TRANSPORTATION and INFRASTRUCTURE COMMISSION
REGULAR MEETING

AGENDA

Thursday, August 20th, 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
Join the meeting online: https://us02web.zoom.us/j/81318214936

A. PRELIMINARY BUSINESS – 6:15 pm

1. Call to order
2. Roll call
3. Public comment on items not on the agenda
4. Approval of minutes from the May 21st, 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. **Grant Applications: Alameda County Transportation Commission Capital Investment Program 2028/Metropolitan Transportation Commission One Bay Area Grant Program Cycle 4 Complete Streets Checklist Review* -- Action requested** – 6:45 pm
   Public Works staff
   As required by the Metropolitan Transportation Commission's Complete Streets Policy (Metropolitan Transportation Commission Resolution 4493, May 2022), staff requests that the Transportation and Infrastructure Commission, in its capacity as the City of Berkeley Bicycle and Pedestrian Advisory Committee (BPAC), review the MTC Complete Streets Checklist for the City's Sacramento Street Crossings Improvement Project grant application to the One Bay Area Grant Program Cycle 4 (OBAG) and pass a motion supporting staff's determination of compliance with the MTC Complete Streets Policy.

2. **Informational presentation on the Stormwater treatment requirements for regulated street reconstruction projects under Provision C.3 of the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Stormwater Permit (aka the "Green Infrastructure Mandate")*** – 7 pm
   Public Works staff
   Staff will provide an informational presentation on stormwater treatment requirements for regulated street reconstruction projects under Provision C.3 of the Municipal Regional Stormwater Permit (MRP 3). MRP 3 is the third reissuance of the Municipal Regional Stormwater Permit under the National Pollutant Discharge Elimination System (NPDES), issued by the San Francisco Bay Regional Water Quality Control Board to Bay Area municipalities to regulate stormwater discharges into local creeks and San Francisco Bay. The presentation will focus on how Provision C.3 applies to regulated street reconstruction projects: thresholds, treatment options, and sizing criteria.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS – 7:45 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 – 8:15 pm

E. FUTURE AGENDA ITEMS – 8:20 pm

F. ADJOURNMENT – 8:25 pm

Agenda Posted: August 14, 2026

The next meeting of the Transportation and Infrastructure Commission is scheduled for September 17, 2026.

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

Transportation and Infrastructure Commission
Thursday, August 20th, 2026

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
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Email: MHelmbrecht@berkeleyca.gov

TRANSPORTATION and INFRASTRUCTURE COMMISSION
REGULAR MEETING
DRAFT MINUTES
Thursday, May 21st, 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**
   6:16 pm: Chair Zaro called the meeting to order.

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

2. **Roll call**
   6:17 pm:
   Commissioners Present: Marina Budimir, Barry Fike, Naveen Gattu, Arsh Singh Hothi, Adrian Leung, Liza Lutzker, Kim Walton, Ren Zaro

   Commissioners Granted Leave: Holly Scheider

   Staff Present: Wahid Amiri, Noah Budnick, Dani Dynes, Mark Helmbrecht, Pejman Mehrfar, Terrence Salonga

3. **Public comment on items not on the agenda**
   6:18 pm: Five public comments.

   6:23 pm: Thirteen members of the public present.

4. **Approval of minutes from the April 16th, 2026 meeting**
   6:24 pm Action: It was Moved / Seconded (Walton / Leung) to approve the minutes from the April 16th, 2026, commission meeting.

   6:24 pm: Vote:
   Ayes: Budimir, Gattu, Hothi, Leung, Lutzker, Walton
   Noes: None
   Abstain: Fike, Zaro
   Absent: None
   Excused: Scheider
   Recused: None

   6:24 pm: Motion passed 6-0-2-0-1-0

5. **Approval and Order of Agenda**
   6:24 pm Action: It was Moved / Seconded (Gattu / Lutzker) to approve the meeting agenda.

   6:25 pm: Vote:
   Ayes: Budimir, Fike, Gattu, Hothi, Leung, Lutzker, Walton, Zaro
   Noes: None
   Abstain: None
   Absent: None
   Excused: Scheider
   Recused: None

   6:25 pm: Motion passed 8-0-0-0-1-0

6. **Update on administration and staff**
   6:26 pm: Transportation Manager Mark Helmbrecht provided staffing updates: Kenneth Jung, Supervising Civil Engineer, has moved from the Transportation Division Capital Improvement Program (CIP) subdivision to the Measure FF team; the Transportation Division will rehire to fill the vacancy. Scott Artis, Parking Services Manager, resigned in May; the Transportation Division will rehire to fill the vacancy.

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

   The new City Engineer, Pejman Mehrfar, introduced himself to the commission.

   Mark Helmbrecht provided further updates on items raised at the April 16th, 2026 commission meeting: annual scooter parking agreements with micromobility companies are being updated; requirements for micromobility vendors to improve scooter parking were issued; staff are coordinating with the Parks Department's Urban Forestry unit concerning the ongoing issues with overgrown tree branches; Public Works staff followed up with the attendees from the most recent commission meeting and provided them contract information for Urban Forestry; select single parking meter posts will be converted to bicycle racks; staff followed up with Commissioner Leung on older driver safety; staff are preparing traffic safety studies of the intersection of Stuart and Grant and the intersection of Hearst and Grant.

   Commissioners asked the following questions: is staff being advised not to rehire for vacant positions; is the Public Works department considering layoffs; for tree trimming outreach, how do residents report trees that need trimming; how are sidewalk trip hazards reported; is there a way to coordinate with emergency services as emergency routes change?

Commissioners applauded the infrastructure improvements at the Ashby BART station entrance, the Mabel-Bonar bicycle boulevard and scooter parking improvements.

7. **Announcements**
   6:37 pm: No announcements.

B. DISCUSSION/ACTION ITEMS

1. **Excusing a SAFE STREETS Citizens Oversight Committee (SSCOC) member's absence at the June 10, 2026 oversight committee meeting**
   6:38 pm: Commissioners reviewed the item: the Transportation and Infrastructure Commission appointed Liza Lutzker to serve on the SAFE STREETS Citizens Oversight Committee; Ms. Lutzker will be absent during 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.

   Commissioners commented that Commissioner Lutzker's absence will be felt.

   6:38 pm: No public comment.

   6:39 pm Action: It was Moved / Seconded (Hothi / Walton) to excuse Liza Lutzker's absence from the June 10, 2026 SAFE STREETS Citizens Oversight Committee meeting.

   6:39 pm: Vote:
   Ayes: Budimir, Fike, Gattu, Hothi, Leung, Lutzker, Walton, Zaro
   Noes: None
   Abstain: None
   Absent: None
   Excused: Scheider
   Recused: None

   6:39 pm: Motion passed 8-0-0-0-1-0

2. **Public Hearing: Bike Plan Update Final Draft**
   6:39 pm: Public Works' Transportation Manager Helmbrecht introduced the Public Hearing on the Bike Plan Update Final Draft; Transportation and Infrastructure Commission Chair Zaro formally declared the Public Hearing open, and the Public Works' staff presented the Bike Plan Update Final Draft.

   6:53 pm: Two public comments.

7:00 pm: Commissioners asked if there is any difference between what was presented at the April commission meeting and tonight?

7:02 pm: Commissioner Leung advised commissioners who were present at the April commission meeting to let commissioners who were not there comment.

7:02 pm Action: It was Moved / Seconded (Hothi / Fike) to close the public hearing on the Bike Plan Update Final Draft.

