



TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING

AGENDA

Thursday, September 17th, 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/82737389801>

A. PRELIMINARY BUSINESS – 6:15 pm

1. Call to order
2. Roll call
3. Public comment on items not on the agenda
4. Approval of minutes from the August 20th, 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. Parks, Recreation and Waterfront Department grant application: Metropolitan Transportation Commission's Safe Routes to Transportation & Bay Trail Cycle 2 grant program — Action requested – 6:45 pm

Parks, Recreation and Waterfront 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 Berkeley Pier-Ferry Project: Landside Active Transportation Construction Project grant application to the Metropolitan Transportation Commission's Safe Routes to Transit and Bay Trail (SR2TSB) Cycle 2 grant program and pass a motion supporting staff's determination of compliance with the MTC Complete Streets Policy.

**2. Measure FF SAFE STREETS Citizen Oversight Committee (SSCOC)
member nomination – 7:30 pm**

Commissioners

As stated in Measure FF (2024), the City shall create a SAFE STREETS Citizen Oversight Committee (SSCOC) of seven members. The committee will oversee Measure FF expenditures and progress reports, ensure compliance, evaluate tax impact and meet periodically. The Transportation and Infrastructure Commission may appoint up to two of those members. At the March 27, 2025, Commission meeting, commissioners appointed two members. On August 18, 2026, one of those members resigned from the Commission and, thus, from the oversight committee, leaving a vacant appointment. Possible action: Commissioners may vote on nominations for up to one member to serve on the oversight committee.

**3. Measure FF SAFE STREETS Citizen Oversight Committee (SSCOC)
member election – 7:45 pm**

Commissioners

Commissioners may act on nominations to the Measure FF SAFE STREETS Citizen Oversight Committee and elect up to one representative from the Transportation and Infrastructure Commission. Possible action: Commissioners may vote to elect one nominee to the oversight committee.

4. Discussion of bikeway treatments and the paving program – 8 pm

Commissioners

Commissioners discuss how adopted Bicycle Plan treatments are coordinated with the annual Street Rehabilitation program.

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 – 8:35 pm

E. FUTURE AGENDA ITEMS – 8:40 pm

F. ADJOURNMENT – 8:45 pm

Agenda Posted: September 10, 2026

Transportation and Infrastructure Commission
Thursday, September 17th, 2026

The next meeting of the Transportation and Infrastructure Commission is scheduled for October 15, 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, August 20th, 2026, 6:15 pm

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

A. PRELIMINARY BUSINESS

1. Call to order

6:15 pm: Chair Zaro called the meeting to order.

6:16 pm: Five members of the public present

2. Roll call

6:16 pm:

Commissioners Present: Marina Budimir, Barry Fike, Naveen Gattu, Adrian Leung, Liza Lutzker, Kim Walton (arrived at 6:18 pm), Ren Zaro

Staff Present: Mark Helmbrecht, Noah Budnick, Catherine Clark, Elaina Hargraves, Ricardo Salcedo, Terrence Salonga

3. Public comment on items not on the agenda

6:16 pm: Two public comments (one submitted on paper, attached).

4. Approval of minutes from the May 21st, 2026 meeting

6:21 pm Action: It was Moved / Seconded (Lutzker / Gattu) to approve the minutes from the May 21st, 2026 commission meeting.

6:21 pm: Vote:

Ayes: Budimir, Fike, Gattu, Leung, Lutzker, Walton, Zaro

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

6:21 pm: Motion passed 7-0-0-0-0-0

5. Approval and Order of Agenda

6:23 pm Action: It was Moved / Seconded (Gattu / Budimir) to approve the meeting agenda.

6:23 pm: Vote:

Ayes: Budimir, Fike, Gattu, Leung, Lutzker, Walton, Zaro

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

6:23 pm: Motion passed 7-0-0-0-0-0

6. Update on administration and staff

6:24 pm Action: Transportation Division Manager Mark Helmbrecht provided staffing updates: Jesse Boudart, Transportation Capital Improvement Projects Supervising Civil Engineer has started; New Public Works Director Jamie Parks started; the Transportation division has three new interns; interviews are being conducted for the Parking Services Manager position; retirement notice from Aaron Dieken, Traffic Maintenance Supervisor received – effective November 3rd; the Transportation Division is working to advertise and fill the position before he retires; thermal bike detection has been activated at Adeline and Woolsey streets, as well as new pedestrian hybrid beacons; the Emeryville Greenway crossing at Folger Avenue has received improvements; design drawings for Zachary's Corner are at 100% completion; Claremont Quick Build safety improvements have been implemented.

Engineering Division's Streets and Sidewalks Supervising Civil Engineer, Terrence Salonga, provided staffing updates: one staff member promoted to the Streets division Associate Civil Engineer position from the Assistant Civil Engineer position in Sewers; ongoing recruitment is being conducted to backfill the vacant position.

6:31 pm: Commissioners announced Commissioner Arsh Singh Hothi's resignation from the commission and collectively thanked him for his service.

Commissioners asked the following questions: Who are the new interns; is the bike detection on Adeline and Woolsey located on both sides of the street; what is planned for Zachary's Corner and has the City been in touch with Zachary Cruz' family; and how do the thermo bike detectors work?

Commissioners expressed excitement about Russell Street and Shattuck Avenue HAWK signal (High-Intensity Activated CrossWalk); thanked staff for the important improvements that have been made around Berkeley including the

removal of unauthorized camera signage and the repair of broken traffic signal near the North Berkeley BART station.

7. Announcements

6:41 pm: No announcements.

6:42 pm: Four members of the public present

B. DISCUSSION/ACTION ITEMS

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

6:42 pm: Public Works staff presented the 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 requested that the Commission, in its capacity as the City of Berkeley Bicycle and Pedestrian Advisory Committee (BPAC) pass a motion supporting staff's determination of compliance with the MTC Complete Streets Policy. This is required by the MTC's Complete Streets Policy (Metropolitan Transportation Commission Resolution 4493, May 2022).

6:57 pm: Commissioners asked the following clarifying questions: Where can they find more details on the specific project improvements; will the improvements be paint and posts; is there a list of the changes to be made; what improvements will be made to Rose Street; can you detail the changes at Ruth Acty elementary school; do median diverters prevent people from driving east-west at those locations; were bicycle boulevard crossings that do not have diverters reviewed; when is the deadline for submission; how long until construction begins; how long does the City have to build and complete the project; is the daylighting at Cragmont more than what is required by law; how does the Sacramento work in the grant relate to the Measure FF Sacramento project; what is the pedestrian improvement being done on Dwight Way?

Commissioners made the following suggestions: Build curb extensions in daylighting zones; close the slip lane at Rose and Sacramento; add traffic signals and real divertors; the project should coordinate with approved capital projects fund by Measure FF.

7:18 pm: One public comment.

7:19 pm: Commissioners asked additional clarifying questions: how were the four school locations chosen; which schools are in the equity priority zones?

