TRANSPORTATION and INFRASTRUCTURE COMMISSION
REGULAR MEETING AGENDA

Thursday, November 19th, 2026

6:15 pm

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

Commission Members:

Chair Ren Zaro, Vice-Chair Adrian Leung, Commissioner Marina Budimir, Commissioner Amanda Dillon, Commissioner Barry Fike, Commissioner Naveen Gattu, Commissioner George Lee, Commissioner Liza Lutzker

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).

This meeting will be conducted in a hybrid model with both in-person and virtual attendance. Attend this meeting remotely using **Zoom: https://us02web.zoom.us/j/85953538207**. To request to speak, use the "raise hand" function in Zoom. To join by phone: Dial **1-669-900-9128 or 1-833-928-4608 (Toll Free)** and enter **Meeting ID: 859 5353 8207**. To provide public comment, Press *9 and wait to be recognized by the Chair. To submit a written communication for the public record, email transportation@berkeleyca.gov.

This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953. Any member of the public may attend this meeting, however, if you are feeling sick, please do not attend the meeting in person. Questions regarding this matter may be addressed to Mark Helmbrecht, 510-981-6403, MHelmbrecht@berkeleyca.gov.

A. Preliminary Business – 6:15 pm

1. Call to order
2. Roll call
3. Public Comment on Non-Agenda Matters
4. Minutes for Approval
   a. Minutes of October 15, 2026
   From: Commission Secretary
   Recommendation: Approve the draft minutes of the October 15, 2026 meeting.

5. Approval and Order of Agenda
6. Update on administration and staff
7. Chairperson's Report and Announcements

B. Commission Discussion and Action Items – 6:45 pm

The public may comment on each item listed on the agenda for action as the item is taken up. Following review and discussion of the items listed below, the Commission may continue an item to a future Commission meeting. ***No Action can be taken on items that are not noticed on the published agenda.***

1. **Informational presentation on the Vision Zero Action Plan Update** – 6:45 pm
   From: Public Works Staff
   Description: Staff to present status on the work to update the City's Vision Zero Action Plan. Vision Zero is the City of Berkeley's goal to eliminate traffic deaths and serious injuries. The update will include an overview of Vision Zero, review of the 2020 Action Plan, overview of the 2027 Action Plan update, including work to date, work in progress and next steps.

2. **2027 Transportation and Infrastructure Commission meeting schedule — Action requested** – 7:45 pm
   From: Commissioners
   Recommendation: Commissioners vote on meeting schedule for calendar year 2027.

3. **Officer election discussion** – 8:00 pm
   From: Commissioners
   Description: Per Commissioners' & Board Members' Manual 2025 Edition_WCAG.pdf, "Unless otherwise provided for in the enabling legislation, the annual election of commission officers should occur during the month of February. The election of officers must be listed as an item on the agenda...Two meetings prior to the meeting at which officers will be elected, commissions are encouraged to list as an agenda item a discussion of the election, to inform all commissioners of the opportunity to seek nomination and election for the offices of chair and vice chair, to discuss and agree to the nomination process and timing for nominations (if no policy has been enacted by the commission), and to add clarity for commissioners and the public. In order to facilitate an orderly and fair nomination process, commissions may open nominations at the January meeting (or the meeting prior to the February meeting) and then hold the vote on officers at the February meeting."

C. Information Items and Committee Updates – 8:20 pm

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. Items for Future Agendas – 8:40 pm

E. Adjournment – 8:45 pm

Notices

Notice of Public Record

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.

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 Department located at 1947 Center Street, 4th floor, Berkeley, CA 94704.



Communication Access Information

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 ada@berkeleyca.gov, (510) 981-6418 (V), or (510) 981-6347 (TDD) at least three business days before the meeting date. Attendees at public meetings are reminded that other attendees may be sensitive to various scents, whether natural or manufactured, in products and materials. Please help the City respect these needs.

Video and audio recordings of the Transportation and Infrastructure Commission meetings are available upon request. Please contact the Commission Secretary at transportation@berkeleyca.gov or (510) 981-7010 to obtain a recording.

Certification of public posting
I hereby certify that the agenda for this meeting of the Berkeley City Commission was posted at the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way, as well as on the City's website, on November 13, 2026.

The next meeting of the Transportation and Infrastructure Commission is scheduled for January 2027 to be confirmed per item B2 above.

Mark Helmbrecht, Secretary

Communications received from the public

None.

TRANSPORTATION and INFRASTRUCTURE COMMISSION
REGULAR MEETING

DRAFT MINUTES

Thursday, October 15th, 2026, 6:15 pm

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

A. PRELIMINARY BUSINESS

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

   6:15 pm: Two members of the public present.

2. **Roll call**
   6:16 pm:

Commissioners Present:	Marina Budimir, Amanda Dillon (arrived at 6:19 pm), Barry Fike, Naveen Gattu, Adrian Leung, Liza Lutzker, Kim Walton, Ren Zaro
Staff Present:	Jamie Parks, Mark Helmbrecht, Noah Budnick, Elaina Hargraves, Ken Jung

3. **Public comment on items not on the agenda**
   6:17 pm: One public comment.

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

4. **Approval of minutes from the September 17th, 2026 meeting**
   6:20 pm Action: It was Moved /Seconded (Lutzker / Leung) to approve the amended minutes from the September 17th, 2026 commission meeting.

   6:20 pm: Vote:
   Ayes: Budimir, Dillon, Fike, Gattu, Leung, Lutzker, Walton, Zaro
   Noes: None
   Abstain: None
   Absent: None
   Excused: None
   Recused: None

   6:20 pm: Motion passed 8-0-0-0-0-0

5. **Approval and Order of Agenda**
   6:21 pm Action: It was Moved / Seconded (Walton / Lutzker) to approve the meeting agenda.

   6:21 pm: Vote:
   Ayes: Budimir, Dillon, Fike, Gattu, Leung, Lutzker, Walton, Zaro
   Noes: None
   Abstain: None
   Absent: None
   Excused: None
   Recused: None

   6:21 pm: Motion passed 8-0-0-0-0-0

   6:22 pm: Two members of the public present.

6. **Update on administration and staff**
   6:22 pm: Jamie Parks, the new Public Works Director, introduced himself.

   Commissioners asked him the following questions: How is the City getting prepared for winter weather conditions; what can residents do to prepare for this winter, which supposed to be especially wet; what are the possibilities for the City and UC Berkeley working together; what are the City's thoughts on project evaluation?

   Commissioners made the following comments: The public doesn't have a lot information on Public Works' work; a messaging system would help dispel misinformation; advocacy groups can also help communicate; consultants, at times, fall short when they present information to the Commission and to the public; request for proposals (RFPs) responses should necessitate consultants prove their outreach methods for Berkeley communities; the City should determine a suitable way to let the other departments know about Public Works' projects with clear, consistent messaging to effectively communicate about specific projects.

   Commissioners asked additional clarifying questions: What can Berkeley residents do to alleviate staff burden; what resources can they provide to assist the City, how can the public best coordinate with the City to help implement projects; could there be monthly events or a community managed content calendar?

   Commissioners emphasized many UC Berkeley students are civically engaged; they encouraged staff to reach out to professors and to the public service program at the UC Berkeley School of Data Science.

   Staff provided an update on SAFE STREETS Citizen Oversight Committee (SSCOC) temporary appointments: After consulting with the City Clerk' s office, it

was determined the Transportation and Infrastructure Commission may make a temporary appointment when one of its SSCOC appointees has been granted an approved leave of absence; the appointment should be treated as a temporary appointment tied to the specific leave of absence, rather than as a standing alternate appointment; the temporary appointment should not extend beyond the period of the approved leave.

Transportation Division Manager, Mark Helmbrecht, provided staffing updates: Elliott Schwimmer was promoted to Parking Services Manager; the City is currently recruiting for the Senior Planner position in the Parking Services division; recruiting is underway for the Meter Collections and Maintenance subdivision supervisor; Gina Mendoza was temporarily promoted to Traffic Maintenance Supervisor.

Mr. Helmbrecht provided the following project updates: Pedestrian hybrid beacons were installed at Shattuck and Russell and at Martin Luther King Jr. Way and Prince and are operational; two grants were developed - Caltrans sustainable transportation grant to study all of University Avenue (last updated in 1996) and the Highway Safety Improvement Program (HSIP) grant for improvements at signalized intersection; the traffic signal grant application will be presented to the Council in October for approval to be submitted to Caltrans, and the University Avenue grant application will be submitted to the Council in November for approval to be submitted to Caltrans; work to update the City's construction access policy is progressing with input from commissions and the City Council's Facilities, Infrastructure, Transportation, Environment & Sustainability (FITES) committee.

Commissioners asked additional questions and commented on the following: Will the signal improvement grant include signal preemption, pedestrian priority, protected left turns, etc.; do different grants fund different things – for example, for pavement flashing beacons at crosswalks; are there grant opportunities for predictive analytics?

7. **Announcements**
   7:07 pm: No announcements.

B. DISCUSSION/ACTION ITEMS

1. **Informational presentation on Cedar & Grant Pedestrian and Bicyclist Safety Improvements**
   7:08 pm: Ken Jung, Supervising Civil Engineer, Measure FF division, presented the planned pedestrian and bicyclist safety improvements at the intersection of Cedar and Grant Streets and briefed commissioners on next steps in the project's development. The presentation covered existing site conditions,

potential improvements and an introduction to the planned Grant Street Bicycle Boulevard Project.