7:02 pm: Vote:

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

7:02 pm: Motion passed 8-0-0-0-1-0

7:03 pm Action: It was Moved / Seconded (Hothi / Lutzker) to reaffirm the Transportation and Infrastructure Commission's motion from the April 16, 2026 meeting regarding the Bike Plan Update Final Draft to recommend City Council approval of the Bike Plan Update at their June 16, 2026 meeting:

> April 16, 2026, 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

7:03 pm: Vote:
Ayes: Budimir, Fike, Hothi, Gattu, Leung, Lutzker, Walton, Zaro
Noes: None
Abstain: None
Absent: None
Excused: Scheider
Recused: None

7:03 pm: Motion passed: 8-0-0-0-1-0

3. **City of Berkeley's Five-Year Street Maintenance and Rehabilitation Plan for Fiscal Years 2027-2031**
7:04 pm: Secretary Helmbrecht introduced Public Works staff to present the proposed Five-Year Street Maintenance and Rehabilitation Plan ('paving plan") for fiscal years 2027 to 2031. Interim Public Works Director Wahid Amiri commended staff's work on the plan and commented as follows: Hopkins Street is a placeholder for $6.8-million to carryover funding in the Council process; the next steps on the Hopkins project are up to the City Manager's Office and elected officials to give staff direction; if Hopkins is not included in the paving plan, then the $6.8-million will go to other locations; the City wants to move forward with work with Hopkins in Fiscal Year 2028.

Commissioner Lutzker asked about improvements to Telegraph, Oxford and Claremont streets. Interim Director Amiri affirmed that the City Council made a referral related to Telegraph Avenue, Oxford Street is part of Measure FF and the Streets and Open Space Improvement Plan (SOSIP) and Claremont Avenue is also included in Measure FF.

7:10 pm: The Engineering Division's Supervising Civil Engineer, Terrence Salonga, presented the City's Five-Year Street Maintenance and Rehabilitation Plan for Fiscal Years 2027-2031 ("5-year paving plan"). The presentation covered an overview of the streets planned for paving in Fiscal Year 2027 and future years of the 5-year plan.

7:26 pm: Twelve members of the public present.

7:27 pm: Measure FF's Principal Program Manager Manoj Madhavan presented how Measure FF complements the 5-year paving plan.

7:30 pm: Supervising Civil Engineer Salonga continued the presentation on the proposed 5-year paving plan.

7:34 pm: Commissioners asked clarifying questions: Was any consideration given to let streets exit the paving plan; given that the cost of paving is only going to increase, there's a fiscal cliff for paving, and to avoid the debt spiral of paving,

is there a strategy to address this; can the City meet stormwater pavement requirements by using permeable pavement and other materials; do any of the streets in the plan presented today include permeable pavement and other stormwater management treatments in the City's toolbox?

7:40 pm: Eleven members of the public present.

7:40 pm: Commissioners asked additional clarifying questions: Russell Street between Fulton and Ellsworth in front of Sylvia Mendez School is in bad shape, can it be moved up on the paving plan; is that an issue for the commission's construction subcommittee to address because the construction company should pay the costs for fixing the street; regarding the Municipal Regional Stormwater Permit, in addition to the costs associated with it, does additional real estate need to be secured to implement the proposed improvements; can projects be combined; is there an estimate of the amount of space that is needed; would new equipment, like a new street sweeper be required for certain types of pavers; have operating expenses in capital improvements been considered?

7:49 pm: Six public comments.

8:03 pm: *Ten members of the public present.*

8:03 pm: Commissioners asked additional clarifying questions: reiterating public comments about using Measure FF safety funds for paving: how are Claremont, Oxford and Telegraph streets being funded; will the proposed Measure FF projects be presented at the SAFE STREETS Citizens Oversight Committee; is there more than $40-million in Measure FF funding?

8:15 pm: Commissioner Walton left.

Commissioners asked additional questions about the relationship between projects funded under the City's Five-Year Street Maintenance and Rehabilitation Plan and under Measure FF and the public oversight process.

8:26 pm: Nine members of the public present.

8:45 pm Action: It was Moved / Seconded (Hothi / Leung) to extend the meeting to 9:00 pm.

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

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

Commissioners commented on the following: Telegraph Avenue, Claremont Avenue and Oxford Street are not on the paving plan; Telegraph was Council's number one referral; the Commission cannot vote to recommend paving plan without assurances that Telegraph, Claremont and Oxford are included in the plan; it would be inequitable to the people who need paving; the commission agrees to save $6.8-million for Hopkins.

8:59 pm Action: It was Moved / Seconded (Fike / Hothi) to extend the meeting to 9:10 pm.

8:59 pm: Vote:
Ayes: Budimir, Fike, Hothi, Gattu, Leung, Lutzker, Zaro
Noes: None
Abstain: None
Absent: Walton
Excused: Scheider
Recused: None

9:00 pm: Motion passed: 7-0-0-1-1-0

Commissioners discussed how the Commission and the City Council can comment on projects funded under the City's Five-Year Street Maintenance and Rehabilitation Plan and under Measure FF.

9:04 pm Action: It was moved / seconded (Zaro / Fike) to recommend the Five-Year Street Maintenance and Rehabilitation Plan for Fiscal Years 2027-2031 with amendments that integrate Measure FF and paving dollars and includes Claremont Avenue, Oxford Street and northern Telegraph Avenue for paving and multimodal safety improvements.

9:09 pm: Vote:
Ayes: Budimir, Fike, Hothi, Gattu, Leung, Lutzker, Zaro
Noes: None
Abstain: None
Absent: Walton
Excused: Scheider
Recused: None

9:09 pm: **Motion passed: 7-0-0-1-1-0**

9:10 pm: Seven members of the public.

9:10 pm Action: It was Moved / Seconded (Hothi / Leung) to extend the meeting to 9:15 pm.

9:10 pm: Vote:
Ayes: Budimir, Fike, Hothi, Gattu, Leung, Lutzker, Zaro
Noes: None
Abstain: None
Absent: Walton
Excused: Scheider
Recused: None

9:10 pm: Motion passed: 7-0-0-1-1-0

4. **Informational presentation on the Telegraph Avenue Multimodal Corridor Project update**

9:11 pm: Secretary Helmbrecht presented the refined recommended concept design for the Telegraph Avenue Multimodal Corridor Project and previewed 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. It includes measures to improve transit travel times across the corridor and to close the slip lane at the Dwight Triangle.

9:12 pm: Five members of the public present.

9:13 pm: Three members of the public present.

9:15 pm Action: It was Moved / Seconded (Gattu / Lutzker) to extend the meeting to 9:20 pm.

9:15 pm: Vote:
Ayes: Budimir, Fike, Hothi, Gattu, Leung, Lutzker, Zaro
Noes: None
Abstain: None
Absent: Walton
Excused: Scheider
Recused: None

9:15 pm: Motion passed: 7-0-0-1-1-0

9:18 pm: Commissioners expressed appreciation for the update and for the design changes based on their previous comments.

9:18 pm: No public comments.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

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

9:19 pm: Commissioner Lutzker Wants to form a temporary ad hoc committee on construction mitigation; Commissioners Walton and Budimir will join. Staff will schedule a meeting for July.

D. COMMUNICATIONS

9:19 pm: No communications.

E. FUTURE AGENDA ITEMS

9:19 pm: Commissioner Gattu requested a presentation on green infrastructure.

F. ADJOURNMENT

9:20 pm Action: It was Moved / Seconded (Gattu / Leung) to adjourn the meeting.

9:20 pm: Vote:
Ayes: Budimir, Fike, Hothi, Gattu, Leung, Lutzker, Zaro
Noes: None
Abstain: None
Absent: Walton
Excused: Scheider
Recused: None

9:20 pm: Motion passed: 7-0-0-1-1-0

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

Concerned Ohlone Park Neighbors May 21, 2026
Berkeley, California

Transportation and Infrastructure Commission

We are a group of residents immediately adjacent to the intersection of Grant Street and Hearst Avenue, writing to request a **safety evaluation** of this location and the MLK Jr. Way–to–McGee segment of Hearst.

On April 29th, 2026, an 80-year-old woman was struck and seriously injured at this intersection by a driver reportedly traveling at high speed. This incident reflects ongoing safety concerns we have observed for years.

We have had conversations with many neighbors, including older people, who are concerned about the safety of the intersection.

