



**SAFE STREETS CITIZENS OVERSIGHT COMMITTEE
REGULAR MEETING**

**Thursday, April 9, 2026
6:00 - 8:00 PM**

North Berkeley Senior Center
1901 Hearst Ave, Berkeley, CA
94709 Gooseberry Room

AGENDA

A. Preliminary Business

1. Call to order
2. Land Acknowledgement (Attachment 1)
3. Roll Call
4. Public comment on items not on the agenda

B. Discussion/Action Items

5. Adoption of the minutes from 11/19 Meeting (Attachment 2)
6. Discussion and potential adoption of Chair and Vice Chair Election Schedule that meets fiscal year calendar- *Secretary*
7. Potential Election of Chair and Vice Chair- *Secretary*

C. Information Items (90 minutes)

8. Informational Presentation on framework for meeting the pavements condition, sidewalk repair, and fatal and severe crashes in the City.- *Candise Almendral, Program Manager, Measure FF* (Attachments 3)
9. Informational Presentation on filling positions in Public Works Measure FF staffing plan and expenditures on projects which received funding from City Council in the FY 2025-26 budget.- *Wahid Amiri, Interim Director, Public Works*

D. Items for Future Agendas

10. These items are not scheduled for discussion or action at this meeting. The Commission may schedule these items to the Action Calendar of a future Commission meeting.
 - a. Informational Presentation on Review of the FY 2027-31 CIP projects related to streets, sidewalks, safety improvements and environmental enhancements. (*Pending Council adoption of FY 2027-31 CIP- Meeting date uncertain*)

E. Communications

F. Adjournment

Attachments:

- 1. Land Acknowledgement
- 2. Minutes from November 19, 2025, Meeting
- 3. Draft Measure FF Pavement Rehabilitation Policy
- 4. Communications

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*This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953. Any member of the public may attend this meeting. Questions regarding this matter may be addressed to Commission Secretary, Amanda Montez, (510) 981-6317, [amontez@berkeleyca.gov](mailto:amontez@berkeleyca.gov).*

*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 Public Works Department located at 2180 Milvia Street, 3<sup>rd</sup> Floor.*



**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 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.

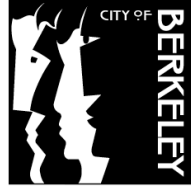
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 I hereby certify that the agenda for this regular/special meeting of the Berkeley City Commission on Commissions was posted at the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way, as well as on the City’s website, on October 31, 2025.

Commission Secretary Amanda Montez
 Senior Management Analyst, Department of Public Works

ATTACHMENT 1

Land Acknowledgement Statement

The City of Berkeley recognizes that the community we live in was built on the territory of xučyun (Huchiun (Hooch-yoon)), the ancestral and unceded land of the Chochenyo (Cho-chen-yo)-speaking Ohlone (Oh-low-nee) people, the ancestors and descendants of the sovereign Verona Band of Alameda County. This land was and continues to be of great importance to all of the Ohlone Tribes and descendants of the Verona Band. As we begin our meeting tonight, we acknowledge and honor the original inhabitants of Berkeley, the documented 5,000-year history of a vibrant community at the West Berkeley Shellmound, and the Ohlone people who continue to reside in the East Bay. We recognize that Berkeley's residents have and continue to benefit from the use and occupation of this unceded stolen land since the City of Berkeley's incorporation in 1878. As stewards of the laws regulating the City of Berkeley, it is not only vital that we recognize the history of this land, but also recognize that the Ohlone people are present members of Berkeley and other East Bay communities today. The City of Berkeley will continue to build relationships with the Lisjan Tribe and to create meaningful actions that uphold the intention of this land acknowledgement.



**SAFE STREETS CITIZENS OVERSIGHT COMMITTEE
REGULAR MEETING**

**Wednesday, November 19, 2025
6:00 PM**

North Berkeley Senior Center
1901 Hearst Ave, Berkeley, CA 94709
Gooseberry Room

DRAFT MEETING MINUTES

A. Preliminary Business

1. Call to order- 6:03PM
2. Land Acknowledgement (Attachment 1)
3. Roll Call
Commissioners Present: Rena Fischer, Ben Gerhardstein, Sybil Hatch, Arsh Singh Hothi, Douglas Legg, Liza Lutzker
Commissioner Absent: Zachary Fraser (Alternate), Misha Kesselman
City Staff Present: Terrance Davis, Director of Public Works; Wahid Amiri, Deputy Director of Public Works; Ron Nevels, City Engineer; Amanda Montez, Senior Management Analyst in Public Works (Commission Secretary); Marrk Callier, Senior Management Analyst in Public Works; Carmen Valdez, Retired Annuitant in Public Works.
4. Public comment on items not on the agenda
Two members of the public spoke.