7:19 pm: Commissioners asked the following clarifying questions: will additional funds be needed; will the outreach be conducted by City staff or by consultants; does the City know anything about East Bay Municipal Utility District's processes for repaving streets after they perform work; will these improvements mirror the improvements made at California and Dwight; what is the maximum bike size the planned median can accommodate; there is a crosswalk on the east side, is there a plan to place a crosswalk on the west side; where does the bike boulevard start?

Commissioners stated it is counterproductive not to install an additional crosswalk on the west side at Cedar and Grant.

7:28 pm: Two public comments.

7:32 pm: Commissioners asked additional clarifying questions: What happens if the Grant Street bike boulevard grant doesn't get approve; if building curb ramps at all corners without a crosswalk, will they be directional curb ramps?

Commissioners commended the presentation and proposed plans, describing it as highly promising and made the following comments: King Middle School parents talk about traffic safety with their children; the entrance to King is on the west side of the street; children frequently cross where there is no existing crosswalk; the median should be constructed to be as wide as possible because narrow lanes are a proven traffic calming tool; the Cedar and 9th Street crossing has visibility issues; the steep grade at Grant and Cedar Streets creates significant visibility concerns; remove as much parking as possible.

Commissioner Fike stated that six or seven townhomes will be built on the northwest corner.

Commissioners asked additional follow-up questions: Does the planned safety project interfere with the existing traffic diverter; is there a plan to harden the median to make it difficult for drivers to drive over it?

Commissioners expressed excitement regarding the California and Dwight intersection, as it works for bikes, walkers, drivers; the City was encouraged to add a marked crosswalk on the west side of Cedar and Grant, especially for King students; neighbors on the adjacent streets will likely oppose traffic diversion; the City was encouraged to compare data received from California and Dwight.

Commissioner Walton stated that high speeds and heavy traffic might limit how well improvements at California and Dwight actually work; pedestrians on Spaulding and Dwight find it quite frustrating.

Commissioners stated that many King parents think a second crosswalk would be largely beneficial; drivers on Cedar would appreciate the addition of a crosswalk, as it would provide increased visibility; the lack of a crosswalk reduces drivers' awareness of people crossing the street.

Commissioners asked additional questions; Does the City ever include speed bumps for projects like these; can there be a before study of driver speed? Or crashes?

Commissioners commented on using the project to educate the public on its purpose and benefits and referenced a flyer circulated around for the HAWK signal installation near Ashby Avenue; children frequently bicycle to King School on Virginia to California Street; it is anticipated that many residents will be inspired to assist as crossing guards at this intersection.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

1. **Temporary Ad Hoc Committee verbal reports, assignments, creation or dissolution**
   7:59 pm: Commissioners addressed the following: The construction management subcommittee met and agreed this is an ideal time to update the document.

D. COMMUNICATIONS

8:00 pm: No communications.

E. FUTURE AGENDA ITEMS

8:01 pm: Commissioner Walton announced her retirement from the commission, effective today.

F. ADJOURNMENT

8:05 pm Action: It was Moved / Seconded (Walton / Budimir) to adjourn the meeting.

8:05 pm: Vote:
Ayes: Budimir, Dillon, Fike, Gattu, Leung, Lutzker, Walton, Zaro
Noes: None
Abstain: None
Absent: None
Excused: None
Recused: None

8:05 pm: Motion passed 8-0-0-0-0-0

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, November 19, 2026, at 6:15 pm, at the North Berkeley Senior Center, 1901

Transportation and Infrastructure Commission
Thursday, October 15th, 2026

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

Vision Zero Action Plan Update

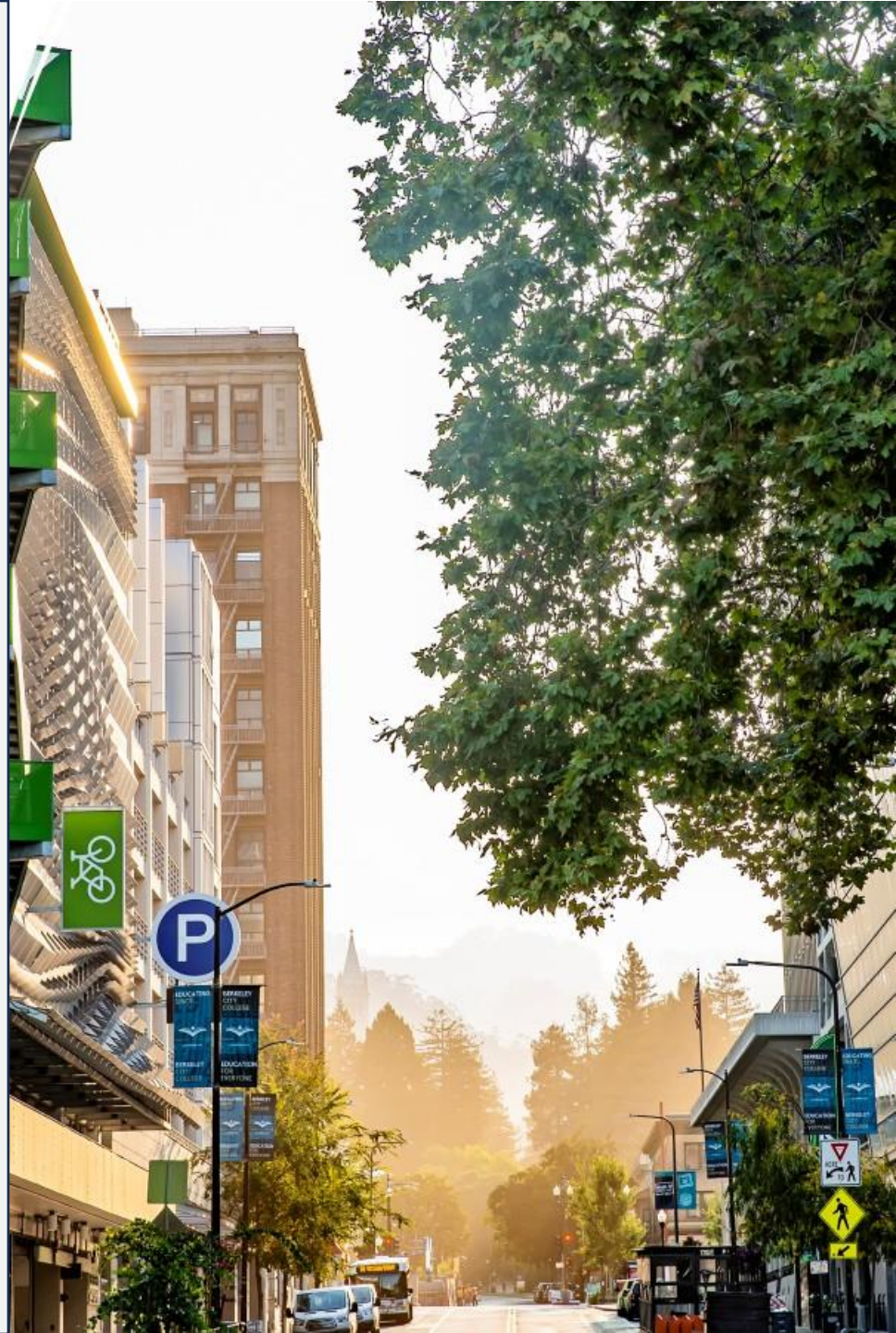
November 19, 2026

CITY OF BERKELEY
PUBLIC WORKS
Transportation Division



Agenda

- Welcome & VZ Overview
- Review of 2020 Action Plan
- Overview of 2027 Action Plan
    - Work Done to Date
    - Work in Progress
    - What's Next
- Commission Feedback & Next Steps
- Q&A



What is Vision Zero?