We believe this matter to be urgent, and request implementation of interim measures as quickly as possible. Initial steps could be:

- **Re-install plastic pylons** that block off red zones at the intersection, but use more permanent attachments (the old ones did not last) such as used at Josephine and Rose (see photos in attachment)
- **Ensure visibility of signs** notifying drivers of the pedestrian and bicycle crossing

Key safety conditions at Grant & Hearst:

- **Excessive speeds on Hearst:** Along the park frontage, the north side has no parking and limited cross traffic, creating a long, open corridor where vehicles accelerate well above the posted limit.
- **High pedestrian demand: Primary,** middle and high school students regularly cross here before/after school, and a **heavily used dog park** sits immediately adjacent, generating steady foot traffic throughout the day.
- **Crossing conflicts despite "adequate" sight lines:** Pedestrians from Grant often encounter **fast-approaching vehicles** once they are committed to crossing. **Delivery trucks, mail vehicles, and private cars** frequently stop or park in red zones, intermittently **blocking visibility** at the corners.
- **Corridor context:** There are **all-way stops at McGee and California** along this same park edge. Grant sits between them, and the **gap appears to function as a speed run-up**, despite **comparable (or higher) foot traffic** at Grant during school peaks.

Request:
We ask the City to **prioritize a safety review** of this intersection and corridor segment and to implement the most effective measures. We ask for a range of solutions to be assessed, including:

- **Speed management on Hearst**
    - Speed cushions that slow down regular cars but don't impeded fire and EMT vehicles
    - Any other mitigations warranted and acceptable to public safety agencies

- **Visibility improvements**
  - Daylighting/strict red-zone enforcement
  - Use of permanently affixed plastic bollards in red zones (as were installed at Rose and Josephine). Residents have volunteered to clean out the area where the bollards would prevent the street sweepers from accessing.
  - Curb extensions ("bulb-outs")
- **Crossing treatments**
  - High-visibility crosswalks
  - Pedestrian-activated beacons where appropriate
  - Move the diamond-shaped yellow pedestrian sign on the southwest corner out from behind the large tree
  - Regular trimming of the tree on the northeast corner which often obscures the diamond-shaped yellow sign at that location
- **Corridor-level measures** to address the MLK→McGee stretch.

Given the recent serious injury and the concentration of **students and park users**, we believe this location warrants **priority attention**.

Please let us know the **timeline for evaluation** and any **interim measures** that can be implemented quickly.

Sincerely,

Allison Bond, 1905 Grant
Kevin Boone, 1904 Grant
Paul Downs, 1912 Grant
Grace Evans, 1910 Grant
Hilary Goldman, 1906 Grant
Mark Harpainter, 1809 Grant
Robyn Hoke, 1907 Grant
Krish Kotru, 1905 Grant
Carol Lashof, 1807 Grant
Kristin Leimkuhler, 1624 Delaware
Andy Love, 1808 Grant
Nate Merhav, 1910 Grant
Bernard Marszalek, 1804 Grant
Stephen Most, 1815 Grant
William Newton, 1807 Grant
Howard Pollick, 1801 Grant
Claire Schoen, 1815 Grant
Jill Satterfield, 1908 Grant
Linda Strean, 1801 Grant
Addison Sutton, 1906 Grant
Manning Sutton, 1906 Grant
Allison Bond, 1905 Grant

C/o: Paul Downs, 1912 Grant Street, pauldownspdc@gmail.com

cc:
Rashi Kesarwani, City Council District 1 Councilmember
Wahid Amiri, Interim Public Works Director
Ian Kesterson, City Arborist

Josephine and Rose Pylons

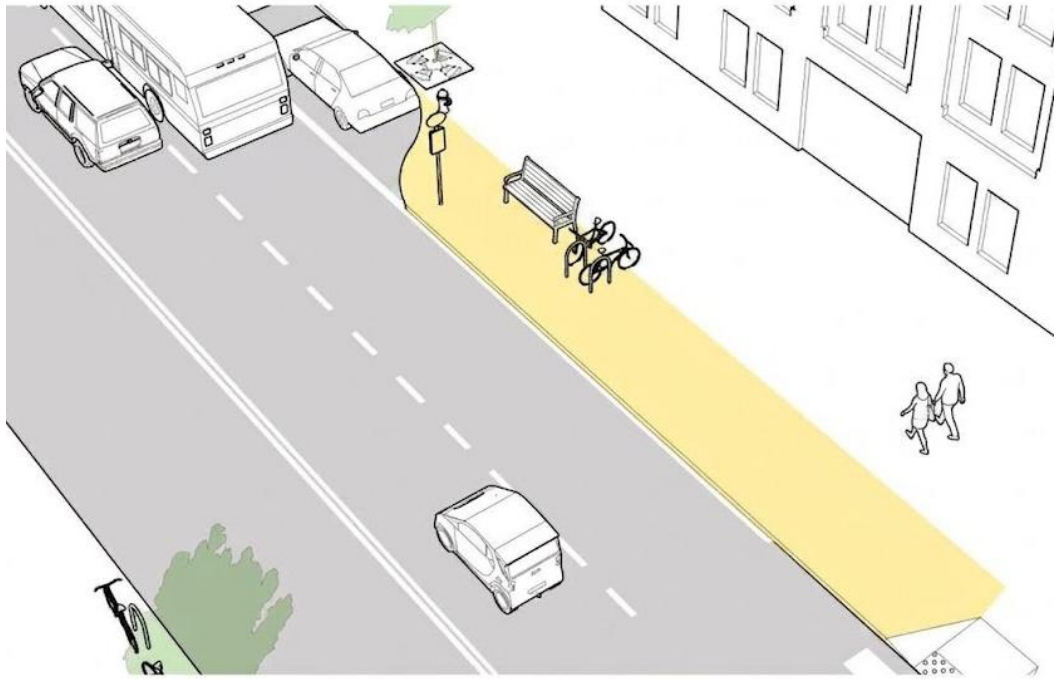
Example 1

Example 2

Complete Streets Checklist Review & Project Briefings

Alameda CTC Grant Applications

Berkeley Public Works Transportation Division
Transportation and Infrastructure Commission
August 20, 2026



Requested Action

Staff requests that the Commission adopt a motion to:

*"Support the City Manager and Department of Public Works' statement of compliance that the Sacramento Crossings Improvement Project meets the Metropolitan Transportation Commission (MTC) Complete Streets Policy (*MTC adopted Resolution 4493) *for the Metropolitan Transportation Commission's One Bay Area Grant cycle 4 Program, in the Commission's capacity as the City of Berkeley Bicycle and Pedestrian Advisory Committee (BPAC)."*

Alameda CTC Call for Projects

- FY 28 Comprehensive Investment Plan
- MTC One Bay Area Grant (OBAG) Cycle 4
- Community Action Resource & Empowerment (CARE) Program
- Transportation Fund for Clean Air (TFCA)
- Safe Routes to Schools (SR2S) Program

North and West Berkeley Safe Routes to School Project Overview:

- Major traffic safety improvements near Martin Luther King Middle, Rosa Parks Elementary, Ruth Acty Elementary, and Cragmont Elementary.
- Project includes traffic calming and pedestrian crossing safety measures.
- Project derived from Safe Routes to Schools – School Safety Assessments

Funding Request:

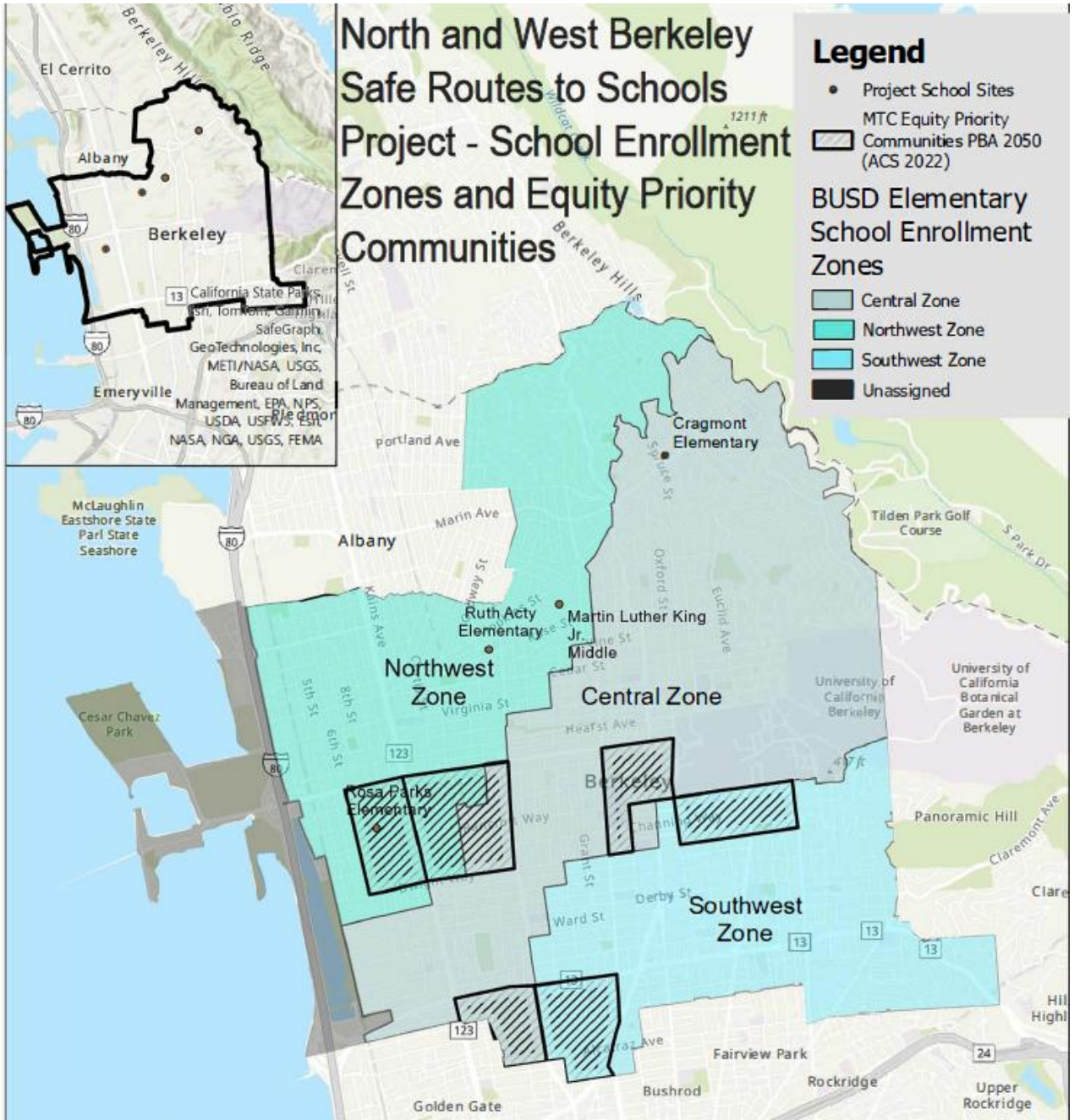
Grant funding request summary

Requested $914,025 to complete planning, environmental, design and construction.

Matching funds

Using $304,675 in Measure FF Funds.

North and West Berkeley Safe Routes to Schools Project - Proposed Improvements



Sacramento Crossings Improvement Project Overview:

- Sacramento Street from Channing Way to Alcatraz Ave
- Project improves bicycle and pedestrian crossing safety and bus operations
- Improvements include new bikeway crossings, permanent improvements to pedestrian crossings, signal upgrades, bus bulbs and stop enhancements
- Project derived from approved plans

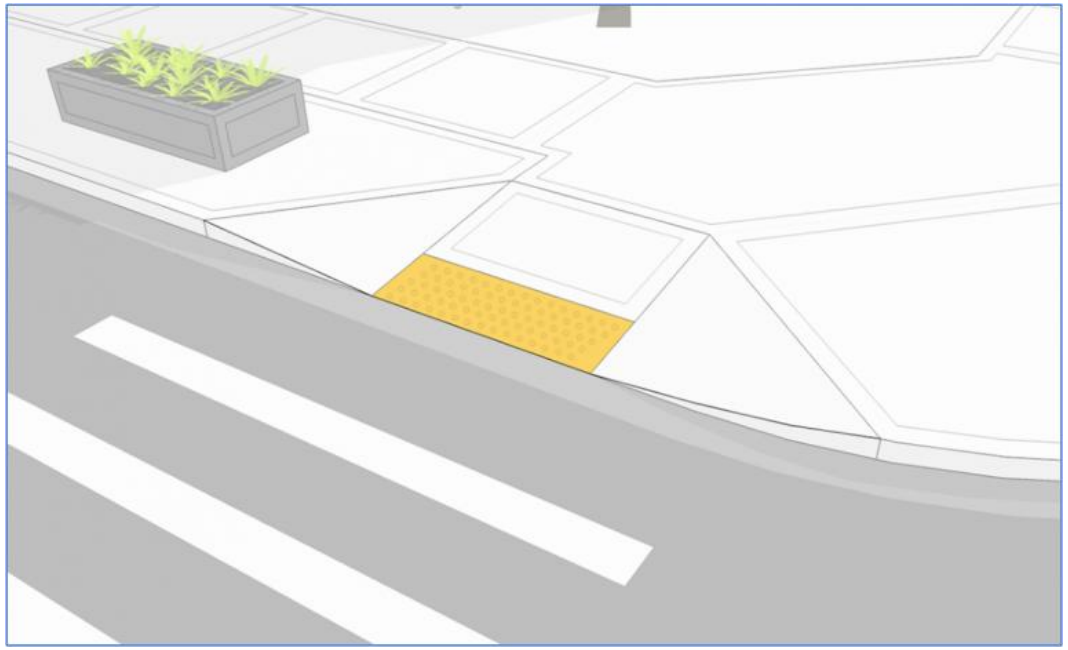
Funding Request:

Grant funding request summary

Requested $10,000,000 to complete planning, environmental, design and construction.

Matching funds

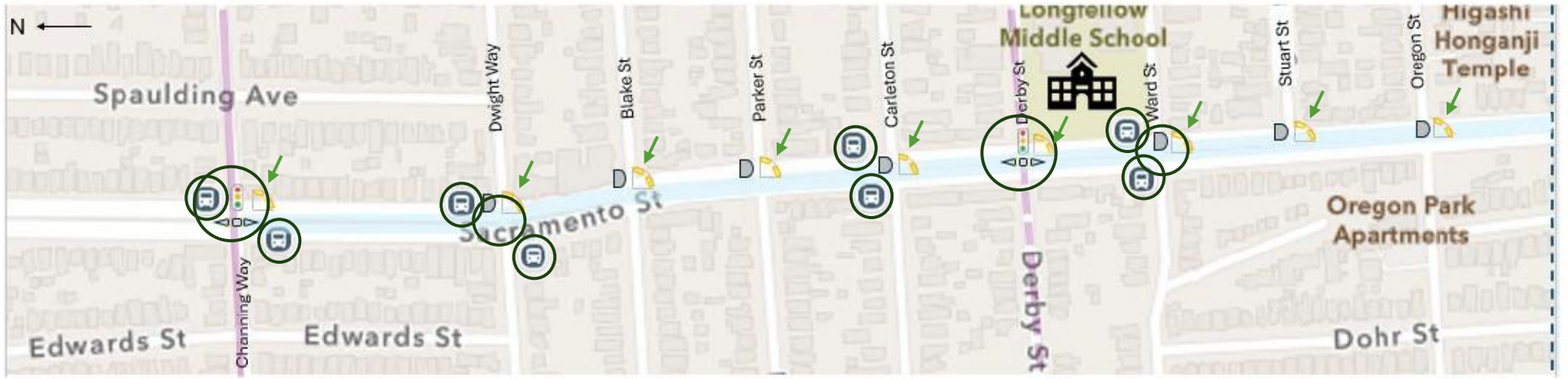
Using $4,286,000 in Measure FF Funds.