B. Discussion/Action Items

5. Approval of minutes from July 2, 2025, Meeting (Attachment 2)- *Secretary*
Public Speakers-0

Action: M/S/C (Hothi/Hatch) To approve and adopt the Draft Meeting Minutes from the July 2, 2025 Meeting with corrected spellings of commissioner names.
Voice Vote: Ayes:6; Noes: None; Abstain: None; Absent: Fraser, Kesselman

6. Discussion of Report from Subcommittee on FY 25-26 Workplan (Attachment 3) - *Subcommittee Chair*
Public Speakers- 1

7. Adoption of the FY25-26 Workplan and Information Report to Council- *Chair*
Public Speakers- 0

Action: M/S/C (Gerhardstein/Lutzker) To adopt the Workplan and submit it to Council with the following edit:

Edit the second bullet of the section titled "January/February" to read:

"Presentation by Public Works on their framework and plan for evaluating progress toward meeting the pavement condition, sidewalk repair and fatal and severe crash elimination (Vision Zero) goals in the City."

Voice Vote: Ayes:6; Noes: None; Abstain: None; Absent: Fraser, Kesselman

8. Discussion, selection and adoption of the 2026 SSCOC Meeting Calendar (Attachment 4)- *Secretary*
Public Speakers- 0

Action: M/S/C (Gerhardstein/Lutzker) To adopt a meeting schedule for 2026 with the following dates scheduled from 6-7:30PM:

February 26, 2026; May 7, 2026; and October 22, 2025

Voice Vote: Ayes:6; Noes: None; Abstain: None; Absent: Fraser, Kesselman

C. Information Items

9. Informational Presentation on Implementation for Phase 1 of Measure FF, the SAFE STREETS Initiative- *Public Works Director, Terrance Davis*
Presentation attached to the Draft Minutes at Attachment 5

Action: M/S/C (Gerhardstein/Lutzker) To extend the meeting closure from 7:30 to 8PM.

Voice Vote: Ayes:6; Noes: None; Abstain: None; Absent: Fraser, Kesselman

Action: M/S/C (Gerhardstein/Hothi) To extend the meeting closure from 8PM to 8:15PM.

Voice Vote: Ayes:6; Noes: None; Abstain: None; Absent: Fraser, Kesselman

Action: M/S/C (Hothi/Hatch) To extend the meeting closure from 8:15PM to 8:20PM.

Voice Vote: Ayes:6; Noes: None; Abstain: None; Absent: Fraser, Kesselman

D. Items for Future Agendas

These items are not scheduled for discussion or action at this meeting. The Commission may schedule these items to the Action Calendar of a future Commission meeting.

None proposed.

E. Communications

None.

F. Adjournment- 8:17PM

Action: M/S/C (Hothi/Gerhardstein) To adjourn the meeting.

Voice Vote: Ayes:6; Noes: None; Abstain: None; Absent: Fraser, Kesselman

Attachments:

1. Land Acknowledgement
2. Minutes from July 2, 2025, Meeting
3. Subcommittee Report and FY 25-26 Workplan
4. Proposed 2026 SSCOC Meeting Calendar

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Commission Secretary Amanda Montez
Senior Management Analyst, Department of Public Works

Measure FF Pavement Rehabilitation Policy

1. Purpose and Scope

This policy establishes the framework for prioritizing and delivering pavement rehabilitation, roadway resurfacing, sidewalk repair, and associated safety and environmental improvements using Measure FF revenues. Measure FF is a 14-year special parcel tax generating approximately \$15 million annually to improve Berkeley's streets, sidewalks, and pedestrian paths; raise the Pavement Condition Index (PCI) to 70* by 2036; eliminate the sidewalk compliance backlog; and advance Vision Zero safety priorities. Planning and prioritization may leverage regional tools such as the Metropolitan Transportation Commission's (MTC) StreetSaver system as a supporting analytical input, in conjunction with the City's Measure FF - specific prioritization rubric.

To achieve maximum systemwide improvements as quickly as possible, Measure FF projects will be implemented concurrently with the City's existing five-year street rehabilitation program and will operate independently from the City's standard paving policy. This approach allows Measure FF to accelerate improvements on the City's most deteriorated and deferred assets while maintaining continuity with ongoing capital delivery efforts.