The guiding principles of Vision Zero are:

- Safety is our highest priority
- Traffic deaths and severe injuries are preventable and unacceptable
- People make mistakes
- Slower streets are safer streets
- We will create safer transportation options for people who walk, bike, and take transit
- Street safety must be achieved equitably

Vision Zero Communities

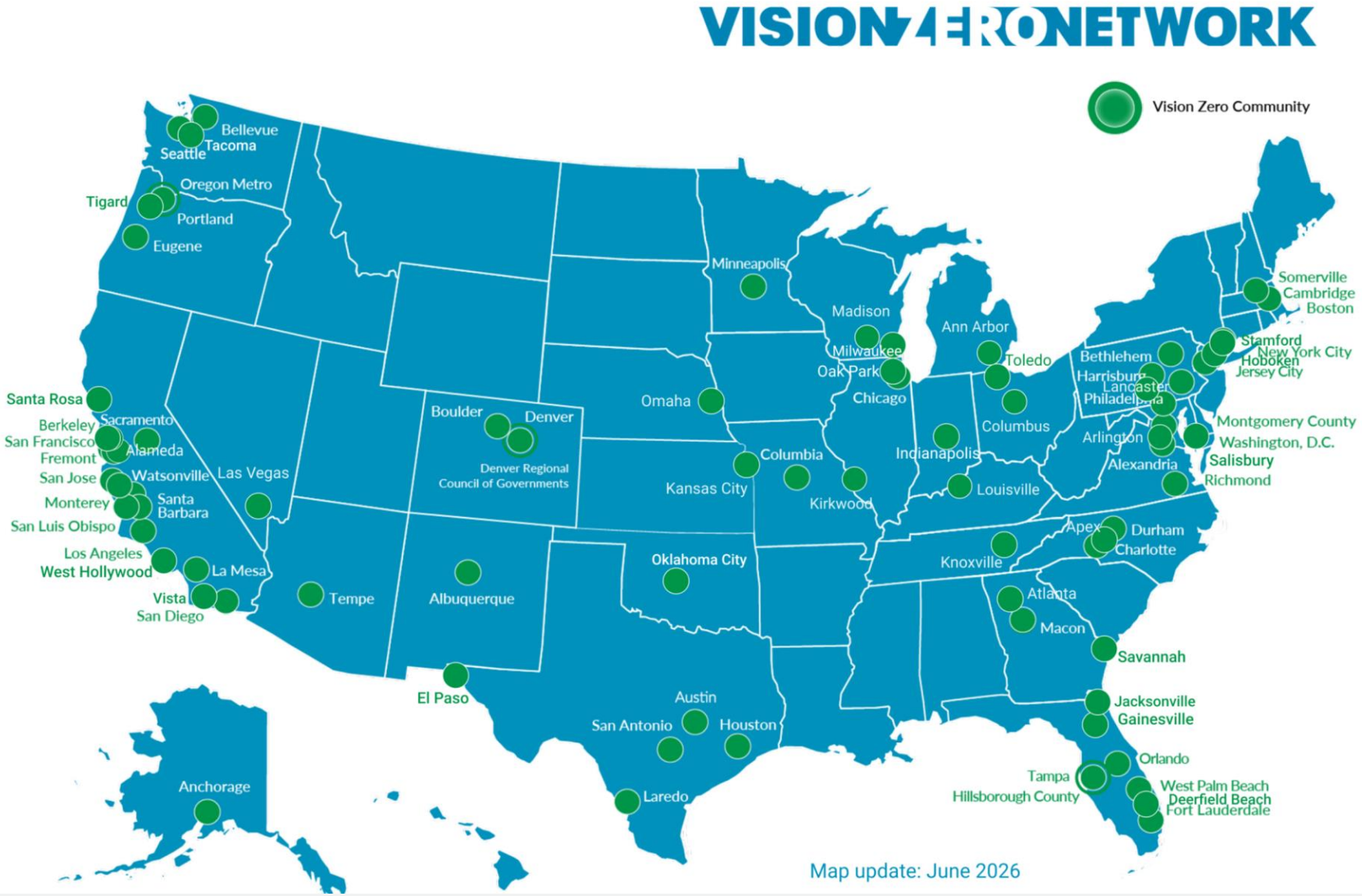


Image Source: Vision Zero Network www.visionzeronetwork.org

Safe System Approach

Likelihood of death for people walking if hit by a vehicle at these speeds

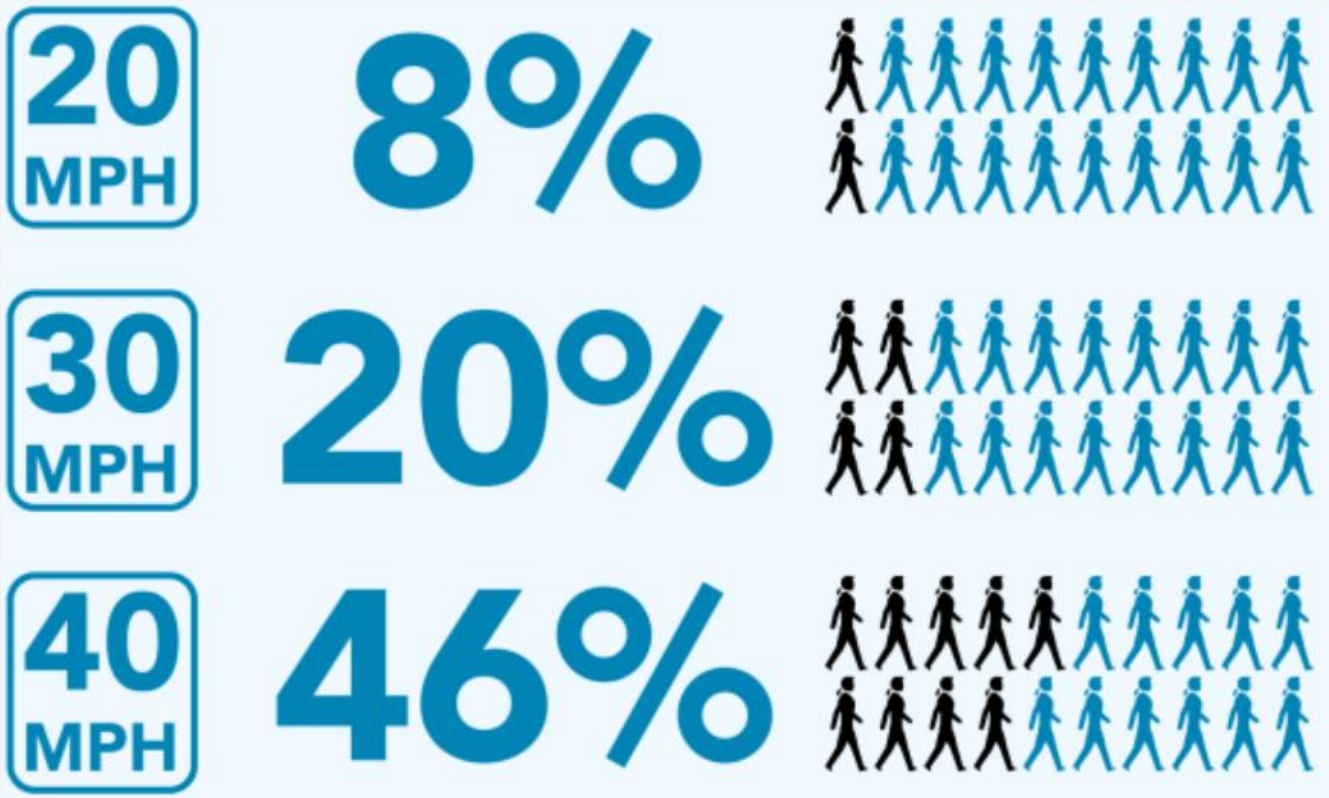
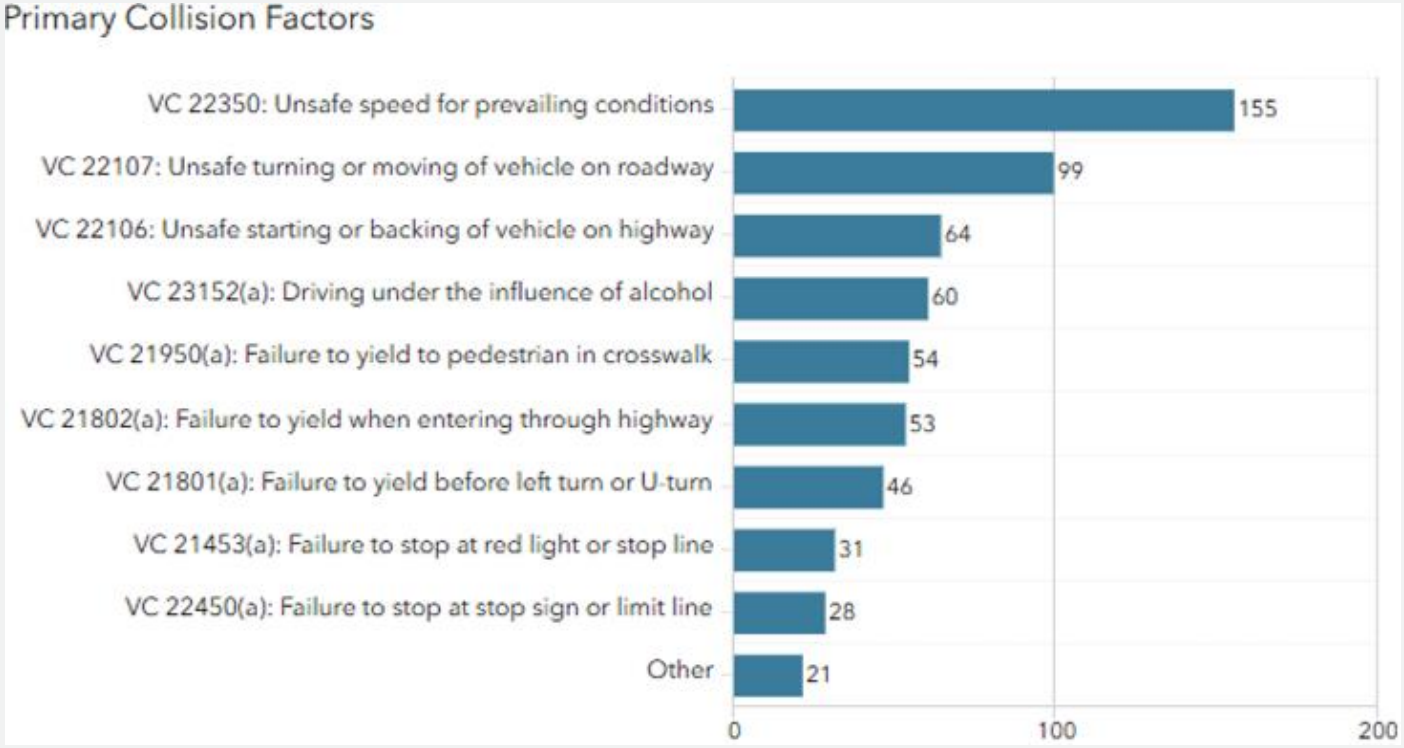


Image Source: Vision Zero Network www.visionzeronetwork.org

Crash Data Trends

Collision type	2021	2022	2023	2024	2025
Fatal	7	2	0	4	5
Severe Injury	40	60	64	70	51
Remaining	742	834	809	803	728
Total	**789**	**896**	**873**	**877**	**784**



Source: 2025 Berkeley Police Department Annual Report

Crash Data Trends (Cont.)