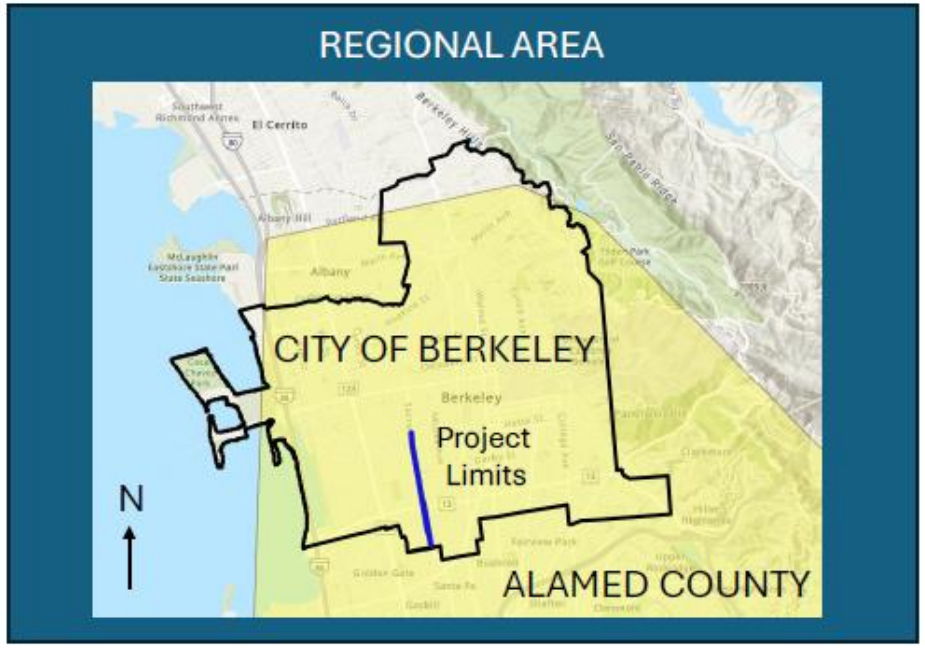


Sacramento Crossings Improvement Project - Proposed Improvements

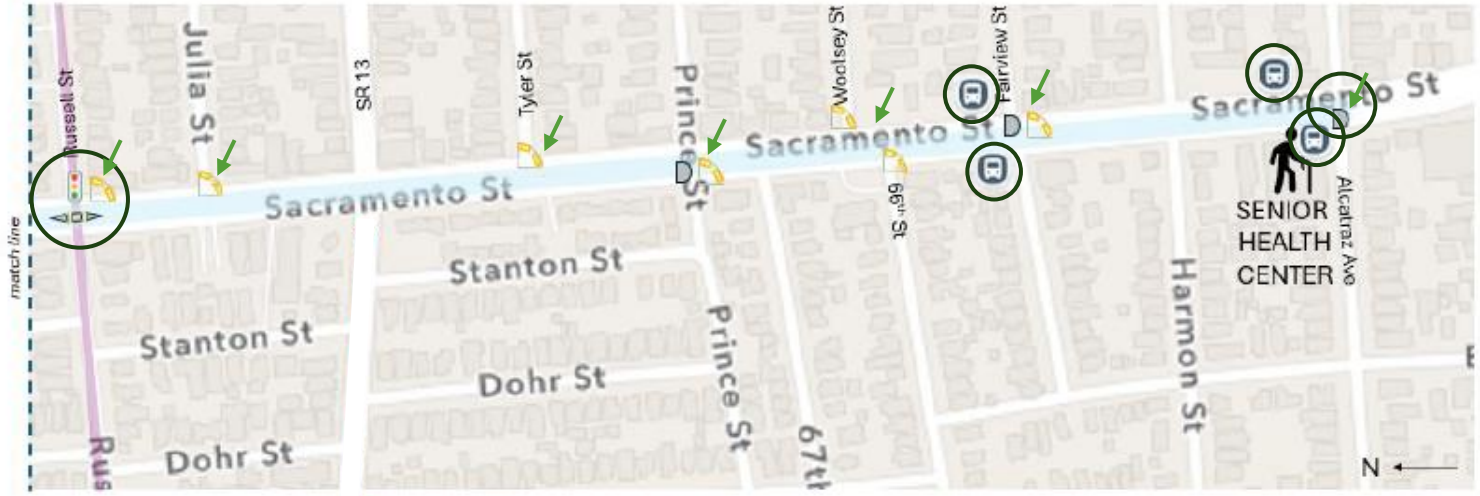
LEGEND

- New Traffic Signal
- Median Diverter
- Upgraded Bus Stops/Bulbs
- Pedestrian Refuge
- ADA Curb Ramp (may accompany ped bulb)
- Existing Bicycle Boulevard
- Planned Bicycle Boulevard
- Project Limits





Upgrade Existing Signals



OBAG Cycle 4 Grant Program

The Metropolitan Transportation Commission (MTC) is awarding $820 million in regional transportation funds.

MTC's *Complete Streets Policy* requires that projects funded with regional funds implement local Complete Streets plans and implement *All Ages and Abilities* design guidelines on the Active Transportation Network

Agencies applying for regional transportation funds use the Complete Streets Checklist to make sure that the needs of people who bike and walk are considered at the earliest stages of project development.

The checklist requires formal review by the local Bicycle and Pedestrian Advisory Committee (BPAC) to confirm multimodal safety, accessibility, and design compliance with the CS Policy.

Complete Streets Checklist

Pedestrian, Bicycle, and Transit Planning

1. Relevant plans this project helps to implement:

- Bicycle / Pedestrian and/or Active Transportation Plan(s) / ADA Transition Plan / Transit Plan
- Vision Zero/Local Roadway Safety Plan/System Safety Analysis Report/Comprehensive Safety Action Plan

2. Details on plan recommendations affecting the project area (with adoption date):

- The corridor was identified in the **Vision Zero Action Plan** (adopted 3/10/20) as part of the high-injury street network. The project includes hardened centerlines, leading pedestrian intervals at signals, protected left-turn phases, and prohibited left turns in several locations of the project corridor.
- The project implements location-specific improvements identified in the **Pedestrian Plan** (adopted 1/26/21) including pedestrian refuge islands, pedestrian bulb outs, ADA curb ramps, countdown pedestrian signal heads, and Accessible Pedestrian Signals.
- The project implements location-specific improvements identified in the **Bicycle Plan** (adopted 6/17/26) including new signalized intersections and median diverters at existing and planned bicycle boulevards (class III bikeway).
- The project implements recommendations from the **Transit First Policy Implementation Plan** (adopted 3/21/23) including bus bulb-outs, bus pads, and bus stop amenities like benches and trash cans.

3. Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

4. If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project adheres to the **NACTO all ages and abilities guidance** by providing safe crossings of the major arterial roadway at existing break points in the low-stress bicycle network on two existing and one planned class III bike boulevards that serve a middle school and high school along with users of all ages. These crossings would be upgraded to include a signalized intersection and median diverter providing clear and low stress crossings for all ages and abilities. Additionally, the project includes bulb outs and hardened centerlines along the corridor to slow traffic and manages or eliminates left turns at key intersections. NACTO also recommends multi-stage crossings on multi-lane streets where full signalization isn't viable. The project includes such improvements at 13 intersections. The project also features pedestrian signal heads, accessible pedestrian signals, leading pedestrian intervals, ADA curb ramps, pedestrian refuge islands and pedestrian bulb outs **compliant with PROWAG**.