Commissioners commented stating old assessments may not be relevant anymore; staff should revisit schools to assess current needs, including reviewing more recent SafeTREC reports on Berkeley schools.

Commissioners applauded signal upgrades on Sacramento Street; are not in favor of 30 mph speed limits on Sacramento Street and suggested it be changed to 25 mph under AB 43; speed limit changes for nearby schools should also be reduced to 20 mph by 2031 which can be achieved through Council approval.

Commissioner Walton suggested that Chair Zaro consider placing time limits on commissioners when speaking to allow equal time for commissioners' comments and questions.

7:31 pm Action: It was Moved / Seconded (Gattu / Budimir) 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).

7:31 pm: Vote:

Ayes: Budimir, Fike, Gattu, Leung, Lutzker, Walton, Zaro

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

7:31 pm: Motion passed 7-0-0-0-0-0

7:36 pm: Four members of the public present.

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")

7:36 pm: Staff provided an informational presentation on stormwater treatment requirements for regulated street reconstruction projects under Provision C.3 of the Municipal Regional Stormwater Permit (MRP 3). Staff explained that 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 focused on how Provision C.3 applies to regulated street reconstruction projects: thresholds, treatment options, and sizing criteria.

8:00 pm: Commissioners asked the following clarifying questions: Does “contiguousness” mean contiguous soil disruption or the contiguousness of the project itself; what determines off-site vs. on-site; are there other examples of pervious surfaces in Berkeley besides Allston Way; what is the weight limit for the pavers; did you consider restricting right turns; what is sweeping?

8:05 pm: No public comments.

8:06 pm: Commissioners made the following comments: The new and very interesting stormwater treatments near Emeryville were noted; the depth and detail of the presentation was exactly what the Commission requested.

Commissioners asked additional clarifying questions: Does the requirement apply to the entire City – e.g. Parks’ projects; does Santa Fe Park project trigger these requirements; are there other options available; are creeks filters or does the filtration happen before the water reaches the creek; how would the filtration affect Hopkins Street paving;

8:12 pm: *Three members of the public present*

8:13 pm: Commissioners asked additional clarifying questions: How does pervious treatment work in bike lanes; is there a way to save money through this work; has removing parking been considered; is there flexibility; what is the significance of clay soil in Berkeley; how much does staff weigh the loss of cost effectiveness versus the cost of green infrastructure; what does pervious pavement pilots mean; how does Public Works study pilots; what’s the status of the Stormwater Master Plan; Allston Street was closed, could a Car-Free Telegraph use permeable paver; would paving science support this idea?

Commissions made additional suggestions and comments: Piggyback on the bioretention in with Parks’ projects, BUSD projects, railroad quiet zones, medians and daylighting areas; Berkeley is penalized for cost-efficiently paving long stretches of roads in one paving project; it is beneficial that cape seal does not trigger the green infrastructure mandate, but a cape seal is not great to bike on and the City survived; commissioners commended the presentation because it talked about tradeoffs; a pilot to modify stressors to reduce impact was encouraged.

8:30 pm Action: It was Moved / Seconded (Fike / Leung) to extend the meeting to 8:40 pm.

8:31 pm: Vote:

Ayes: Budimir, Fike, Gattu, Leung, Lutzker, Zaro

Noes: Walton

Abstain: None

Absent: None

Excused: None

Recused: None

8:31 pm: Motion passed 6-1-0-0-0-0

8:31 pm: Commissioners asked additional clarifying questions: Would removing cars off Allston Way save a lot of money; if the goal is to reduce car runoff, could removing cars from streets help achieve that goal; does the City receive credits for creating car-free space?

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

8:33 pm: Commissioner Lutzker requested to close the Bike Plan subcommittee; create Pedestrian Plan subcommittee; form a construction mitigation subcommittee; plan for an upcoming Vision Zero subcommittee meeting.

8:35 pm: Two members of the public present

D. COMMUNICATIONS

8:35 pm: No communications

E. FUTURE AGENDA ITEMS

8:35 pm: SAFE STREETS Citizens Oversight Committee (SSCOC) representative nomination and election; Commissioner Gattu's paving question; Vision Zero Action Plan update.

F. ADJOURNMENT

8:36 pm Action: It was Moved / Seconded (Gattu / Walton) to adjourn the meeting.

8:36 pm: Vote:

Ayes: Budimir, Fike, Gattu, Leung, Lutzker, Walton, Zaro

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

8:36 pm: Motion passed 7-0-0-0-0

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, September 17, 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
Telephone (510) 981-6403 / Fax: (510) 981-7060 / TDD: (510) 981-6903
Email: transportation@berkeleyca.gov

August 20, 2026

Good evening. I'm still Susan Schwartz, head of Friends of Five Creeks for more than 25 years, here to remind you of things that don't get onto the agenda of the Transportation and Infrastructure Commission. These things mostly started before anyone now on staff was here. But as commissioners, part of your job is to be watchers and keep at least your appointing Councilmembers informed.

It's obvious that Public Works, only a few short months after a devastating fire that our volunteers cleaned up, has not been able to keep its promise to keep camp off the banks of our only trout stream, although Albany and UC Berkeley manage. This is not your staff's fault, but you might ask questions about what it means for other seriously delayed grant-funded opportunities and commitments. These include keeping the undercut north end of Ninth Street from collapsing into the creek, or building the Channing Way rain garden at Aquatic Park.

Other things not happening are sewer and storm-drain rehabilitation. These boring, buried pipes are critical to keeping our city running. In getting the budget passed, the City Manager showed Council slides claiming the Strawberry Creek stormwater culvert repair was complete. I have the slide. This was not true; I am told that contractors will resume next week. You might ask for a report at your next meeting.

We face possible deluges and prolonged local sea level rise in a near-record El Nino year. Our Bay outfalls for storm runoff are undersized, having been built in the late 1920s when Berkeley had much less paving and roofs. If water can't get out, streets and eventually buildings flood.

Mo Further work apparently is even being planned. You might point this out to your appointing Councilmembers.

Again in the face of this winter, the contract for a watershed plan update was signed by 2024, with approval scheduled for this spring. I believe another public meeting is contemplated this fall, but you might ask when the city will have even a basic geodatabase showing what pipes are where. Important elements in Wood Rodgers original proposal, extended to include sea-level rise, have been dropped, but the city still claims it

can't afford a cheap drone mapping of the depth of Aquatic Park. That means flood risk for much of West Berkeley is unknown, because the city uses the lagoons as a side door to keep storms and high tides from backing up. Parks has a grant, but it hasn't begun work and important things that grant says are fictional – for example that pipes between Aquatic Park and the Bay are level and horizontal. Everyone seems to be looking for more money for planning grants, but largely blocked circulation pipes in the park apparently have been cleaned at most five times since the park was built in 1937, one of those paid by CalTrans. The city won't pay for maintenance.

Sanitary sewer work apparently is not being done for a different reason. Berkeley may be close to fixing the sewer-pipe leaks that let storm runoff overwhelm the stuff that comes from your sinks and toilets, and that stuff flow to creeks and Bay. So the money to meet the EPA's lawsuit consent decree would be better spent on bigger but shorter pipes. This takes discussion with several cities and EBMUD. Why not ask how it's going?