All work funded through Measure FF shall support and be consistent with relevant City plans and policies, including Vision 2050, Vision Zero, the Pedestrian Plan, the Bicycle Plan, and the Green Infrastructure Plan.

2. Guiding Assumptions

- Applies to roadway surfaces, sidewalks, pedestrian paths and signals
- Supports Vision 2050, Vision Zero, Pedestrian Plan, Bicycle Plan, Green Infrastructure Plan
- Project delivery must follow "dig once," coordination with utilities, and design best practices (Federal Highway Administration, Manual on Uniform Traffic Control Devices, Caltrans, National Association of City Transportation Officials, etc.)
- Streets shall be treated equitably, with additional weight for Communities of Concern and historically underserved areas

3. Measure FF Funding Framework

- Generates approximately \$15 million per year for 14 years
- Allocations per ballot measure:
 - 45 percent roads/pavement,
 - 15 percent sidewalks,
 - 30 percent safety,
 - 10 percent environmental/Green Infrastructure and admin/soft costs
- Must maintain \$15.3 million baseline non-FF street maintenance funding
- Funds may pay for staff time, audits, utility coordination, and required planning updates
- For the purpose of this policy:
 - **Roadways:** Include all public street surfaces, designated lanes for vehicles, transit, and bicycles

Measure FF Pavement Rehabilitation Policy

- **Sidewalks:** Include the paved or unpaved areas between the curb and the adjacent property line intended for pedestrian use
- **Pedestrian Paths:** Include off-street multi-use paths and dedicated pathways primarily for pedestrian travel

4. Program Goals

By Dec 31, 2036:

- Prioritize rehabilitation of streets in poor condition (Pavement Condition Index (PCI) < 50), consistent with the Measure FF ordinance, with the objective of eliminating severely deferred streets and preventing further deterioration. This focus allows flexibility to advance streets that may not otherwise rank highly under the standard paving policy but represent the greatest need.
- Raise the citywide average PCI to 70* or greater, with a long-term goal of ensuring no street segment remains below PCI 50.
- Eliminate the backlog of non-compliant sidewalks and pedestrian paths, prioritizing locations with documented accessibility barriers and safety risks.
- Significantly reduce killed or severely injured (KSI) crashes.
- Deliver improvements consistent with sustainability, climate resilience, ADA compliance, and multimodal mobility.

5. Project Prioritization Rubric

Total 100 points.

- A. Asset Condition and Lifecycle Efficiency — 25 pts
- B. Equity and Community Access — 10 pts
- C. Safety / Vision Zero — 20 pts
- D. Neighborhood / Local Street Fairness — 20 pts
- E. Roadway Network / Transit / Multimodal Function — 10 pts
- F. Sidewalk / ADA Opportunities — 10 pts
- G. Utility Coordination and Project Readiness — 5 pts

6. Planning & Delivery Requirements

- Maintain a rolling 5-year Rehabilitation Program
- Coordinate paving with safety upgrades unless substantial evidence shows no feasible improvements
- Match projects to adopted city plans and policy documents
- Use life-cycle cost analysis for paving treatments

7. Performance Metrics & Reporting

Annual reporting shall include:

- Lane-miles paved, PCI changes, cost per mile by pavement treatment
- 5-year CIP and paving schedule
- Sidewalk backlog reduction metrics
- Safety project delivery
- Environmental improvements, tree plantings, GI deliverables
- Dashboard and SAFE STREETS Citizen Oversight Committee (SSCOC) annual review

Measure FF Pavement Rehabilitation Policy

8. Oversight and Accountability

- SSCOC monitors spending and performance.
- City Auditor conducts independent performance audits every 3 years.
- Public input workshops every three years and ongoing Transportation and Infrastructure Commission review.

** Modeling indicates that the level of Measure FF funding, combined with the existing backlog, is insufficient to reach a citywide PCI of 70 by 2036. Nevertheless, Measure FF will significantly improve pavement conditions compared to projections without the additional investment from Measure FF and reduce maintenance liabilities across the network.*

DRAFT

Safe Streets Citizen Oversight Committee

Communications

4.9.26 Meeting

From: [Todd Andrew](#)
To: [Berkeley Mayor's Office; All Council](#)
Cc: [May, Keith; Sprague, David A.; transportation; Planning Commission; Office of the Director of Police Accountability; Safe Streets Citizen Oversight Committee; Helmbrecht, Mark](#)
Subject: Fire & Street Safety Protocols
Date: Monday, December 1, 2025 7:44:03 PM

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mme. Mayor & Councilmembers,

Please reject any proposals to allow one city agency or body to unilaterally block street safety measures in Berkeley.