5. Is there a MTC Mobility Hub within the project area?

No

6. Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

7. Summary of traffic safety conditions and traffic safety countermeasures:

Sacramento Street is on the Alameda CTC Active Transportation High Injury Network (HIN) and Proactive Safety Network (PSN). The intersecting streets of Channing Way and Alcatraz Ave are also on the HIN. The project limits are a locally identified safety priority corridor in the 2020 Vision Zero Action Plan. The corridor features high vehicle speeds and volumes. In 2026, the City gathered speed and volume data on Sacramento St throughout the project corridor. Sacramento Street has an **85th percentile speed of 33 miles per hour** even though the posted speed limit ranges from 25 to 30 miles per hour. The corridor has an average daily traffic of **17,762 vehicles** (total of both directions).

Given its proximity to transit, parks, and local schools, it features a high number of youths, elderly, disabled, and other vulnerable roadway users. This mix results in a high number of fatal and injury crashes annually. California Statewide Integrated Traffic Records System data for the last 12 years (2014-2025) shows that there were **246 crashes** in the project area that involved either injury or fatality. One of those crashes resulted in the death of a pedestrian that was struck by a vehicle. **Forty-seven percent of fatal and severe injury crashes involved a pedestrian or cyclist.** An average of 20 crashes have occurred each year for the last 12 years with the highest number of injury/fatality crashes occurring in 2024. The intersections with the most crashes outside of the Caltrans right-of-way include the existing signalized intersections at Dwight Way and Alcatraz Ave. The safety record on Sacramento St is why it has been listed as a top priority roadway for safety improvements in the Vision Zero Action Plan, Pedestrian Plan, and Bicycle Plan.

To improve traffic safety, the project proposes new signalized intersections, upgraded existing signalized intersections, leading pedestrian intervals, protected left-turn phases, countdown pedestrian signal heads, accessible pedestrian signals, pedestrian refuge islands, pedestrian and bus bulb-outs, and median diverters at existing and planned class III bike boulevard crossings to slow vehicle traffic and separate vehicle movements from bicycle and pedestrian movements.

8. Infrastructure elements included in this phase of the project:

Pedestrian Safety Median Island(s), Curb Extensions (including Bus Bulbs), New Traffic Signal or Control Device, Upgrades to Existing Traffic Signals or Other Control Devices, Other: Transit Stop Design (transit bulbs, boarding islands, etc.), Transit Stop Design (transit bulbs, boarding islands, etc.), Class III Bikeway crossing improvements of arterial roadway including median diverter

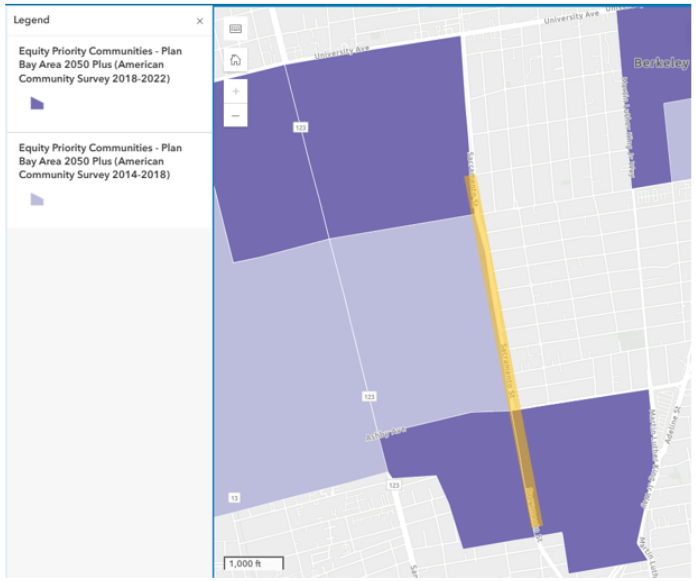
9. Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

10. Census tract(s) designated as EPCs affected by this project:

423300, 424001

Plan Bay Area 2050+ EPC



11. Will the project integrate green infrastructure?

No

Compliance and Exception Review

12. Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

13. Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

14. Transit agency (or agencies) serving the project community:

AC Transit (Alameda-Contra Costa Transit District)

15. Did the transit agency notify you that they do NOT have service in your project area?

No

16. Description of transit routes/stations and measures to mitigate impacts:

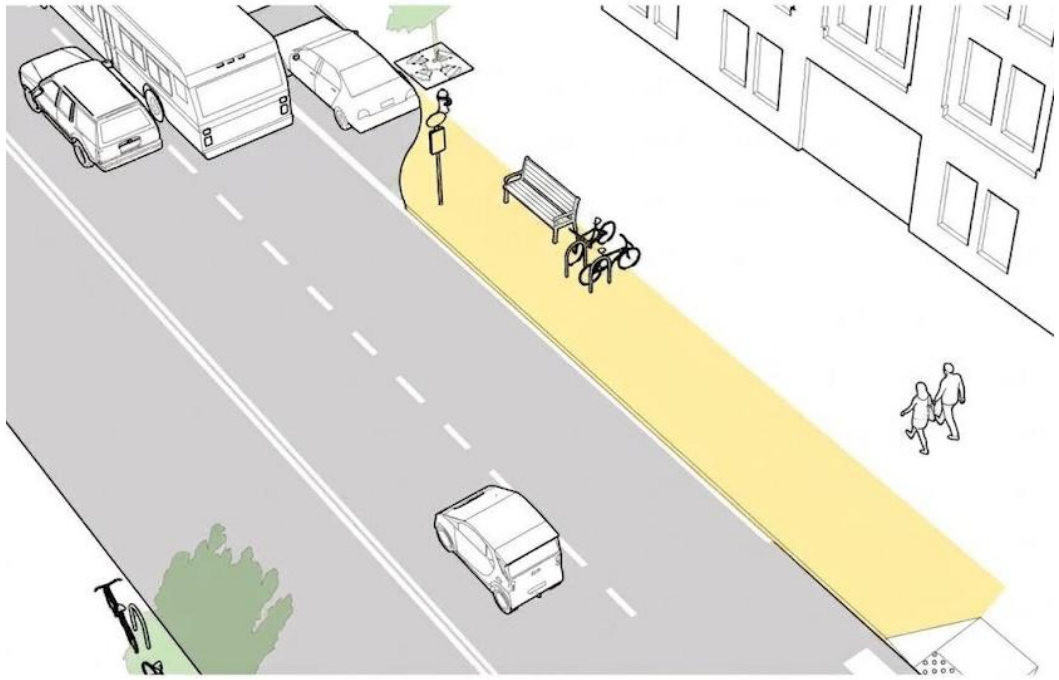
AC Transit Lines 88 and J serve the project area. The following stops are proposed for improvement: 53977, 53765, 55451, 53321, 52535, 55820, 58335, 50122, 59077, 55830, 58599, 53556. Improvements include bus bulbs, bus pads, benches, and trash cans. Bus stop placement requests and identification of measures to reduce construction impacts to transit can be coordinated with the City during design.

Transit Review

AC Transit (Alameda-Contra Costa Transit District) currently reviewing project details and providing feedback to be addressed during project design.

BPAC Review

Discussion today will be documented in the Complete Streets Checklist and recommendations addressed during project design.



Requested Action

Staff requests that the Commission adopt a motion to:

*"Support the City Manager and Department of Public Works' statement of compliance that the Sacramento Crossings Improvement Project meets the Metropolitan Transportation Commission (MTC) Complete Streets Policy (*MTC adopted Resolution 4493) *for the Metropolitan Transportation Commission's One Bay Area Grant cycle 4 Program, in the Commission's capacity as the City of Berkeley Bicycle and Pedestrian Advisory Committee (BPAC)."*

Thank you

Berkeley Public Works Transportation Division

transportation@berkeleyca.gov

Stormwater treatment requirements for regulated street reconstruction projects under Provision C.3 of the Municipal Regional Stormwater Permit (MRP 3)

Transportation and Infrastructure Commission Meeting

August 20, 2026

Agenda

1. What is Municipal Regional Stormwater Permit (MRP 3)?
2. C.3 Provisions of MRP 3 and its goal
3. What is a “Regulated Project”?
4. Regulated Project Thresholds
5. Road Reconstruction Requirements
6. Stormwater Treatment Measures
7. Fiscal Impact – Capital Improvement Program (CIP)
8. Fiscal Impact – Operations & Maintenance (O&M)

What is the Municipal Regional Stormwater Permit (MRP 3)?