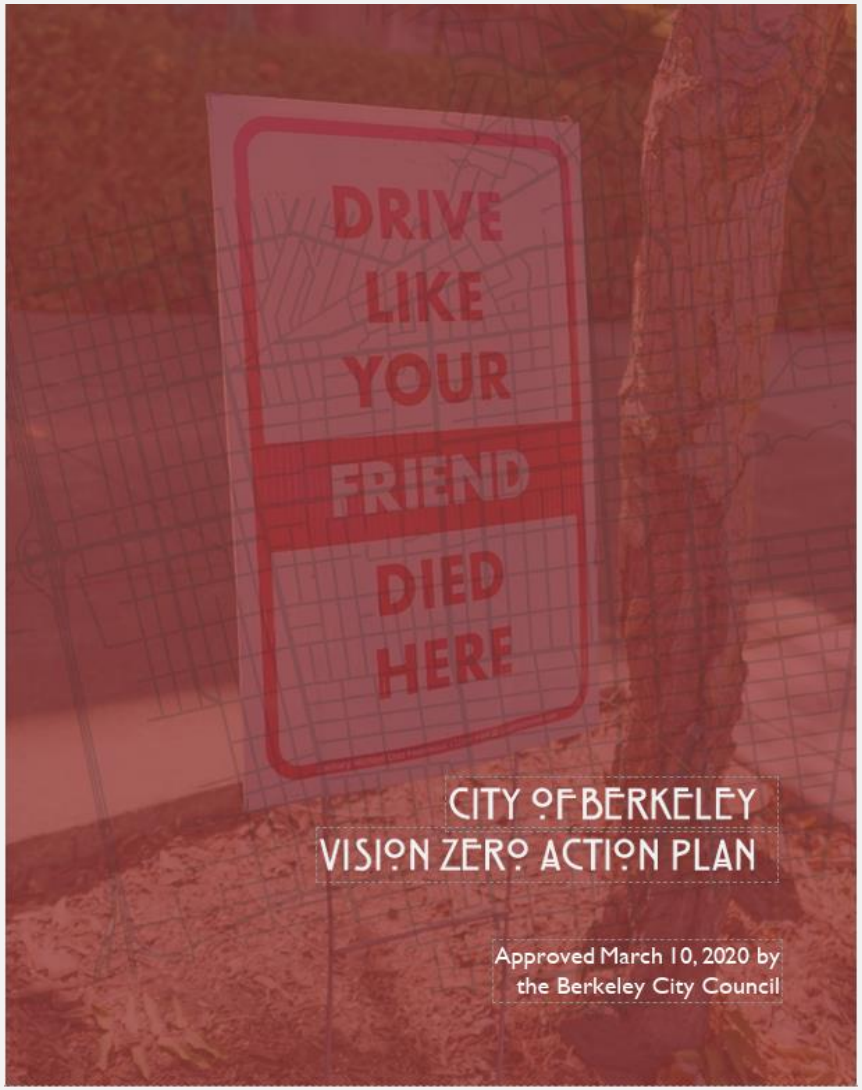
High Collision Intersections, 2025	Total Collisions	Injury Collisions	Suspected Serious Injury*
University Ave / West Frontage	15	13	1
Haste Street / Shattuck Ave	13	13	1
Ashby Ave / Sacramento St	10	7	0
Ashby Ave / Shattuck Ave	8	2	0
Ashby Ave / Telegraph Ave	8	7	1
Ashby Ave / College Ave	7	3	0
Curtis St / University Ave	7	5	1
California St / University Ave	6	5	0
Channing Way / College Ave	6	4	0
Oxford St / University Ave	6	4	0

Source: 2025 Berkeley Police Department Annual Report

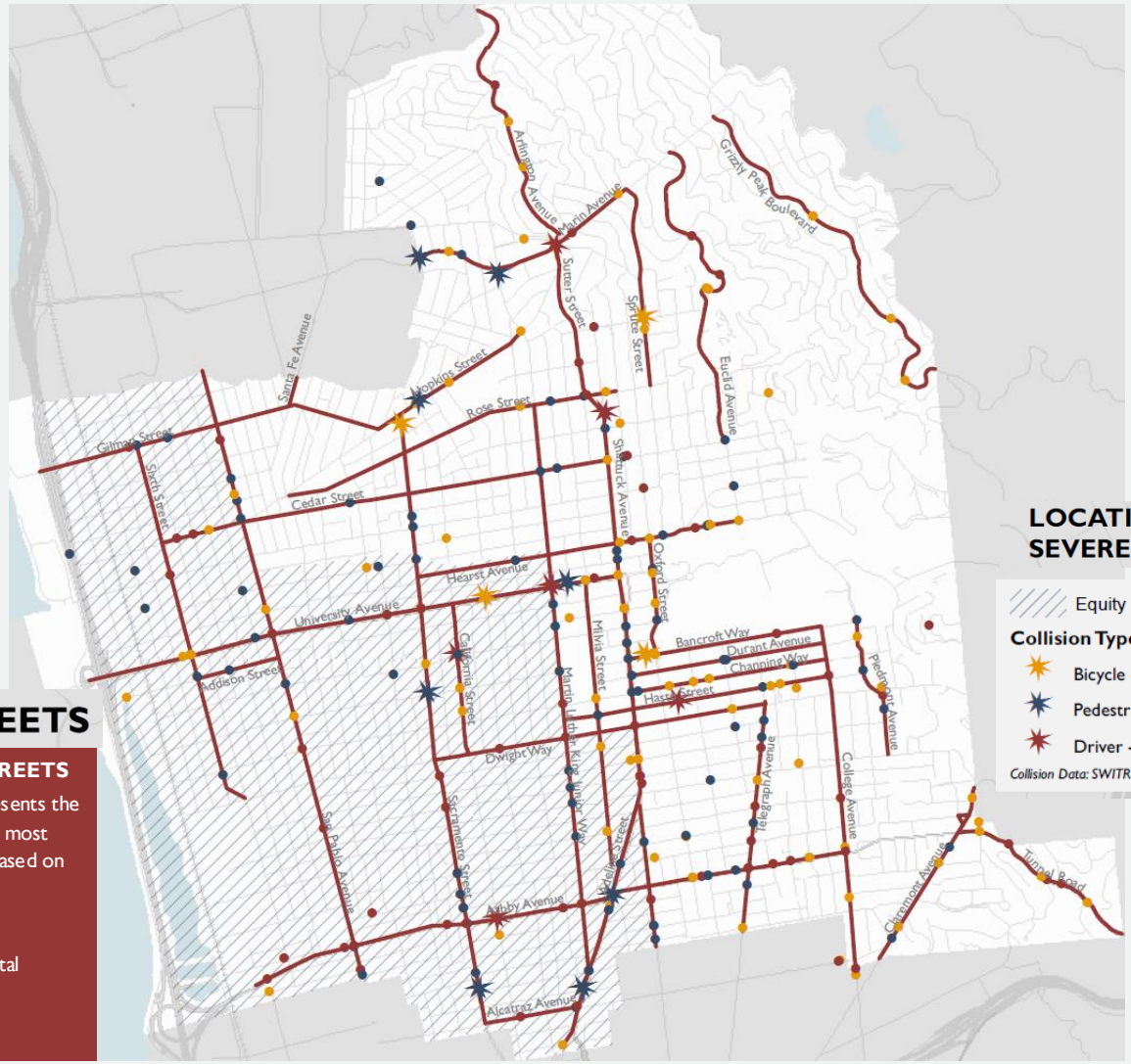
2020 Action Plan

City of Berkeley
Vision Zero Background

- Action Plan adopted March 2020
- Annual Updates in 2021 and 2022
- VZ program work was mostly paused during Covid-19, and 33% staffing shortages in Transportation Division



2020 VZAP
High Injury Streets



LOCATIONS OF SEVERE AND FATAL COLLISIONS

Equity Priority Area

Collision Type

- Bicycle - Fatal
- Bicycle - Severe Injury
- Pedestrian - Fatal
- Pedestrian - Severe Injury
- Driver - Fatal
- Driver - Severe Injury

Collision Data: SWITRS ten-year injury collision data, 2010-2019

HIGH-INJURY STREETS

VISION ZERO IS ABOUT STREETS

The High-Injury Streets map represents the City of Berkeley's streets with the most severe injury and fatality crashes based on data between 2011 and 2020.