I appreciate that staff fixed the tide-level sensors at Aquatic Park's main gates; these are critical to let water move in and out so deeper water doesn't become dead and airless. I appreciate that staff I believe has taken a look at the dangerous crushed lid of the deep tank at Heinz. But it's important to understand that those pollution-spewing tanks probably are still there, and large parts of the wetland that purifies West Berkeley's polluted runoff for free may be lost, because both Public Works and Parks for years missed or ignored notifications that the Santa Fe Railroad intended to take back its tracks and land. Not this current staff, but still....

Please attend to the broad spectrum of what Public Works does.

Thank you for your attention,

Susan Schwartz, President
Friends of Five Creeks
510 599 4709, 510 848 9458
f5creeks@gmail.com



Complete Streets Checklist Review & Project Briefing

MTC Safe Routes To Transit and Bay Trail (SR2TBT) Grant Application October
2026

Berkeley Water Transportation Pier-Ferry Project – Landside Active
Transportation Construction

Transportation & Infrastructure Commission – September 17, 2026

Grant Application: MTC Safe Routes to Transit and Bay Trail (SR2TBT) Grant program Complete Streets Checklist Review* --Action requested

- Parks, Recreation, and Waterfront staff
- As required by the Metropolitan Transportation Commission (MTC) Complete Streets Policy (MTC 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 Berkeley Pier-Ferry Project: Landside Active Transportation Construction application to the Safe Routes to Transit and Bay Trail (SR2TSB) Cycle 2 grant program for construction of landside elements and pass a motion supporting staff's determination of compliance with the MTC Complete Streets Policy.

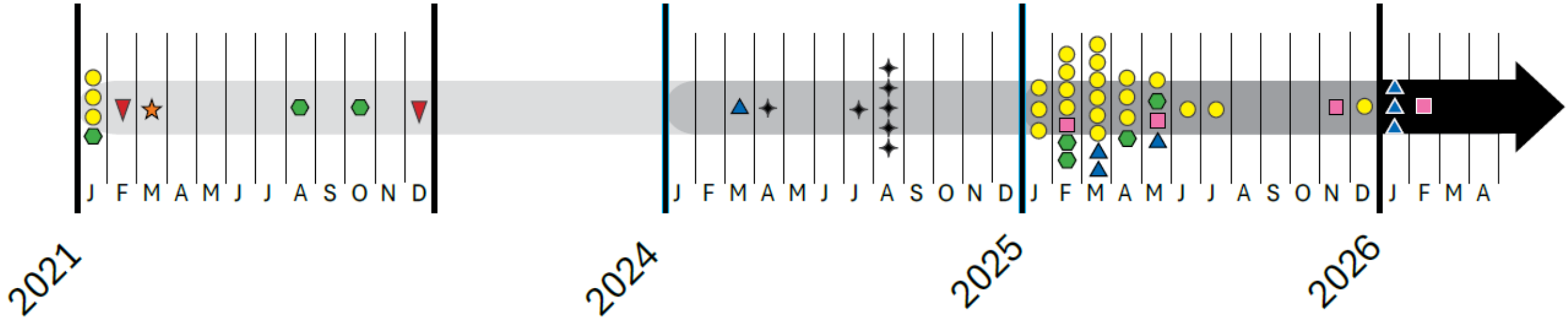
Berkeley Waterfront Transportation Pier-Ferry Project

Overview

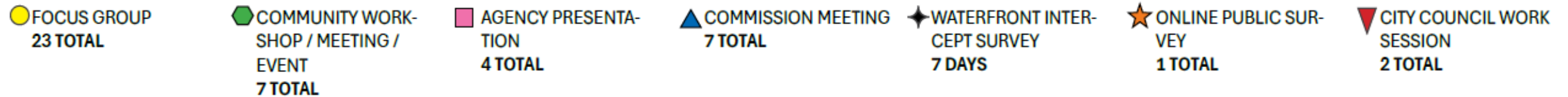
This project will install the following project elements:

1. A Class IV separated cycle track (two way, raised) and new sidewalks along University Ave from Marina Blvd to Seawall Drive;
2. A new Bay Trail Extension Trail from Shorebird Park to Seawall Drive to the Berkeley Pier (closing a portion of an existing gap in the Bay Trail);
3. A realignment of Seawall Drive eastward to create space for the new Bay Trail segment and new stormwater bioswale;
4. A relocated and expanded AC Transit bus island with designated passenger loading;
5. New sidewalks and raised crossings for improved safety and accessibility; and
6. A public plaza at the Berkeley Pier that connects the cycle track, the Bay Trail, and AC Transit to the future ferry service at the Pier.