MRP 3 is the third reissuance of the Municipal Regional Stormwater Permit under the National Pollutant Discharge Elimination System (NPDES), issued by the San Francisco Bay Regional Water Quality Control Board to Bay Area municipalities to regulate stormwater discharges into local creeks and San Francisco Bay.

Provision C.3 covers **new development and redevelopment,** requiring qualifying projects to design in stormwater treatment and infiltration measures.

This presentation focuses on how Provision C.3 applies to **regulated street reconstruction projects**: thresholds, treatment options, and sizing criteria.

C.3 Provisions of MRP 3

Require new development and redevelopment projects to implement measures that reduce pollutants carried by storm runoff into local creeks and the Bay and maximize rainwater infiltration into the ground.

Site design

Minimizing impervious area and directing runoff to vegetated areas where possible.

Source control

Preventing pollutants from entering runoff in the first place, such as covered trash areas and proper drainage design.

Treatment measures

Filtering stormwater through features like bioretention planters or permeable pavement before it enters drainage infrastructure.

Why Does MRP 3 Require This?

Issue

- Runoff from streets carries oil, metals from brake and tire wear, trash, and sediment into local waterways: creeks and Aquatic Park lagoon
- Our local waterways drain directly to the Bay. Unlike the sanitary sewer, there is no treatment plant in between.
- Pavement and other hard surfaces increase the volume and speed of runoff, eroding creek channels and reducing groundwater recharge.

Goal

- **Treat runoff where it falls:** treatment measures filter stormwater through vegetation and soil before it reaches the storm drain.
- **Slow and shrink flows** to protect creek channels and recharge groundwater where soils allow.
- **Meet federal Clean Water Act mandates:** the Water Board's permit requires the region to move beyond collect-and-discharge systems.

What is a “Regulated Project”?

- A project is “Regulated” when it creates or replaces threshold amounts of impervious area; thresholds vary by project type and size.
- Applies to public projects, like street and sidewalk work, as well as private development.
- Regulated Projects must include one or more of these stormwater treatment measures:

Biotreatment | **Evapotranspiration** | **Infiltration** | **Harvesting and use**

Offsite delivery: Treatment may be provided within the project or, where onsite facilities are infeasible, at an offsite location in the same watershed. Offsite treatment must be completed within 3 years of project completion, or 5 years with Regional Water Board approval.

Updated Regulated Project Thresholds

Project Type	Impervious Area Created or Replaced	MRP Provision
Parcel Based Projects (Cumulative Impervious Area)[1]		
Public or Private Parcel-Based Development and Redevelopment Projects	5,000 SF	C.3.b.ii.(1), (2), (3)
Detached single-family home not part of a larger plan of development including addition of an ADU	10,000 SF	C.3.b.ii.(6)
New or Widened Road Projects (Contiguous Impervious Area)[1]		
New roads, including sidewalks and bike lanes	5,000 SF	C.3.b.ii.(4)
Adding traffic lanes to an existing road	5,000 SF	C.3.b.ii.(4)
New stand-alone trail projects ≥10 feet wide	5,000 SF	C.3.b.ii.(4)
Road Reconstruction Projects (Contiguous Impervious Area)[2]		
Reconstructing existing roads, including sidewalks and bicycle lanes	1 acre	C.3.b.ii.(5)
Extending roadway edge (e.g., lane widening, safety improvement, paving a graveled shoulder)	1 acre	C.3.b.ii.(5)
Utility trenching projects ≥ 8 feet wide on average over the length of project	1 acre	C.3.b.ii.(5)

[1] *Cumulative area in includes sidewalks and any other portions of the public right of way that are developed or redeveloped as part of the projects.*

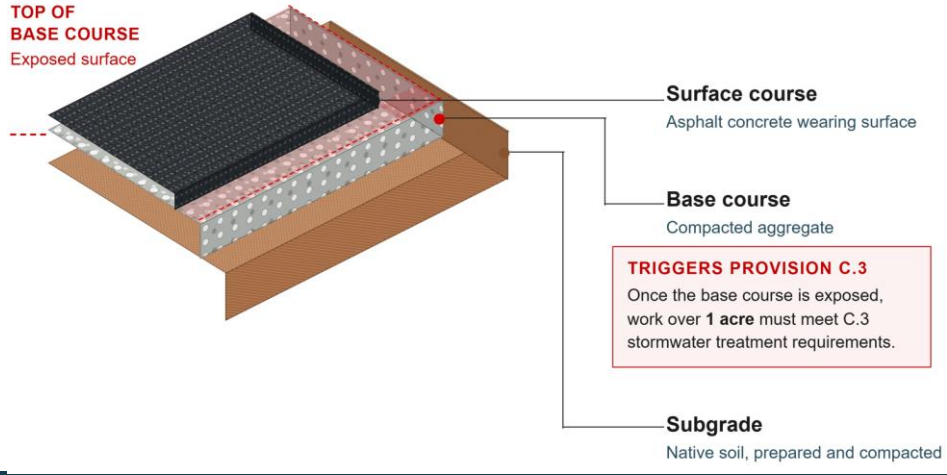
[2] *Project areas interrupted by cross streets or intersections are considered contiguous.*

New in MRP 3

Road Reconstruction Projects were **previously exempt** from treatment requirements under MRP 2. MRP 3 now regulates these projects at a threshold of **1-acre of contiguous impervious area**.

Road Reconstruction: 1-Acre Threshold

- Reconstruction projects are regulated when they create or replace **1 acre (43,560 SF) or more** of contiguous pavement.
- Per MRP 3, the pavement reconstruction trigger applies only when excavating down into or below the **base course.** Work limited to the surface layer is exempt.



Exempt Activities

Including, but not limited to:

- Pothole patching
- Overlay of asphalt/concrete on existing impervious surface (no area increase)
- Chip seal/cape seal applied to asphalt or concrete
- Reshaping/regrading drainage
- Crack sealing

Contiguous vs. Non-Contiguous

For road reconstruction projects, **contiguous** project areas count together toward the 1-acre threshold ***even when interrupted by cross streets or intersections***.

Contiguous

Segments separated only by cross streets or intersections still count together toward the 1-acre threshold.

Non-contiguous

Project areas in different locations, counted separately toward the 1-acre threshold.

The 50% Rule

If a regulated road reconstruction project replaces **50% or more** of the pre-project impervious surface at the site, treatment must be designed for the **entire project area**, not just the new or replaced portion.

If **less than 50%** is replaced, only the new/replaced impervious surface needs treatment.

≥ 50% replaced

Treat entire project area

< 50% replaced

Treat only new/replaced surface

Treatment Measures: Bioretention

What it is: A shallow, landscaped depression that collects stormwater runoff and filters it through engineered soil and plants before it drains to the storm system or infiltrates into the ground.

Pros

- Effective at removing sediment, nutrients, bacteria, metals, and other pollutants from stormwater
- Can be integrated into curb extensions, medians, or parking strips improving the streetscape
- Supports urban greening and can double as traffic calming (e.g., bus bulb-outs)

Cons

- Requires dedicated space, which can be a constraint in a tight right-of-way
- Needs periodic maintenance (removing sediment/trash, managing vegetation) to keep functioning properly
- Performance depends on suitable soil/drainage conditions and may require underdrains in poor-draining soils

Treatment Measures: Pervious Surfaces

What it is: Pervious pavement, porous concrete, or permeable pavers that allow rainwater to pass directly through the surface into a storage/infiltration layer below, rather than running off.