86% of Berkeley's severe and fatal collisions occur on just **15%** of City streets.

2020 VZAP
High-Priority Action Items

1. Establish a standing Vision Zero Coordinating Committee
2. Conduct a citywide Vision Zero Action Plan assessment
    1. Create a staffing matrix
    2. Establish a milestone staffing and funding schedule
3. Proactively build capital-intensive and quick-build safety projects
4. Request a Vision Zero Performance Audit
5. Establish a Vision Zero Rapid Response Safety Communication Protocol
6. Support statewide traffic safety legislation
7. Establish a Complete Streets Repaving and Development Project Checklist
8. Develop and proactively deliver a Vision Zero branding, promotional, and educational campaign
9. Develop a publicly accessible matrix and map to prioritize and track projects
10. Utilize the Berkeley Police Department's collision report data on parties involved
11. Focus traffic enforcement efforts proportionately on the most significant traffic violations for severe and fatal collisions by party at fault

Recent Example Projects on 2020 VZ High Injury Streets

Corridor Safety Improvements

- North Adeline St Improvements (2021)
- Milvia Bikeway Improvement (2022)
- MLK Safe Pedestrian Crossings (2024)
- AC Transit's Durant Ave Quick Build (2024)
- Southside Complete Streets (2025)
- Sacramento St Pedestrian Safety Project (2026)
- Claremont Quick Build (2026)

Bicycle Boulevard Network Expansion

- Ninth St Bicycle Blvd Pathway Extension Phase II (2022)

Focused Safety Improvements

- Dwight Way/California Street Intersection (2022)
- Quick build at Sixth Street/Addison Street Intersection (2025)





Current Projects on 2020 VZ High Injury Streets

Corridor Safety Improvements

- Telegraph Ave Multimodal Corridor Project (Detailed Design Phase: Spring 2027)
- Adeline St Transportation Improvement (Conceptual Design: 2028)

Bicycle Boulevard Network Expansion

- Parker-Addison Mobility and Safety Improvements Project (2026)
- Woolsey/Fulton Bike Blvd Project (2026)

Focused Safety Improvements

- Ohlone Greenway Safety Improvements Project (2027)

Upcoming Projects on 2020 VZ High Injury Streets

Corridor Safety Improvements

- San Pablo Corridor & Parallel Bike Blvds - Alameda CTC lead (Construction anticipated: 2027)
- Adeline Quick Build (Construction anticipated: 2027)

Bicycle Boulevard Network Expansion

- Southwest Berkeley Bike Blvds (Construction anticipated: 2028)
- Addison Bike Blvd - Phase 2 (Construction anticipated: 2028)

Focused Safety Improvements

- Washington Elementary / Berkeley High School Safe Routes to School (Construction Completion: 2030)

2027 Action Plan

2027 Vision Zero

City is working with transportation consulting firm Fehr & Peers on the following:

Action Plan Update (12-Month Schedule)

- Peer City & National Guidance Review (Completed)
- HIS Update and Prioritization (In-Progress)
- Actions Development (In-Progress)
- Phased Implementation Roadmap
- Draft and Final Action Plans

Quick Build Program(12-Month Schedule)

- Quick Build Toolkit (In-Progress)
- Priority Proactive Quick Build Projects
- Implementation Guide
- Program Implementation

What's New in the 2027 Update?

Better Targeting

- A draft, updated High-Injury Streets combines collision history with systemic risk factors to identify where safety improvements should be prioritized.

More implementable actions

- The draft distinguishes core actions from those dependent on opportunities, partnerships, funding, or legislative changes.

Broader departmental ownership

- The plan addresses work that cannot be delivered by Public Works or the Vision Zero Program Manager alone.

A clearer path to implementation

- The update is intended to connect prioritization, project delivery, coordination, and evaluation rather than simply list safety recommendations.

Work Completed to Date
Peer City & National Guidance Review

- Best Practices for Vision Zero Action Plans
- Peer City Evaluation
- Relevant Safety Policies

Figure 1: Safe System Approach



Source: USDOT

Figure 2: Safe System Pyramid



Source: Vision Zero Network

Peer City & National Guidance Review
Peer City Review

- **Reviewed Vision Zero Action Plans from Portland, Palo Alto, and Seattle**
  - Approach (Safe System)
  - Data
  - Actions
  - Safety Policies
  - Quick Build Program

Figure 3: Focus areas for PBOT's Safe Streets Opportunity Analysis

Pedestrian safety	• Sidewalk completeness • Crossing frequency • Crossing proximity to transit
Bicycle access	• Match facility type to roadway width and speeds
Safe speeds	• Operating speeds below/at target speed by roadway type
Visibility	• Street lighting needs

Source: Safe Street Opportunities Analysis, Presented by Alyssa Pichardo, PBOT, for Bay Area Vision Zero Working Group, October 30, 2025.

Figure 5: Overview of Seattle's Vision Zero Project Prioritization Process



Source: SDOT Vision Zero Action Plan 2024 Update

Peer City & National Guidance Review Recommendations

- **Policy**
  - Adopt USDOT's Safe System Approach (SSA)
  - Institutionalize Safe System Approach into City policies, programs, and project delivery.
- **Data Analysis**
  - Update High Injury Street (HIS) with severity weighting and systemic crash factors
  - Establish performance measurement framework
  - Create transparency and accountability mechanisms
- **Planning & Engineering**
  - Pedestrian crossing spacing guidelines
  - Update Draft Quick Build Action Manual
- **Build Vision Zero Education Programs**

Work in Progress
2027 HIS Methodology

Responding to Collisions

- Collision History

Proactively Improving Safety (Systemic Factors)

- Likelihood: roadway design (e.g., number of and type of unmanaged conflicts)
- Potential Severity: prevailing vehicle speeds
- Exposure: vehicle volumes and land use patterns

Data	Example Values and Scoring	Source
Responding to Collisions		
Collision History	FSI collision = 10 pts Bike/ped injury collisions = 3 pts All other injury collisions = 1 pt	TIMS, 2015–2024
Proactively Improving Safety: Likelihood		
Number of Vehicle Lanes	≥4 lanes = 4 pts <4 lanes = 0 pts	City of Berkeley
Bicycle Facility	Bike Lane where observed speeds are >30 mph = 2 pts Bike Boulevard where observed speeds are >25 mph = 1 pts Separated bike lane = -1 pts All other segments = 0 pts	City of Berkeley; Streetlight, Oct 2025
Controlled Intersection Spacing	Segments between signalized or all way stop-controlled intersections: > 750 ft segment = 1 pts ≤ 750 ft segment = 0 pts	City of Berkeley
Ramp terminal	Yes = 1 pts No = 0 pts	ACTC PSN: OSM
Proactively Improving Safety: Potential Severity		
Observed Speed (Max 85th percentile speed over 24-hour period)	≥35 mph = 10 pts 31 – 34 mph = 5 pts 26 – 30 mph = 3 pts ≤25 mph = 0 pts	Streetlight, Oct 2025
Proactively Improving Safety: Exposure		
Modeled Average Daily Traffic (ADT)	≥80th Percentile threshold = 4 pts 60th – 80th Percentile = 2 pts <60th Percentile = 0 pts	ACTC PSN: Alameda CTC AlaCC Model
Commercial Corridors	Segments adjacent to commercial land use ≥ 50% of window length in commercial = 1 pt No = 0 pts	City of Berkeley
Proximity to Affordable Housing	Segments with ≥250 ft within 10-min walk shed Yes = 1 pt No = 0 pts	ACTC PSN: ABAG
Proximity to School	Segments with ≥250 ft within 10-min walk shed Yes = 1 pt No = 0 pts	ACTC PSN: California State Geoportal: Public Schools; Private Schools
Presence of Transit	Segments with ≥250 ft within 10-min walk shed of: • High-frequency stops (≤15 min peak period headways) = 2 pts • Medium-frequency stops (15 – 30 min peak period headways) = 1 pt • All other stops = 0 pts	ACTC PSN: GTFS

Source: Fehr & Peers.

2027 HIS Methodology Cont.

Factors Not Included in HIS Scoring

Data	Reason
Equity Priority Communities (EPCs)	Will be used as a factor to prioritize segments on the final HIS.
Lighting	According to TIMS data, ~60% of Berkeley FSI collisions occur during the daytime and ~30% occur at nighttime with streetlights, so nighttime without streetlights has fairly low correlation with FSI collisions; lighting is a latent safety measure and lower on the Safe System Pyramid; could be used as an overlay on the HIS to help identify opportunities for lighting upgrades on the HIS
Intersection Control	More of a datapoint than a network development factor; could be used in Task 3 to identify locations for control upgrades (e.g. permissive left to protected; uncontrolled to traffic circle) on the HIS or even more proactively on certain street classifications; we can compare draft scored segment to permissive left locations to confirm these are largely getting picked up
Crosswalks	Already covered by controlled intersection spacing, which better captures where vehicles are more likely to stop. Consider as part of Task 3 to assess where new mid-block crossings would be appropriate.
Curb ramps	Important for ADA transition plans and inclusion in specific projects; not a network development factor
Traffic calming features	Traffic calming would more likely be associated with better safety outcomes; want to identify the worst locations
Bike/Ped Volumes	Don't have a comprehensive data source for this; the land use and bikeway data we have is a good proxy for this

Source: Fehr & Peers.