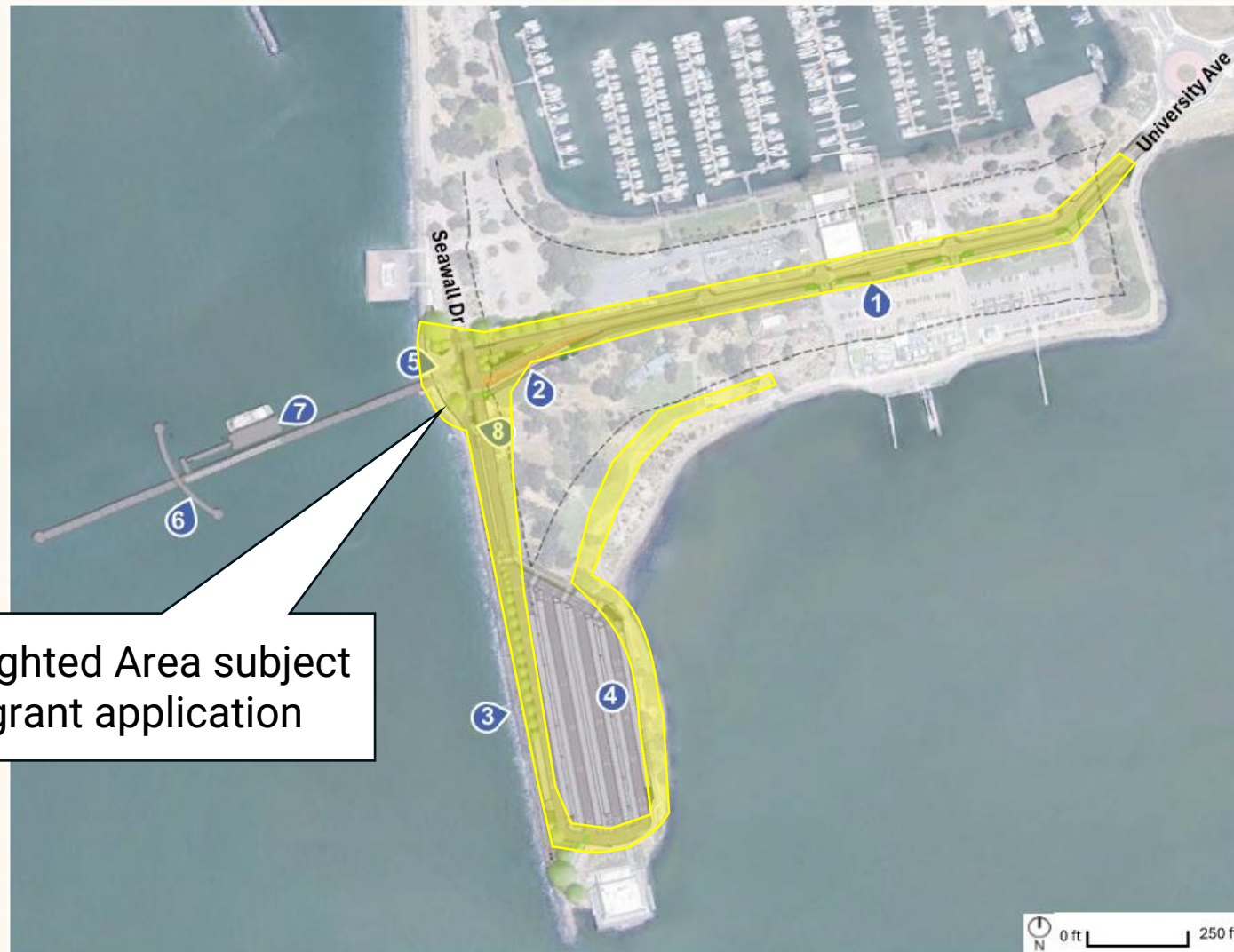
Public Outreach



PUBLIC OUTREACH MEETING TYPE - 51 OUTREACH EVENTS TO DATE



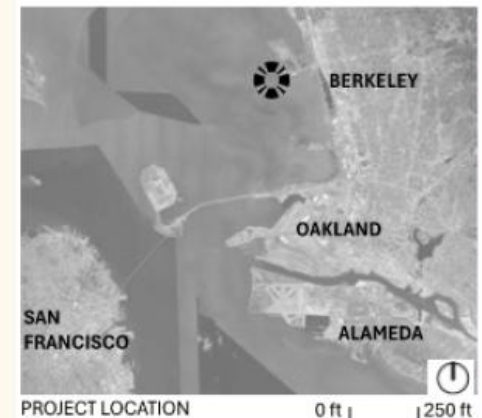
Project Elements & Renderings

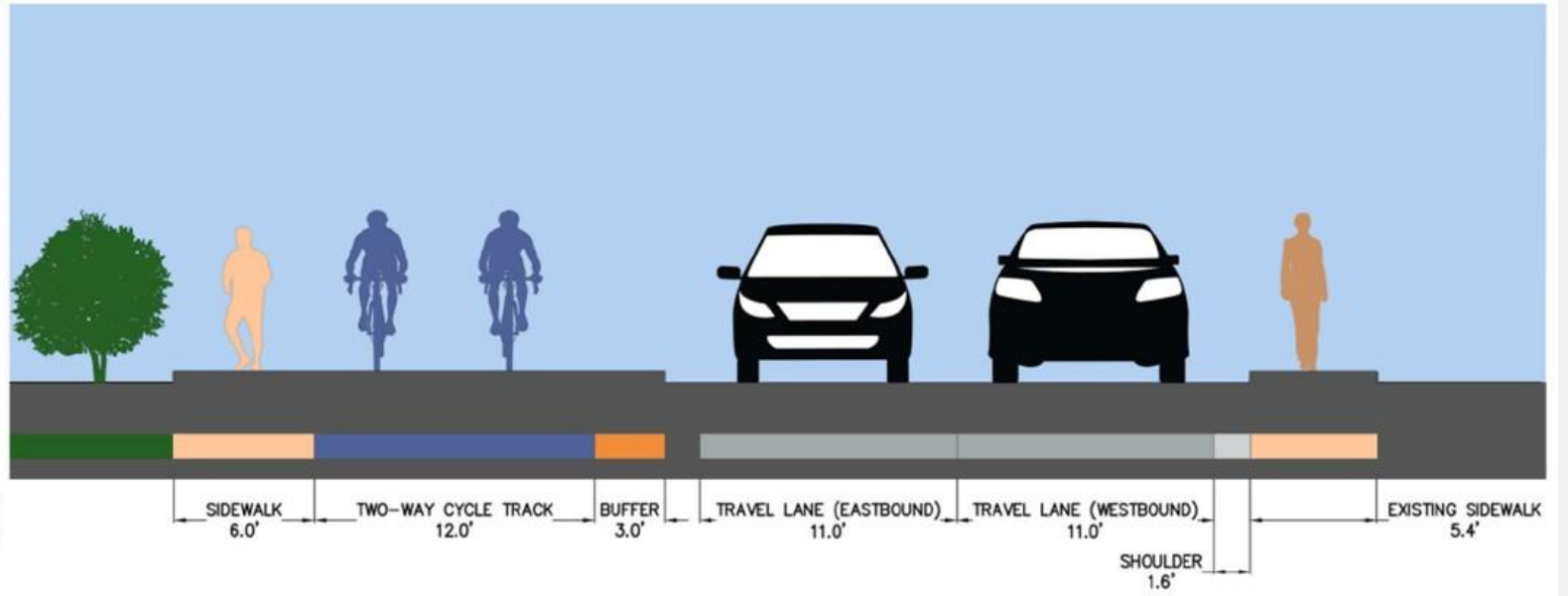
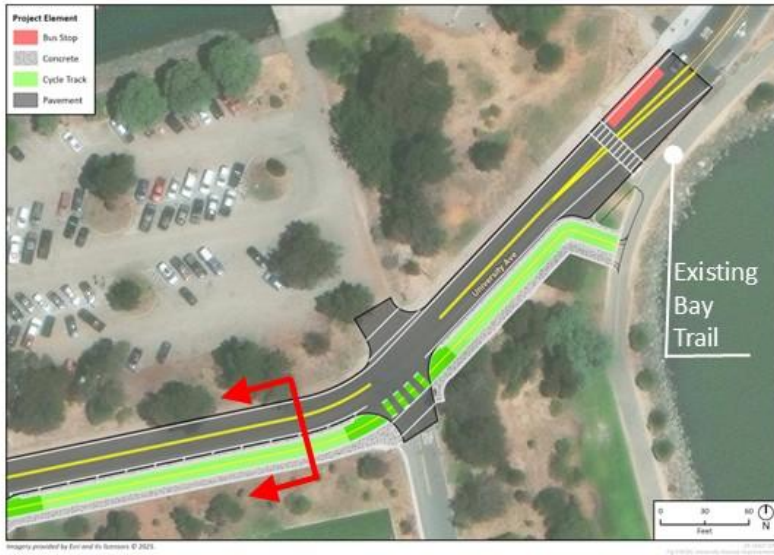