Pros

- Can reduce or eliminate the need for a separate bioretention planter in constrained locations
- Can help meet treatment requirements while keeping the area usable for parking, sidewalks, or low-traffic areas

Cons

- Requires regular vacuum sweeping to prevent clogging
- Not suitable for high-traffic lanes or heavy loads best for parking/sidewalks and pedestrian pathways.
- Performance depends on soil/drainage; may have shorter service life than standard pavement

Treatment Measures: Harvesting and Use

What it is: Captures stormwater runoff in a cistern or storage tank then reuses that water for a beneficial purpose such as irrigation or other non-potable uses.

Pros

- Can reduce runoff volume and peak flows during storms
- Doesn't require infiltration-suitable soils
- Storage tanks can often be buried underground, reducing the footprint competition seen with surface facilities like bioretention

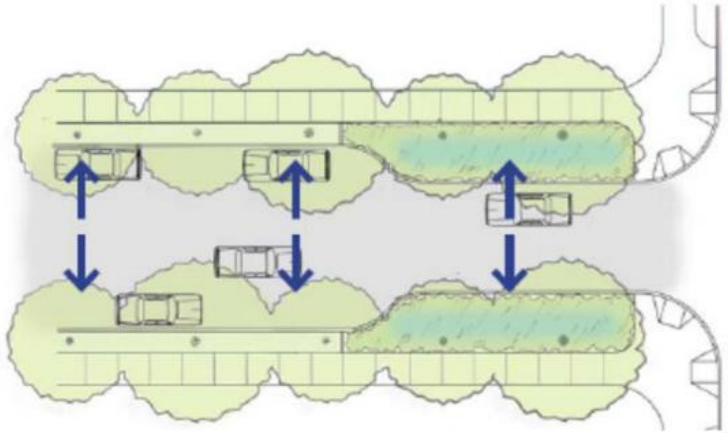
Cons

- Not well suited to right-of-way/street projects due to the large volume required to be captured, and since in most cases there is no defined water demand for such storage.

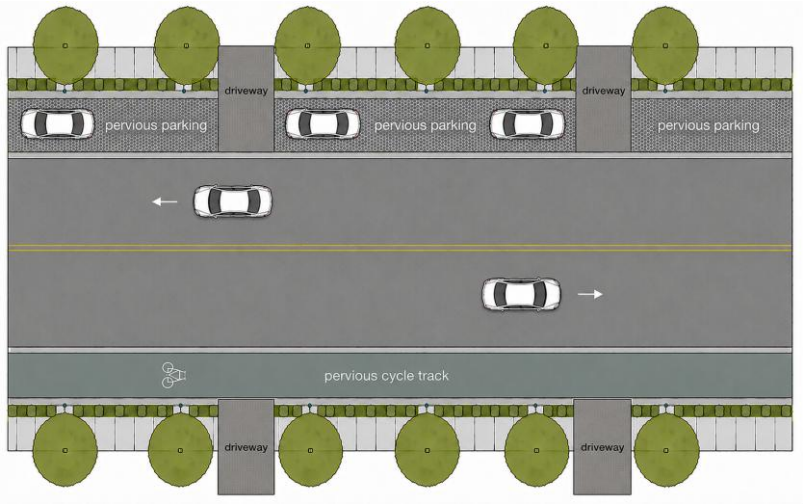
Treatment Measures — Street Design Applications

Examples of treatment measures applied within different elements of the public right-of-way:

Bioretention at bulb-outs



Pervious pavement



Treatment Measures - Sizing Criteria

Bioretention

- Typically sized based on a **4% ratio** of tributary drainage area:
  - 10,000 SF drainage area → 400 SF treatment area
  - 1-acre (43,560 SF) drainage area → 1,742 SF treatment area
- In space-constrained corridors triggered by road reconstruction, an alternative sizing ratio closer to **2%** may apply.

Pervious Pavement / PICP

- Sized to temporarily store rainwater in a rock reservoir and slowly infiltrate into the ground below.
- Storage volume is based on the design storm, drainage area, and the native soil's infiltration rate.
- Given Berkeley's predominantly **clayey soils** with limited infiltration, meeting C.3 volume-based criteria typically requires a pervious pavement footprint of roughly **20–40%** of the tributary drainage area.

Example Project: The 50% Rule in Practice

Planning-level estimate: $750,000 to $1,000,000 per treated acre*

Scenario 1: Below the 50% Threshold

- Project reconstructs **1 contiguous acre** of pavement, making it a Regulated Project.
- The reconstructed acre is **less than 50%** of the street within the project limits.
- Treatment is sized for the **1 reconstructed acre** only. ~1,700 SF using 4% sizing ratio
- **Estimated compliance cost: $750K – $1M**

Scenario 2: 50% Threshold Met

- Same **1 acre reconstructed**, but the street within the project totals **1.5 acres**.
- 1.0 ÷ 1.5 = **67% altered**, exceeding the 50% threshold.
- Treatment is sized for the **entire 1.5-acre street.** ~2.600 SF using 4% sizing ratio
- **Estimated compliance cost: $1.1M – $1.5M** ~50% increase from scenario 1

**Estimate developed from bid results from prior bioretention construction projects and includes 25% soft costs. Assumes 4% sizing criteria.*

Fiscal Impact: Capital Improvement Program (CIP)

- **1-acre non-regulated reconstruction:** costs $1.2M for residential, up to $1.7M for arterial
- **1-acre regulated reconstruction:** adds an estimated $0.75M to $1M, resulting in total project costs estimated from $1.95M to $2.7M

Program	Regulated Project Area (acres)	Estimated C.3 Treatment Cost
Five-Year Street Rehabilitation Plan (FY27-31)	4.6	$3.5M - $4.7M
Measure FF Paving Projects (FY27-31)	5.2	$3.9M - $5.2M

Fiscal Impact: CIP (cont'd)

Funding

- Clean Storm Water fund (616), primary funding source
  - **For FY27-31, estimated $6.35M available** for GI / C.3 compliance
- Measure FF
  - Approximately 10% of Measure FF proceeds are allocated to environmental enhancements to streets, sidewalks, and pedestrian paths, which includes green infrastructure in the right-of-way
  - Where a Measure FF paving project triggers C.3 treatment requirements, that treatment is a feature required by applicable law and an eligible cost of street reconstruction under the streets 45% allocation
- Grant opportunities

Fiscal Impact: Operations & Maintenance (O&M) - Bioretention / Bioswales / Planters

Annual Maintenance Activities

- Pruning
- Trash and sediment removal
- Replanting
- Irrigation repairs
- Soil media replacement as needed
- Mulch replacement
- Inspections

Annual Cost

- Estimated at **5–7% of initial construction cost** per year.
  Source: U.S. EPA, 1999, Preliminary Data Summary of Urban Storm Water Best Management Practices
- Actual cost is **highly variable**:
  - City uses a combination of landscaping contracts, staff labor, and community adoption through the Adopt-a-Green Infrastructure program
  - Irrigation costs
  - Significantly higher during the plant establishment period

Fiscal Impact: O&M — Pervious Pavement / Porous Concrete / PICP

Annual Maintenance Activities

- Vacuum sweeping / pressure washing (sediment and debris removal)
- Inspection for clogging, spalling, or raveling
- Spot repair of cracked, spalled, or raveled areas
- Joint aggregate replenishment (for permeable pavers/PICP)
- Weed and vegetation control at joints and edges
- Periodic infiltration/permeability testing

Annual Cost

- Estimated at **$1,680–$2,800 per acre treated per year** (2021 dollars).
  Source: SF Bay Regional Water Quality Control Board, MRP 3.0 (Order No. R2-2022-0018), Attachment A (Fact Sheet), citing Water Environment Federation (WEF), "The Real Cost of Green Infrastructure" (2015)
- **Scaled to 2026** (~22% cumulative CPI inflation, 2021–2026): approximately **$2,050–$3,400 per acre treated per year.**
- Actual cost is **highly variable**, depending on traffic loading, sediment exposure from adjacent areas, and required sweeping frequency

Thank You

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