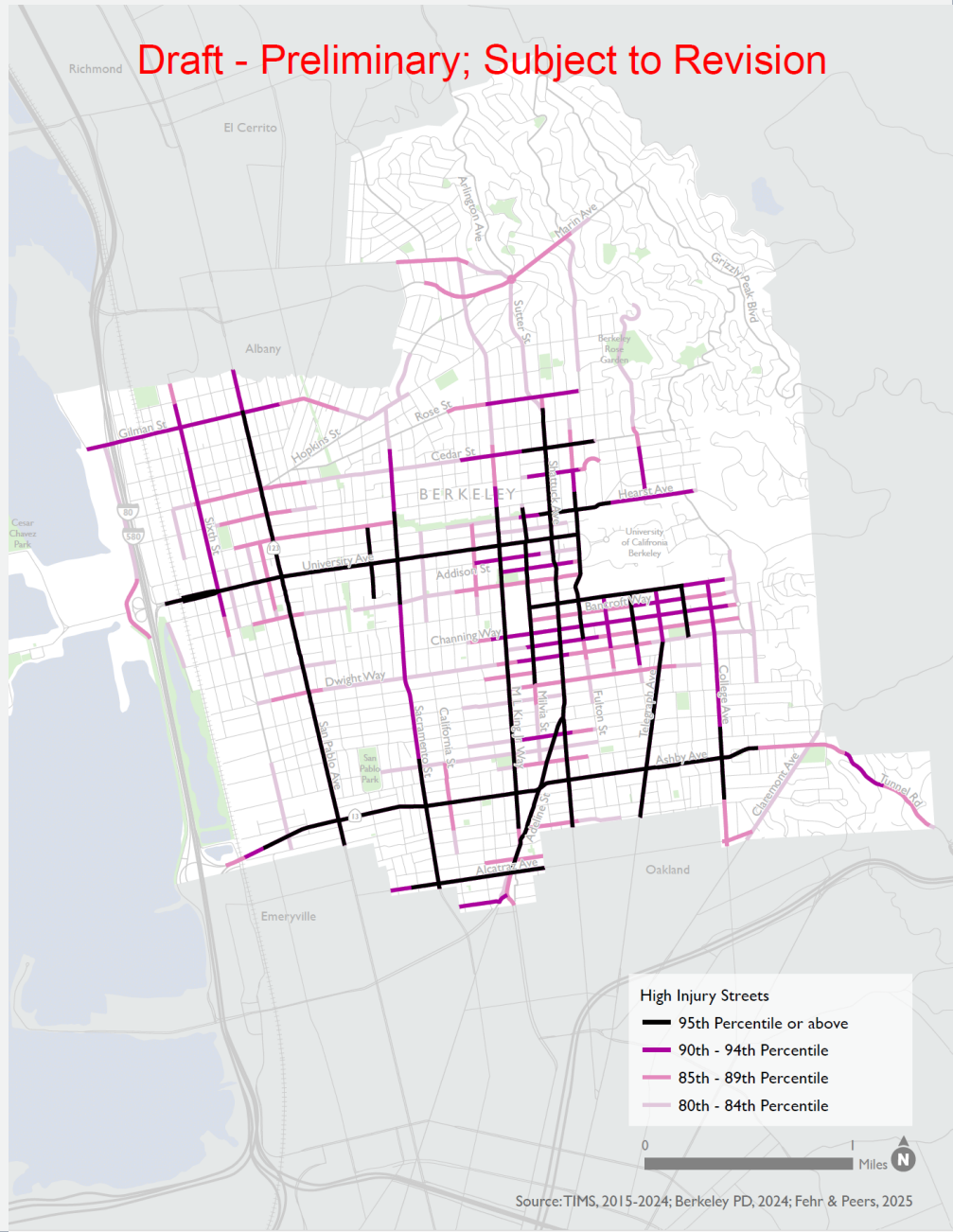
2027 DRAFT HIS

HIS consists of roadway segments ranked at or above the 80th percentile

- Segments minimum 0.25 mile in length

Represents

- 24% of total street network
- 88% of total KSI collisions
- 92% of pedestrian KSI collisions
- 81% of bicycle KSI collisions



Draft Actions

- Uses 2020 VZAP actions as starting point to assess status, progress, and feasibility
- The Actions are organized by Safe System Pillars
- Includes actions beyond Public Works and requires interdepartmental coordination (Police, Fire, City Managers Office, Health & Human Services)
- Includes some actions beyond City of Berkeley, such as county/regional traffic safety campaigns and regional data analysis
- Coordinate with existing plans (Pedestrian and Bicycle Plans)

11 Actions
Tier 1 — Core Program

Advance with existing resources

12 Actions
Tier 2 — Opportunity Driven

Advance when existing programs, grants, partnerships or capacity create an opportunity.

6 Actions
Tier 3 — Resource / Legislative Dependent

Require new resources, State action or other conditions.

Draft Actions: Stakeholder Input & Departmental Review

TIC Vision Zero Ad - Hoc Subcommittee

- Reviewed the draft Vision Zero Actions and provided feedback to inform the Action Plan update.
- Subcommittee input is being considered as the City continues to refine the proposed Actions.
- Today's Commission discussion builds on that review and provides an opportunity to identify any remaining questions or recommendations.

Community & Commission Perspectives

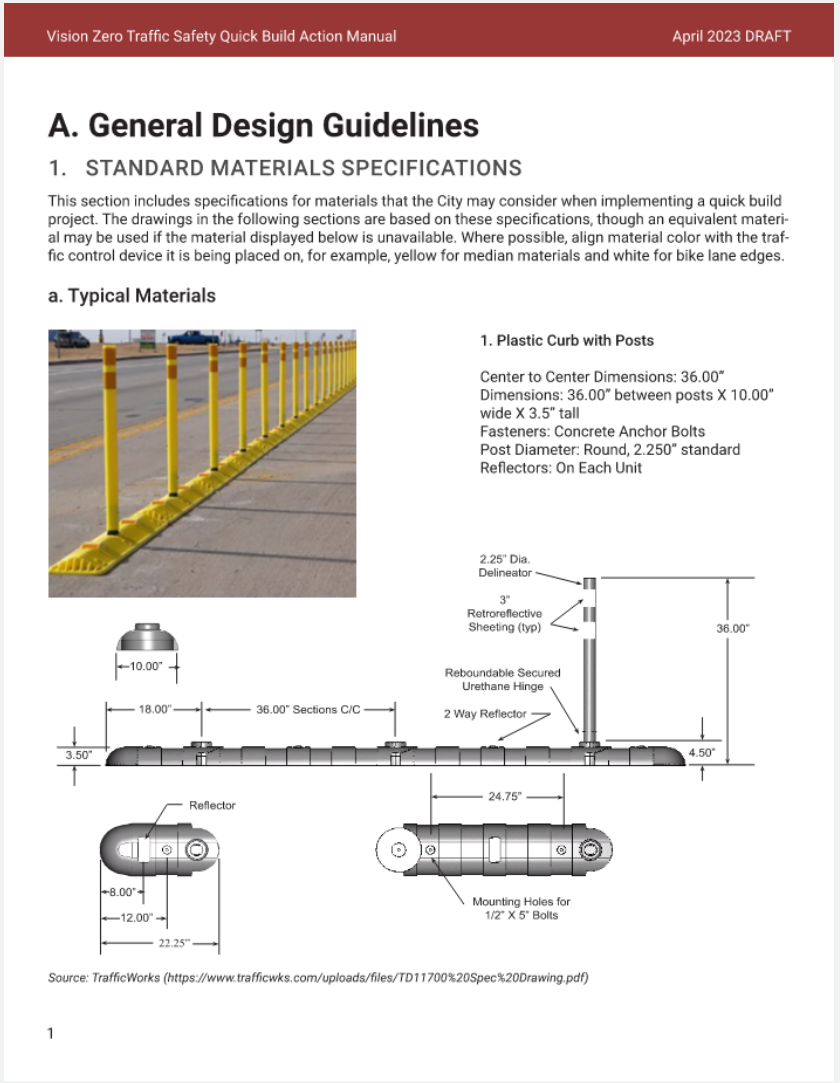
- Established the Vision Zero Advisory Committee (VZAC) to bring community and commission perspectives into the Action Plan review.
- Includes liaisons representing Fire, Aging, Disability, Youth, Planning, and Transportation & Infrastructure commissions.
- VZAC members are reviewing the draft Actions and helping bring commission perspectives into the process.