LEGEND

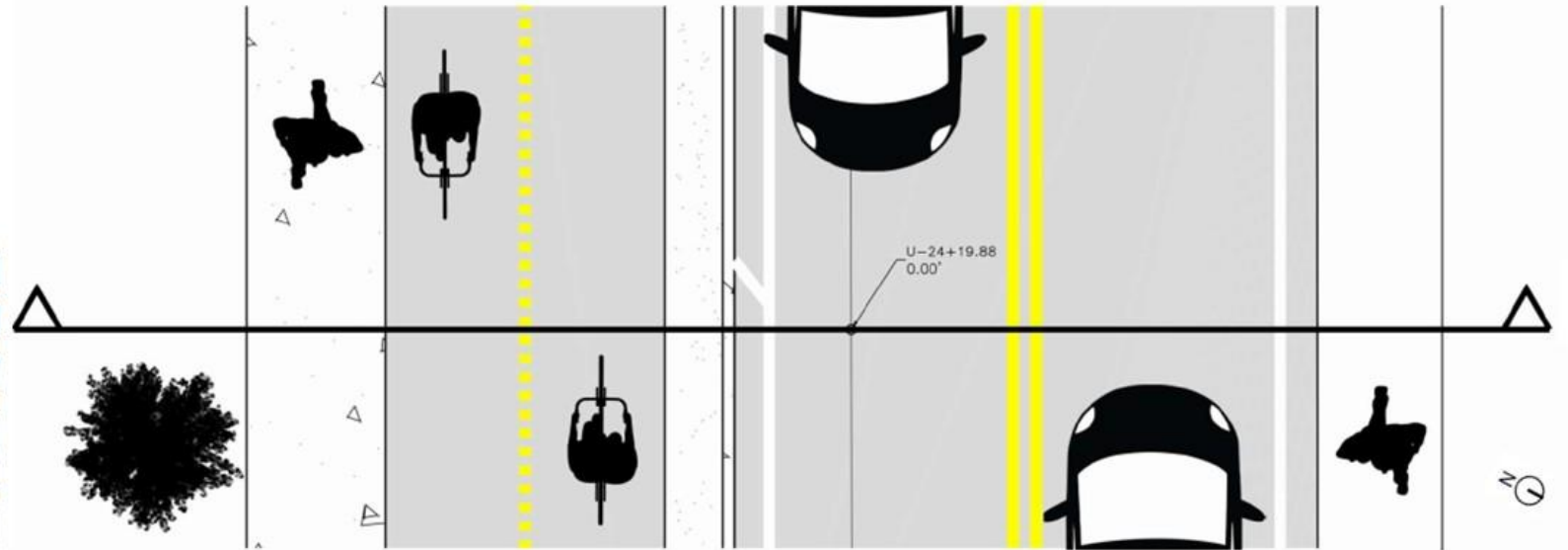
- 1 University Ave cycle track
- 2 Relocated and expanded AC Transit bus stop
- 3 Seawall Drive and Bay Trail
- 4 Seawall Drive parking lot with future solar
- 5 Plaza
- 6 Pier and breakwater
- 7 Ferry landing
- 8 New public restroom & bike lockers

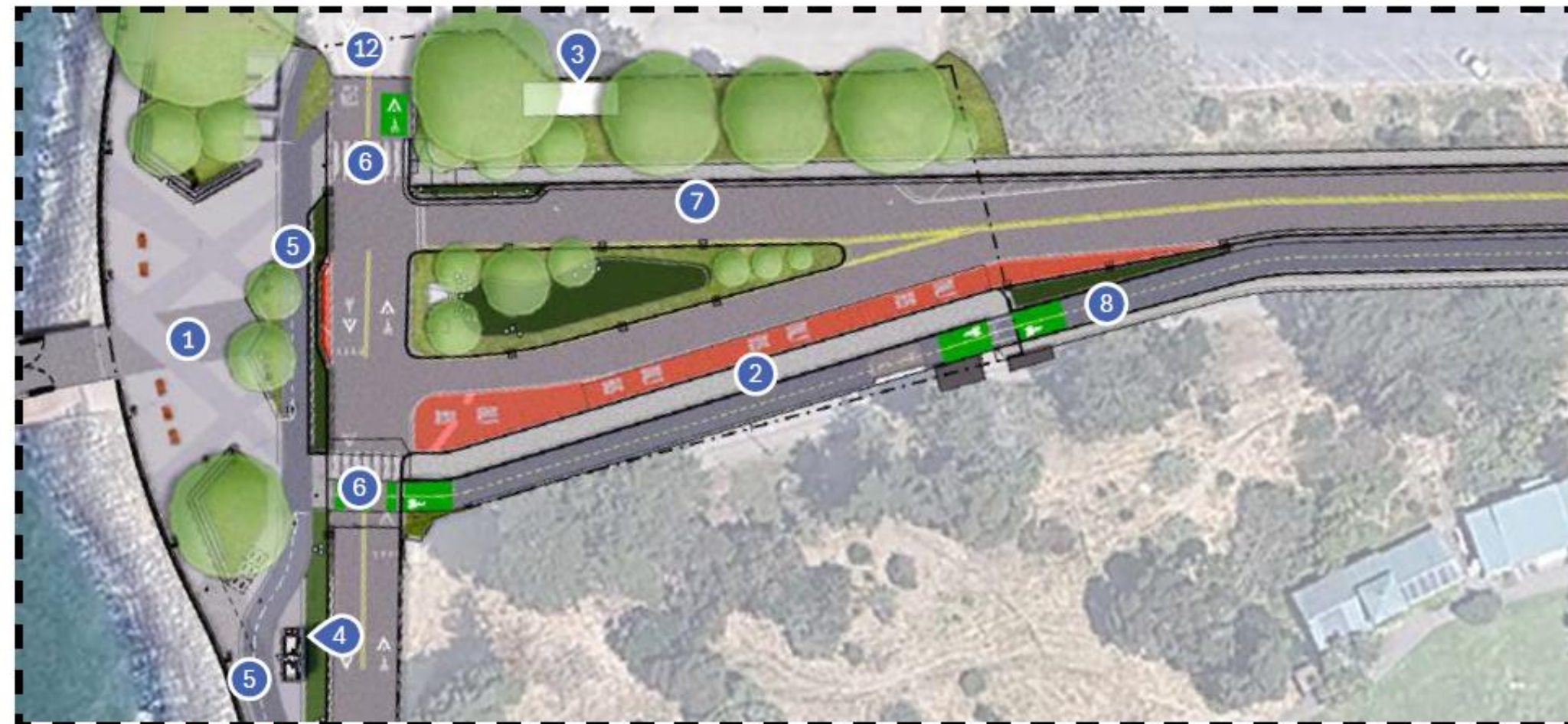
----- BCDC Jurisdiction





Precedent Image (Seattle, WA)





