skill. Signal pre-emption, when thoughtfully deployed and coordinated, represents a high-leverage tool for aligning emergency response operations with the City's Vision Zero and Safe System commitments.

A Culture of Safety Is Possible

The goal isn't about blaming drivers, cyclists, or pedestrians. It's about designing a system where mistakes don't result in death. We have the tools. We have the data. What we need now is the political and community will to act.

Traffic safety is public safety. Let's make Berkeley a national model for how a city can care for its residents—not just in theory, but at every intersection.