Internal Departmental Review

- Draft Actions reviewed and signed off on by department heads from City departments with responsibilities for Vision Zero.
- Includes Fire, Police, and Health, Housing & Community Services

Work in Progress
Quick Build Toolkit

- **Quick Build Toolkit**
  - Serves as a resource for staff to implement quick build projects on HIS
  - Includes specifications, design assumptions, checklists, templates, and standard details
  - Review process has included Public Works and Fire Department staff



Vision Zero Traffic Safety Quick Build Action Manual April 2023 DRAFT

A. General Design Guidelines

1. STANDARD MATERIALS SPECIFICATIONS

This section includes specifications for materials that the City may consider when implementing a quick build project. The drawings in the following sections are based on these specifications, though an equivalent material may be used if the material displayed below is unavailable. Where possible, align material color with the traffic control device it is being placed on, for example, yellow for median materials and white for bike lane edges.

a. Typical Materials

1. Plastic Curb with Posts

Center to Center Dimensions: 36.00"
Dimensions: 36.00" between posts X 10.00" wide X 3.5" tall
Fasteners: Concrete Anchor Bolts
Post Diameter: Round, 2.250" standard
Reflectors: On Each Unit

Source: TrafficWorks (https://www.trafficwks.com/uploads/files/TD11700%20Spec%20Drawing.pdf)

1

Transportation & Infrastructure Commission Feedback

We welcome your feedback on the draft Actions, particularly:

- **Priorities:** Do the proposed Actions address the most important transportation safety issues facing Berkeley?
- **Roles and responsibilities:** Are lead and supporting departments appropriately identified? Are there important responsibilities or partnerships missing?
- **Implementation:** What potential challenges, dependencies, funding needs, or opportunities for coordination should we consider?
- **Gaps:** Are there important safety issues or actions that should be added, revised, or given greater emphasis?

Next Steps

- Incorporate feedback and refine the draft Actions from Vision Zero Advisory Committee and Transportation & Infrastructure Commission

Oct. 2026	Nov 2026	Today	Spring 2027
VZ Advisory Committee	Ad-hoc Vision Zero TIC - Subcommittee	Transportation & Infrastructure Commission	City Council

2027 Pedestrian Plan Update



THANK YOU!



Action #	Action Title	Detailed Description	Implementation Tier	Implementation Horizon	Lead / Supporting Dept
		Safe System Pillar: Safer Speeds			
1	Safe System Speed Management	Adopt a policy where Design Speed must equal the posted speed limit for all HIS. Leveraging statutory authority to implement AB 43 and AB 382 to establish context-appropriate reduced speed limits across all neighborhood commercial districts, school zones, and senior safety zones, pairing speed limit reductions with physical self-enforcing design changes. Manage kinetic energy so that mistakes aren't fatal; physical elements must self-enforce these speeds. Recognize that people will inevitably make mistakes, and design streets to minimize the likelihood that those mistakes result in fatal or severe injuries through self-enforcing roadway design and management of crash forces.	Tier 1 – Core Program	Immediate	Public Works (Vision Zero & Transportation Engineering)
2	Proactive Traffic Calming; Traffic Calming Evolution	Update residential traffic calming guidelines by transitioning from a reactive, petition-based process to a proactive, data-driven opt-out program for High Injury System (HIS) corridors on local streets. Replace restrictive speed and volume thresholds with flexible engineering and equity criteria to accelerate the delivery of roadway-appropriate countermeasures on local streets.	Tier 1 – Core Program	Near-Term	Public Works (Traffic Calming)
3	Signal Progression “Green Waves”	Coordinate signal timing on High Injury Streets to progress vehicle traffic at the posted speed limit while minimizing delay and discouraging speeding.	Tier 2 – Opportunity Driven	Near-Term	Public Works (Vision Zero & Transportation Engineering)
4	Automated Speed Enforcement	Partner with MTC and other jurisdictions to advocate for state-wide traffic safety legislation expanding the use of automated speed enforcement by local agencies & establish readiness of ASE for future HIS expansion (AB 645) on collector and arterial streets once State expands pilot cities.	Tier 3 – Resource / Legislative Dependent	Long-Term	CMO / Public Works (Vision Zero & Transportation Engineering) / Police
5	Automated Red-Light Enforcement: Feasibility & Regional Coordination (SB 720)	Participate in Alameda County Transportation Commission’s (Alameda CTC) multi-jurisdictional working group on automated traffic-signal enforcement and develop Berkeley-specific recommendations on whether and how to proceed under SB 720.	Tier 3 – Resource Dependent	Near-Term	Public Works (Vision Zero & Transportation Engineering) / Police
		Safe System Pillar: Safer Roads			
6	Systematic Leading Pedestrian Intervals (LPI) & No Turn on Red (NTOR)	Deploy 3–7 second Leading Pedestrian Intervals (LPIs) and establish 24/7 No Right Turn on Red (NTOR) as default conditions across all signalized High-Injury Street (HIS) intersections (opt-out only via documented engineering exception). Prioritize implementation within 300 feet of schools, senior centers, parks, community centers, public pools, and high-pedestrian activity zones.	Tier 1 – Core Program	Near-Term	Public Works (Vision Zero & Transportation Engineering)
7	Intersection Safety Enhancements: Physical Daylighting, Turn Calming & Protected Left	Install physical daylighting barriers (bollards/curbs) and modular turn-slowing elements at High-Injury Street (HIS) intersections to slow and channel vehicle movements, improve visibility and predictability among all users of the roadway, and create more forgiving conditions when conflicts occur. Systematically convert permissive or protected-permissive left-turn phases to fully protected (green arrow only) signal phasing on multi-lane HIS corridors, prioritizing locations with documented left-turn collision histories.	Tier 1 – Core Program	Near-Term	Public Works (Vision Zero & Transportation Engineering)
8	Enhanced Midblock Crossings	Install enhanced crossing treatments—including RRFBs, PHBs, traffic signals, raised crossings, or other engineering-approved treatments—as appropriate for all uncontrolled midblock crossings on High-Injury Streets.	Tier 2 – Opportunity Driven	Near-Term	Public Works (Vision Zero & Transportation Engineering)
9	Bus Stop Bulbs	Consistent with the Transit First Policy Implementation Plan, establish a coordinated, citywide bus stop improvement framework to standardize safe boarding infrastructure. Install bus bulbs and 20ft daylighting treatments at prioritized transit stops to improve pedestrian visibility, reduce crossing distances, and facilitate in-lane boarding. Coordinate with AC Transit on design guidelines.	Tier 2 – Opportunity Driven	Near-Term	Public Works (Vision Zero & Transportation Planning & Transportation Engineering)
10	Vision Zero Repaving Safety Checklist	Establish a Vision Zero Safety Repaving Checklist to ensure proactive and reactive Vision Zero safety infrastructure for people of all ages and abilities are included with each repaving project. As part of the checklist, outline a City staff coordination process that establishes clear responsibilities and timelines across departments, including public works, police, and fire, to integrate a Safe System approach into routine street repaving.	Tier 1 – Core Program	Immediate/ Ongoing	Public Works (Vision Zero, Engineering, & Measure FF)

11	Mini-Sweeper Procurement	Purchase sweepers capable of maintaining protected bike lanes that only need bike lanes to be 6 feet to ensure usability, when purchasing new sweepers.	Tier 3 – Resource Dependent	Long-Term	Public Works (Fleet)
12	Curbside Management	Develop Curbside Management Guidelines and incorporate them into the Vision Zero Guidelines to eliminate severe crash risks caused by curbside conflicts, specifically addressing sightline obstructions at intersections and double-parking violations that impact bicycle and transit lanes. Integrate physical design controls (daylighting and commercial loading zones) with automated enforcement technology and camera-based monitoring along critical bike and transit corridors to eliminate sightline obstructions and ensure high compliance.	Tier 2 – Opportunity Driven	Long-Term	Public Works (Parking)
13	Pedestrian Crossing Lighting Upgrade	Establish a systemic program to audit and upgrade pedestrian crossing lighting to high-visibility, intersection-specific LED standards. Prioritize uncontrolled crosswalks on High-Injury Streets (HIS), near transit hubs, schools, senior centers, and within Equity Priority Areas (EPAs). Ensure all installations maximize pedestrian contrast and visibility during dawn, dusk, and nighttime hours.	Tier 1 – Core Program	Near-Term	Public Works (Vision Zero & Engineering)
14	State Highway Safety Coordination & Relinquishment Study	Formalize a programmatic coordination framework with Caltrans District 4 to streamline and accelerate encroachment permitting for quick-build and capital VZ safety interventions on State Routes 13 (Ashby Ave) and 123 (San Pablo Ave). Concurrently, evaluate the long-term feasibility, financial maintenance obligations, and legislative pathways for Caltrans relinquishment (transfer of control) of these segments to Berkeley's jurisdiction to secure full local design and speed-setting authority.	Tier 3 – Resource Dependent	Long-Term	Public Works / City Manager's Office (CMO)
		Safe System Pillar: Safer People			
15	School, Campus & Senior Safety Zones	Establish targeted safety zones with reduced speed limits and updated traffic signal timing, specifically extending pedestrian WALK signal durations and clearance intervals to provide pedestrians more time to cross, near senior centers, Berkeley Unified School District (BUSD) schools, and the University of California, Berkeley (UCB) campus. Establish automatic pedestrian recall at all signals in high-volume pedestrian zones	Tier 2 – Opportunity Driven	Near-Term	Public Works (Vision Zero & Transportation Engineering)
16	Micromobility Geofencing	Require operators to implement geofenced speed limits, sidewalk riding detection where technologically feasible, and designated slow-speed (schools, senior centers, parks, community centers, public pools, and high-pedestrian activity zones) or no-ride zones through permit conditions.	Tier 2 – Opportunity Driven	Ongoing	Public Works (Electric Mobility)
17	Scooter/Bike Corrals	Expand on-street bicycle and scooter parking corrals within high-demand areas, prioritizing the placement of corrals within intersection daylighting zones to preserve ADA sidewalk clearance and enhance pedestrian visibility.	Tier 2 – Opportunity Driven	Ongoing	Public Works (Transportation Parking, Electric Mobility)
18	Safe Routes to Schools (SR2S)	Coordinate with the Alameda CTC Safe Routes to School (SR2S) program to conduct and review School Safety Assessments (SSAs), update recommended school walking/biking routes to reflect existing and proposed safety enhancements, and integrate a Safe System approach and high-priority physical improvements identified in SSAs in project development and design.	Tier 2 – Opportunity Driven	Ongoing	Public Works (Transportation Planning) / BUSD / ACTC
19	Targeted HIS Enforcement	Target traffic enforcement on behaviors connected to fatal and severe injury collisions in Berkeley, with particular focus on High-Injury Streets. Continue and regularly update a collision data-driven enforcement strategy. Conduct traffic enforcement consistent with the City of Berkeley's Fair and Impartial Policing Policy.	Tier 2 – Opportunity Driven	Ongoing	Police
20	Vision Zero Education, Targeted Campaigns & Community Outreach	Develop and execute an equity-centered, data-driven Vision Zero public education and messaging program aligned with best practices. Shift away from passive or victim-blaming messaging to focus on speed management, yielding to vulnerable road users, and public awareness of key safety policy rollouts. Partner with UC Berkeley, BUSD, transit agencies, and local CBOs to conduct targeted, outreach along High Injury System corridors. Integrate safety and etiquette education for e-bikes, e-scooters, and micromobility users.	Tier 3 – Resource Dependent	Long-Term	Health, Housing & Community Services / Public Works / CMO / Police / Fire
		Safe System Pillar: Safer Vehicles			
21	Safer Fleet Vehicles	Update the City's fleet procurement policies to ensure that new vehicles purchased by departments include safety features, speed limiters, and are compatible with Safe System design. Require side guards on all new City trucks over 10k pounds and evaluate inclusion in large-scale franchised municipal service contracts to prevent underride fatalities. Prioritize high-vision cab designs for all new heavy vehicle replacements to eliminate blind spots.	Tier 2 – Opportunity Driven	Near-Term	Public Works (Fleet)