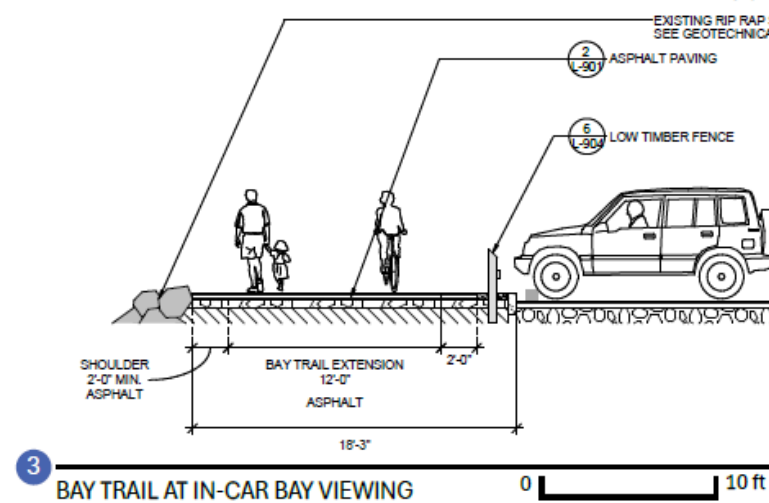
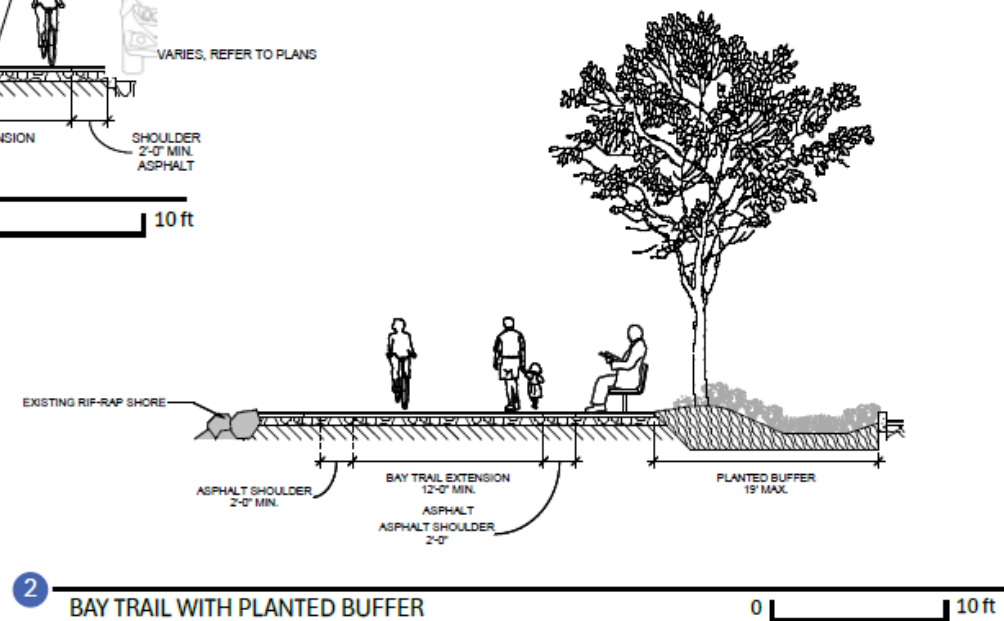
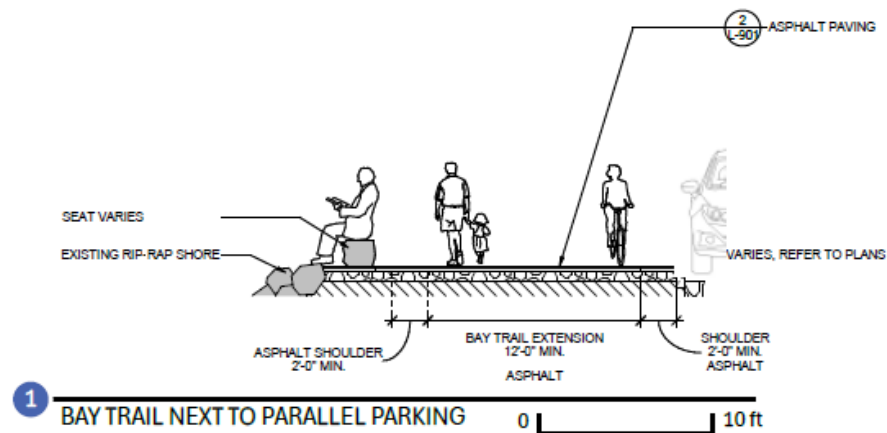
LEGEND

- 1 Open plaza
- 2 AC Transit Stop
- 3 Electrification Equipment
- 4 Restroom
- 5 Bay Trail
- 6 Raised Crossing
- 7 Drop-off area
- 8 Cycletrack
- 9 Picnic area
- 10 Laydown area
- 11 Multi-use path
- 12 Bicycle traffic joins street

A PLAZA AND WEST END OF UNIVERSITY



KEYMAP



Proposed Plaza



Berkeley Pier Ferry Project – BCDC DRB Review November 3, 2025

Funding Request

- **Grant funding request summary**
 - Requested \$25 million to construct the improvements.
- **Matching funds**
 - Not required.

Requested Action

"Support the City Manager and the Parks, Recreation, and Waterfront Department's statement of compliance that the Berkeley Pier-Ferry Project: Landside Active Transportation Construction Project meets the Metropolitan Transportation Commission (MTC) Complete Streets Policy (MTC adopted Resolution 4493) for the Metropolitan Transportation Commission's Safe Routes to Transit and Bay Trail (SR2TSB) Cycle 2 grant program, in the Commission's capacity as the City of Berkeley Bicycle and Pedestrian Advisory Committee (BPAC)."



Questions?

Parks, Recreation, and Waterfront Department
PRW@berkeleyca.gov

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Liza McNulty

Email Address:

LMcNulty@berkeleyca.gov

Contact Phone Number:

510-542-4131

Project Sponsor:

Berkeley Public Works Department

County:

Alameda

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

Regional Measure 3

Project Name/Title:

Berkeley Water Transportation Pier Ferry Project – Landside Active Transportation Construction

Project Location:

Berkeley

Project Description:

The first construction phase of the project is anticipated to install the following project elements: 1) a Class IV cycle track (two way, raised) along University Ave from Marina Blvd to Seawall Drive; 2) a new Bay Trail Extension trail from Shorebird Park to Seawall Drive to the Berkeley Pier, which closes a portion a high-priority gap (segment #4151) in the Bay Trail; 3) a realignment of Seawall Drive to create space for the new Bay Trail segment and new stormwater bioswale; 4) a relocated and expanded AC Transit bus island with designated passenger loading; 6) new accessible sidewalks and crossings; and 7) a public plaza at the Berkeley Pier that connects the cycle track, the Bay Trail, and AC Transit to the future ferry service at the Pier.

Subsequent construction phases will install: 1) a new ~1,080-foot-long pier, replacing a portion of the closed Berkeley Pier and providing both recreation and ferry terminal access; 2) a new ~300-foot-long breakwater, providing recreation access; 3) improvements to the existing Seawall Parking Lot and; 4) Ferry Terminal, including associated pilings, gangway, float, electric charging float and dredging.