It should go without saying that the first duty of any governmental body is to ensure the safety of its charges.

But the relative merits of measures to ensure their safety should be up for debate, not based on standards that have been determined to be outmoded, unnecessary, or even contradictory to their safety in other jurisdictions.

Respect and admiration for public safety leadership in Berkeley, including the Fire and Police Departments, is not at issue. I think we can all agree we are fortunate to have them.

But not even the Mayor has veto power in Berkeley. It would be most unfortunate if veto power were to be given to another authority.

Thank you for your kind attention, and thank you for your service.

Best,
Todd Andrew
District 5
Hopkins/Monterey



February 21, 2026

Safe Streets Citizen Oversight Committee (SSCOC)
Amanda Montez, Public Works
2180 Milvia Street, 3rd Floor
Berkeley, CA, 94704

Re: City of Berkeley Traffic Signal Modernization and Priority

Dear SSCOC,

The Berkeley Fire Department's (BFD) Street Trauma Prevention Program (STPP) submits this letter in support of traffic signal modernization and prioritization. This priority represents an important component of Berkeley's broader safe streets and public safety investments through Public Works' Measure FF funding, given its cross-cutting relevance to transportation safety, emergency response effectiveness, and community resilience.

Between 2019 and 2025, the BFD's annual call volume increased from 15,720 to 17,659 incidents, with approximately 65% of them being medical emergencies. Over this seven-year period, BFD responded to incidents and provided 9,212 critical life-saving medical interventions, managed 337 cardiac arrests, extinguished 240 building fires, and responded to 1,164 auto-versus-pedestrian or bicyclist incidents with 21 pedestrian and bicyclist fatalities.

Emergency response is fundamentally governed by time. In cardiac arrest cases, each minute of delayed defibrillation reduces survival probability by approximately 7–10%. Comparable time sensitivity is observed across many conditions routinely treated by BFD, including respiratory failure, stroke, sepsis, anaphylaxis, and circulatory shock. In fire incidents, conditions can transition to flashover within 6–9 minutes, dramatically reducing survivability and increasing risk to both occupants and firefighters. Street trauma outcomes similarly demonstrate steep increases in fatality risk when response times increase to 12 minutes compared to 7.

DAVID SPRAGUE / FIRE CHIEF
2100 MARTIN LUTHER KING JR WAY 510.981.3473
DSPRAGUE@BERKELEYCA.GOV



BFD supports traffic calming and street design strategies intended to reduce severe and fatal injuries without compromising response times to all life-saving emergencies. Traffic signal preemption technologies represent one of the few interventions capable of advancing both goals simultaneously. Intelligent signal systems can:

- **Offset elongated response times that have already, or will occur, from traffic calming and street designs,**
- Reduce intersection conflicts and exposure to intersection-related risks and delays,
- Enhance safe multimodal traffic operations and management,
- Improve network efficiency for a timely and safer response when installed on primary emergency routes,
- Provide priority for emergency vehicles without changing roadway designs or compromising traffic-calming strategies, and
- Expand evacuation and emergency movement capacity.

As we collectively aim to save lives on all sides of this issue, when these technologies are deployed, they can help reduce avoidable response delays and support safer, methodical traffic management for all road users.

Berkeley's current signal infrastructure, largely based on legacy analog and copper-based communications, presents inherent limitations in supporting adaptive, real-time traffic management strategies. Planned modernization efforts, including migrating to fiber-connected systems and enhancing traffic operations capabilities, offer an opportunity to strengthen our system reliability, traffic safety, and operational efficiency. Furthermore, case studies of jurisdictions that deployed **these technologies showed that emergency response times reduced by 42-70 seconds, which is substantial.** A DOT study listed that, on average, response time decreased from 7 to 1 second per intersection after EVP implementation¹.

Building on our longstanding collaboration with Public Works, BFD is extending our support to prioritize citywide adoption of signal prioritization, particularly on identified primary emergency response routes, through the 5-year CIP process using Public Works' Measure FF funding.

Lastly, BFD values SSCOC's commitment to advising on solutions that protect lives. From a public safety perspective, traffic signal modernization represents a core street safety



investment and a strategy that supports both injury prevention and time-critical emergency response.

In service,

A handwritten signature in blue ink, appearing to read "Dan Sprague".

DAVID SPRAGUE / FIRE CHIEF
2100 MARTIN LUTHER KING JR WAY 510.981.3473
DSPRAGUE@BERKELEYCA.GOV