		Safe System Pillar: Safe System Management			
22	VZ Rapid Response Program	Refine and operationalize the Vision Zero Rapid Response Safety Project Protocol utilizing data from the renamed Fatal Accident Investigation Team. The protocol shall outline a two-phase framework: (1) immediate Public Works response for infrastructure repair and (2) a multidisciplinary site audit conducted by Public Works staff and Police Department crash investigators. Establish joint Safe System crash analysis training to ensure collision evaluations identify roadway design factors. Implement rapid-response quick-build projects at locations with recent severe and fatal collisions and proactively scale verified engineering treatments to locations across the city with identical geometric profiles to prevent systemic recurrence.	Tier 1 – Core Program	Immediate	Police; Public Works; Fire; CMO/Communications
23	Pre-Approved Design Toolbox; NACTO Street Design Standards & Guidance	Establish a pre-approved toolbox of traffic safety infrastructure design treatment improvements to streamline the implementation of projects. For quick-build projects, enable systematic countermeasure deployment across multiple locations with similar characteristics using treatments listed in the Quick Build Action Manual and design quick build projects on rolling basis where data shows necessity. Following Measure FF language, adopt NACTO street design standards, including applicable NACTO design guidance, as the City's default framework for street design and transportation projects to support safer, more multimodal, and context-sensitive streets. Integrate NACTO standards with applicable City policies, Municipal Code, State and Federal requirements, accessibility requirements, and other adopted technical standards, using engineering judgment where site-specific conditions require modification.	Tier 1 – Core Program	Ongoing	Public Works (Vision Zero & Transportation Engineering)
24	Police Crash Data Transparency	Build on the substantial progress already made by the Berkeley Police Department (BPD) through its existing Transparency Hub to maintain and improve public access to Berkeley crash data. Evaluate the Berkeley Police Department crash reporting system and identify opportunities to expand data reported publicly to align, where appropriate and legally permissible, with data available in the Statewide Integrated Traffic Records System, (e.g., lighting conditions; race, age, and sex of victims, etc.).	Tier 3 – Resource Dependent	Near-Term	Police / IT / PW
25	Vision Zero Project Evaluation & Reporting	Establish a consistent process for evaluating completed Vision Zero safety projects using before-and-after safety and operational measures and, where appropriate, equity measures. Publish project evaluation results through the Public Works/Vision Zero webpage and/or periodic Vision Zero reporting to document project performance, identify lessons learned, and inform future project prioritization and design.	Tier 1 – Core Program	Near-Term	Public Works (Vision Zero & Transportation Engineering)
26	Vision Zero Program Capacity	As the budget allows, expand the Vision Zero Program's delivery capacity beyond the current 1.0 VZ FTE to accelerate rollout of safety projects. Achieve this expansion through new dedicated hires or by formalizing partial VZ FTE Vision Zero tasks directly into the core work scopes and position descriptions of personnel in collaborating departments (including CMO, IT, Police, and Fire). This capacity expansion would improve the City's ability to advance and deliver high-priority Vision Zero actions and support implementation of the City's Quick-Build program. Conduct a citywide Vision Zero Action Plan assessment of existing staffing and funding capacity to complete Vision Zero action items. • Create a staffing matrix of existing and proposed staff for the delivery of high-priority Vision Zero action items. • Establish a milestone staffing and funding schedule to complete high-priority Vision Zero action items, including City and grant funds.	Tier 1 – Core Program	Immediate	HR / Public Works / CMO
27	Equity-Driven Capital Prioritization	Establish a scoring framework prioritizing capital projects on High-Injury Streets (HIS) intersecting with Equity Priority Communities (EPCs). Weigh safety investments serving vulnerable users (BUSD/UCB schools, senior centers, transit, high-ADA corridors) citywide. Track spending annually.	Tier 1 – Core Program	Immediate	PW

28	Safe System Staff Training; NACTO City Membership & Peer Exchange; Bay Area VZ Network; VZ Subcommittee Coordination; Inter-departmental and inter-agency VZ Integration	Establish an annual inter-departmental training program (delivered via qualified external experts or peer-vetted frameworks) for Police, Health, CMO, and Public Works Staff on Safe System fundamentals to ensure all City departments understand their role in VZ. Join the National Association of City Transportation Officials (NACTO), an association of North American cities and transit agencies improving city transportation through street design, policy, and project delivery. Authorize Vision Zero staff attendance at the annual Designing Cities Conference to ensure Berkeley is aligned with regional peers like Alameda, Fremont, Cupertino, Palo Alto, Oakland, San Francisco, and San Jose. This membership is a high-yield strategic investment where the $10,500 annual cost is marginal compared to the hundreds of professional staff hours saved by utilizing proven, peer-vetted national design templates rather than engineering unique solutions locally. With the Metropolitan Transportation Commission, Alameda County Transportation Commission, and Alameda County Department of Public Health, establish a peer-to-peer Bay Area Vision Zero Network for information-sharing coordinated regional safety messaging campaigns, and collaboration on countywide and regional initiatives such as a public health analysis of collision victim hospital data. Coordinate Vision Zero Action implementation with the members of the Transportation and Infrastructure Commission and with a cross-departmental Vision Zero Working Group: Utilize the Vision Zero Advisory Committee and/or the Transportation Infrastructure Commission - Ad-Hoc Vision Zero Subcommittee Develop protocol for City staff to incorporate Vision Zero goals and actions into plan and policy updates of all departments and look for opportunities to integrate Vision Zero into workplans of partner institutions, such as UC Berkeley. Institutionalize the Safe System Approach by integrating Vision Zero principles into departmental policies, standard operating procedures, project development processes, annual work planning, and staff onboarding to ensure long-term organizational continuity beyond individual staff or leadership changes.	Tier 2 – Opportunity Driven	Ongoing	HR / Public Works; CMO
29	Fire Response Standards & Vision Zero Coordination	Continue coordinating with the Fire Department to incorporate and periodically revisit Standards of Coverage findings and fire-response considerations as part of Vision Zero planning and project development. Support an iterative process to improve emergency response while advancing safer street design, using data, operational experience, and project-specific analysis to identify and address potential conflicts between fire access and Vision Zero improvements.	Tier 2 – Opportunity Driven	Ongoing	Fire / Public Works (Vision Zero)

Column D — Implementation Tier: Identifies the level of priority and implementation commitment for each action. Tier 1 actions are core components of Berkeley's Vision Zero program; Tier 2 actions should generally be advanced when opportunities, funding, partnerships, or existing programs allow; Tier 3 actions require additional resources, external action, or other conditions before full implementation is feasible.

Column E — Implementation Horizon: Identifies when the City can realistically begin advancing an action and the anticipated period for substantial progress. The horizon is not a commitment to fully implement an action within that timeframe and depends on available staffing, funding, grants, capital programs, and partner-agency coordination.

Column F — Lead Department: Identifies the City department or departments primarily responsible for advancing or coordinating the action. A lead department does not necessarily mean that department is responsible for providing all funding, staffing, design, construction, enforcement, or other resources needed for implementation.