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar), Non-Roadway Transit (heavy rail, ferries, etc.)

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, ADA Transition Plan, Other

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

- The proposed Bay Trail segment in this project (segment # 4151) is listed on the MTC Bay Trail Gap Closure Implementation Plan ([July, 2024](#)) as the 4th highest priority gap closure in the County, and the 6th highest priority gap closure in the region.
- MTC Alameda Countywide Community-Based Transportation Plan 2020, Finding & Recommendations for Berkeley (page 7-13): "Advance additional projects that will increase access within and to the CBTP study area or otherwise protect the community from goods movement impacts: Berkeley – San Francisco Ferry."
- The project proposes Class IV pathway segment within an identified Regional Active Transportation Network area of the MTC Regional Active Transportation Network map, [January 24, 2023](#). This new Class IV bicycle segment will serve as a new Bay Trail connector trail to connect the improved Bay Trail to AC Transit and future ferry terminal.
- The WETA Berkeley-San Francisco Ferry Service Expansion is included in the MTC Transit 2050+ Plan (adopted as part of the Plan Bay Area 2050+ Final Blueprint in January 2025; Project ID 2602)

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

Yes

If yes, describe how the project adheres to National Association of City Transportation Officials (NACTO) and/or Public Rights-of-Way Accessibility Guidelines (PROWAG):

All pathways, sidewalks, piers, plaza, bus islands and bus turnarounds, crossings and transitions, lighting, handrails, parking stalls, bicycle racks, picnic areas, public seating, art installations, and restroom have been designed to comply with California Building Code and federal Accessibility codes as well as NACTO and PROWAG guidelines. The Class IV bike lane along University Ave will separate cyclists from vehicles and pedestrians.

Is there a MTC Mobility Hub within the project area?

Yes (Hub ID #19410).

If yes, describe outreach to mobility providers and Hub-supportive elements:

The project area contains Mobility Hub #19410. A ferry terminal as well as bus transfer facility and layover are part of the project plan, and the City has coordinated extensively with WETA and AC Transit and incorporated their feedback during design. The project has identified the location for future inclusion of a bike share station and includes designated loading area for ride share use.

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?

No

Summary of traffic safety conditions and traffic safety countermeasures:

Traffic safety conditions at the site are varied. Most traffic collisions in the past 20 years have involved cars with no injuries, however some pedestrian injuries have occurred (based on Berkeley Police Department Traffic Safety information):

- One fatal accident in the Project area, which involved a solo driver who drove into the Berkeley Marina Harbor at a high speed.
- A total of 27 car accidents, one with injuries;
- A total of 3 car accidents involving pedestrians, all of which resulted in injuries.

The Project includes multiple traffic safety countermeasures including:

- Relocation of existing AC Transit Stop at University and Marina Ave intersection to remove conflict with existing cross walk;
- Replacement of all existing cross walks on University Avenue including 7 new high-visibility cross walks;
- Installation of five new elevated cross walks; one at the University and Seawall Intersection, one at the Shorebird Park and Bay Trail connection and three connecting the new Bay Trail to the Seawall Drive Parking Lot.
- Relocation of AC Transit Stop at University and Seawall Drive to improve pedestrian safety accessing the stop, including widened sidewalk connecting Bus Stop to Plaza.
- Dedicated Class IV cycle-track to connect Bay Trail and Transit elements.

Infrastructure elements included in this phase of the project:

Class IV Separated Bikeway, Sidewalk Gap Closures and Widenings, New Crosswalks, Pedestrian Safety Island(s), Speed Hump, Table or Cushion, Speed Limit Reduction, Bus bulbs, boarding islands.

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

Yes

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

422000

Will the project integrate green infrastructure?

Yes, use of bioswales, energy efficient lighting where required and eventual all-electric ferry service.

Section 3: Compliance and Exception Review

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

Yes

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

Yes

Transit agency (or agencies) serving the project community:

AC Transit (Alameda-Contra Costa Transit District).

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

No

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

AC Transit Bus 51B to Berkeley Marina is in-place. Project includes relocation and improvements include lighting, expanded boarding capacity, bus boarding islands, bus pads, benches, and trash cans.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

2026-09-17

Summary of BPAC meeting comments:

To be provided after the meeting.

Generated on: 9/8/2026

This is a DRAFT version - not yet submitted

Naveen Gattu
Berkeley, CA 94703
naveen.gattu@gmail.com

August 11, 2026

Department of Public Works — Transportation Division
City of Berkeley
1947 Center Street
Berkeley, CA 94704

Re: Request that FY 2027 paving of designated bicycle boulevards conform to the adopted Berkeley Bicycle Plan 2026, beginning with Rose Street (Tier 1 Project List, Table 11)

Dear Public Works staff,

I serve on the Transportation and Infrastructure Commission, and I write in my individual capacity as a Berkeley resident. The Commission has not considered this matter, and nothing below represents its position or that of any other commissioner. I would also note that I live on Rose Street, on the segment between Sacramento Street and Martin Luther King Jr. Way that was repaved in 2023.

I request that where the FY 2027 Street Rehabilitation program repaves a street listed in the Bicycle Blvd Network or designated a future Bicycle Blvd, the work conform to the Berkeley Bicycle Plan 2026, adopted by the City Council on June 16, 2026. The treatments described in the Bike Plan are already adopted, and costs have been estimated in the primary case. The request is simply that the adopted treatments be implemented during the paving, rather than deferred to a later project.

The FY 2027 program repaves four bicycle boulevards: Woolsey Street at 0.22 miles, Virginia Street at 0.13, Russell Street at roughly 0.11, and Rose Street at 0.49.¹ The Plan calls for at least one speed table or speed cushion per block on bicycle boulevards, and that section records the City's continuing practice of installing speed tables on bicycle boulevards when those streets are repaved.² On Woolsey, Virginia, and Russell — one or two blocks each — conformance largely means adding vertical deflection to a corridor that already has calming in place.

Rose, however, is more than twice the length of the next longest and the only one of the four where the paving covers a continuous run of several blocks: Hopkins to Chestnut, Chestnut to Ordway, and Ordway to Sacramento. Conformance to the Bike Plan means at least one speed table or cushion on each of those three blocks. The 2026 Bike Plan also lists Rose as a Tier 1 project as a Class III Bike Blvd and contains a corridor entry titled Rose Street Corridor Improvements, which lists a traffic diverter at Rose and Chestnut at an estimated \$32,000.³

¹City of Berkeley, *List of Five-Year Street Rehabilitation Plan and 5-Yr FF Plan Paving Projects, FY 2027–2031*. FY 2027 sections: Rose St, Hopkins–Chestnut (\$22,496); Chestnut–Ordway (\$20,960); Ordway–Sacramento (\$40,000); all Light Maintenance. Woolsey, Virginia, and Russell St sections as cited.

²City of Berkeley, *Berkeley Bicycle Plan 2026*, adopted by City Council June 16, 2026. Bicycle Boulevard Network map footnote, p. 95; “Speed Tables and Cushions,” p. 96. See also Appendix A, Bicycle Boulevard Design Guide.

³*Berkeley Bicycle Plan 2026*, Table 11, Tier 1 Project List, “Rose Street Corridor Improvements,” p. 103.

Rose Street had been identified as a future bicycle boulevard in the 2017 Bicycle Plan when, in the FY 2023 Street Rehabilitation project, the segment from Sacramento Street to Martin Luther King Jr. Way was repaved beginning in June 2023 with no bicycle boulevard treatment.⁴ The Transportation Division was then under severe staffing constraints, documented by the City Auditor in a report transmitted to Council in July 2023.⁵ The division had narrowed its focus to basic services, and the Hopkins Street project was indefinitely postponed that April with the City Manager citing the staffing shortage.⁶ Rose Street was paved that June with no bikeway design in hand. My understanding is that the Rose segment had been advanced in the paving schedule when Hopkins was moved out, and that the compressed lead time left no capacity to design the bikeway elements before the contract went out.

The corridor's safety record since then bears on the request. In November 2024, Benten "Ben" Brown, 78, was struck and killed by a driver while crossing Rose at Josephine, walking home from Martin Luther King Jr. Middle School.⁷ In September 2025, three collisions occurred on Rose within four days, injuring a cyclist, a middle-school student on a scooter, and a 68-year-old pedestrian struck in a hit-and-run. Responding to that week, Walk Bike Berkeley said the City had missed a key opportunity to add safety features when Rose was repaved in 2023, and urged it to streamline delivery of basic traffic calming on bicycle boulevards.⁸ These incidents were spread along Rose rather than confined to any one segment. I raise them because Rose is a school corridor, which functions as a primary walking or biking route for children, and street safety should be an utmost concern. In fact the Bike Plan notes that the Low-Stress Network should connect to as many schools as possible, so that families have the option of a completely low-stress trip from home to school. The Plan's prioritization method also scores Safe Routes to Schools, by proximity to BUSD campuses, as a distinct criterion.

I am reaching out now in the hope of preventing the same outcome on the lower section of Rose, and on the segments programmed for later years — Martin Luther King Jr. Way to Milvia in FY 2028, and Milvia to Shattuck in FY 2029. I would add that Recommendation 2.3 of the City Auditor's report, which management accepted, asks the City Manager's Office to report to Council on the status of approved projects including delays caused by staff vacancies.⁹

⁴City of Berkeley Public Works, *Street Rehabilitation FY 2023* project page (status: Completed). Project location list includes "Rose Street from Sacramento Street to Martin Luther King Jr. Way." Construction began June 2023.

⁵Jenny Wong, City Auditor, *Staff Shortages: City Services Constrained by Staff Retention Challenges and Delayed Hiring*, audit report dated June 22, 2023, transmitted to City Council on the Action Calendar July 11, 2023. See Finding 1.

⁶"Berkeley transportation staff shortages," *Berkeleyside*, May 18, 2023. Reports an 18 percent vacancy rate in the Transportation Division, five of eight planner positions vacant, more than two dozen projects or plans on hold as of December 2022, and the City Manager's April 2023 postponement of the Hopkins project citing the staffing shortage.

⁷Emilie Raguso, "Ben Brown: Chef, loving uncle, 'champion of the people,'" *The Berkeley Scanner*, Nov. 18, 2024. Benten "Ben" Brown, 78, was struck and killed by a driver at Rose and Josephine streets while walking home from Martin Luther King Jr. Middle School.

⁸Emilie Raguso, "North Berkeley: 3 crashes on Rose Street in just 4 days," *The Berkeley Scanner*, Sept. 29, 2025. Collisions on Sept. 21 (Rose at Acton, injuring a cyclist), Sept. 23 (Rose west of McGee, injuring a middle-school student on a scooter), and Sept. 24 (Rose at Henry, a hit-and-run injuring a 68-year-old pedestrian). Walk Bike Berkeley is quoted in the same article.

⁹Wong, *Staff Shortages*, Recommendation 2.3: City Manager's Office to report to Council on the status of approved projects, including delays caused by staff vacancies. Management accepted; one-year implementation date.

If these elements will not be constructed with this paving, I would appreciate knowing that in writing, with the reason and the anticipated implementation date for each street. I would also appreciate notice of any public meeting or comment period on the FY 2027 program.

Thank you for your time and for your work on Berkeley's streets.

Sincerely,

Naveen Gattu
District 5 resident

From: Hollander, Eleanor <EHollander@berkeleyca.gov>

Sent: Tuesday, September 1, 2026 2:10 PM

To: Helmbrecht, Mark <MHelmbrecht@berkeleyca.gov>; Miller, Roger <RMiller@berkeleyca.gov>; Arredondo, Carianna <CArredondo@berkeleyca.gov>; Riemer, Allison <ARiemer@berkeleyca.gov>; Gregory, Thomas <TGregory@berkeleyca.gov>

Cc: Mehrfar, Pejman <PMehrfar@berkeleyca.gov>; Parks, Jamie <jparks@berkeleyca.gov>

Subject: Berkeley's Civic Center | Upcoming Meeting, 9/24/26 | Sub Committee of your Commission (11am Zoom)

Greetings to the Secretaries of Berkeley's Commissions on Landmarks, Disability, Parks Recreation & Waterfront, Civic Arts, and Transportation & Infrastructure Commissions!

I hope this finds you all well. Back in 2020, your commission participated in developing the now adopted vision for Berkeley's Civic Center. Then your commission participated in the development of a preferred design concept for Civic Center which was adopted in 2023. **Now we need your commissioners to help with advancing Phase III** of the project which has been about securing project funding and furthering the basis of design for both buildings surrounding the park. We are continuing to use a "super sub-committee commissions" structure to meet and share information on this large Civic Center effort.

Please encourage your commissioners to attend the upcoming online meeting on 9/24 at 11am (details below) where we'll discuss new grant opportunities for Civic Center and share the latest on the Veterans Memorial Building and the Maudelle Shirek Building ("Old City Hall") designs. **Everyone is welcome (even if they are not a commissioner)** and we are **looking forward to your participation!**

Thursday, September 24th | 11 AM (PST) | Civic Center Phase III (Super Sub-Cmte)

Zoom :

<https://us02web.zoom.us/j/88901671838?pwd=Yj4FvxLDhYUHdQF4RE4WUmtSOK5UL5.1>

Meeting ID: 889 0167 1838

Passcode: 427238

One tap mobile

+16694449171,,88901671838# US

+16699009128,,88901671838# US (San Jose)

If your commissioners or members of the public have questions and/or **would like to be added to the project mailing list**, reach out to the project managers: [Eleanor](#) Hollander, (510) 981-7536 and Pejman Mehrfar. Project information can be found on the city's website here: <https://berkeleyca.gov/your-government/our-work/capital-projects/civic-center-vision-plan-project>

Thanks!