

SAFE STREETS CITIZENS OVERSIGHT COMMITTEE (SSCOC) REGULAR MEETING AGENDA

**Thursday, October 22, 2026
6:00 PM**

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

Commission Members:

Chair Douglas Legg, Vice-Chair Vacant, Commissioner Naveen Gattu, Commissioner Ben Gerhardtstien, Commissioner Rena Fischer, Commissioner Sybil Hatch, Commissioner Michael (Misha) Kesselman, Commissioner Liza Lutzker

This meeting will be conducted in a hybrid model with both in-person and virtual attendance. Attend this meeting remotely using [Zoom](#). To request to speak, use the “raise hand” function in Zoom. To join by phone: Dial **1-669-254-5252 or 1-833-568-8864 (Toll Free)** and enter **Meeting ID: 878 5464 0214**. To provide public comment, Press *9 and wait to be recognized by the Chair. To submit a written communication for the public record, email SSCOC@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 Commission Secretary Candise Almendral, (510) 981-7091, SSCOC@berkeleyca.gov.

Preliminary Matters

Call to Order

Roll Call

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

Public Comment on Non-Agenda Matters

Minutes for Approval

Draft minutes for the Commission's consideration and approval.

1. Minutes of June 10, 2026 Meeting

From: Commission Secretary

Recommendation: Approve the draft minutes of the June 10, 2026 meeting.

Chairperson's Report

The Commission Chair may make announcements or provide information to the Commission in the form of an oral report. The Commission will not take action on such items but may request the items be placed on a future agenda for discussion.

Commission Action Items

*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.***

2. Fiscal Year 26-27 Officer Election:

From: Secretary

Recommendation: Nominate and elect a Chair and Vice Chair to serve for the 2026-2027 fiscal year.

3. Discussion and adoption of 2027 Meeting Calendar

From: Secretary

Recommendation: Review proposed meeting calendar options, discuss, and adopt a 2027 meeting calendar

4. Review draft Fiscal Year 2025-2026 Annual Report and Information Report to City Council

From: Annual Report subcommittee

Recommendation: Review and approve the 2025-2026 Annual Report and information report to City Council.

5. Review draft Fiscal Year 2026-2027 Workplan Information Report to City Council

From: Workplan subcommittee

Recommendation: Review and approve the 2026-2027 Workplan and information report to City Council.

Information Items

6. Update on administration and program

From: Staff

Adjournment

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 Public Works Department located at 1947 Center St, 6th 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 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 SAFE STREETS CITIZENS OVERSIGHT COMMITTEE meetings are available upon request. Please contact the Commission Secretary at SSCOC@berkeleyca.gov or (510) 981-7091 to obtain a recording.

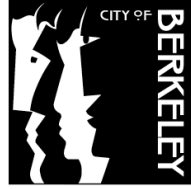
Certification of public posting

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 October 15, 2026.

Commission Secretary Candise Almendral
Program Manager, Department of Public Works

Communications

1. **BAROW Comments on Hopkins Proposal** Lisa Chow on behalf of Berkeleyans for Accessible Rights-of-Way (BAROW)
2. **Measure FF spending on Berkeley's paths** Janet Byron
3. **Draft Safety and Environmental Justice Elements** Katie Van Dyke



**SAFE STREETS CITIZENS OVERSIGHT COMMITTEE (SSCOC)
REGULAR MEETING
MEETING MINUTES**

Wednesday, June 10, 2026 - 6:00 PM
South Berkeley Senior Center 2939 Ellis Street
Dining Room

Written communications submitted by mail or e-mail to the SSCOC by 5:00 p.m. the day before the meeting will be distributed in person to the members of the Committee at the meeting and retained as part of the official record.

Public comment policy: Members of the public may speak on any items on the Agenda and items not on the Agenda during the initial Public Comment period. Members of the public may also comment on any item listed on the agenda as the item is taken up. Members of the public may not speak more than once on any given item. The Chair may limit public comments to 2 minutes or less.

1. Call to order- 6:01PM

2. Roll call

Commissioners Present: Rena Fischer, Zachary Fraser (Alternate), Ben Gerhardstein, Sybil Hatch (Remote), Arsh Singh Hothi, Douglas Legg, Misha Kesselman

Commissioner Absent: Liza Lutzker (Excused Absence)

City Staff Present: Wahid Amiri, Interim Director of Public Works; Amanda Montez, Senior Management Analyst in Public Works (Commission Secretary); Jeffery Glover, Administrative and Fiscal Services Manager; Terrence Salonga, Supervising Civil Engineer; Candise Almendral, Project Manager; Manoj Madhavan, Principal Program Manager; Pejman Mehrfar, City Engineer.

3. Land Acknowledgement (Attachment 1)

4. Approval of Minutes from the April 22, 2026, Meeting (Attachment 2)

ACTION: M/S/C (Hothi/Gerhardstein) To approve and adopt the Draft Meeting minutes from November April 22, 2026, with no corrections.

Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Lutzker

No public comment on this item.

5. Public Comment (on items not on the agenda)

Two members of the public spoke.

5. Chair Updates to Meeting Communications – Chair Douglas Legg

- a. Public Comment
- b. Communications
- c. Commissioner Discussion Process

No public comment on this item.

6. Presentation: Fiscal Review for 2025-2026 Annual Report - Jeffery Glover, Public Works Staff

- a. All budgeted projects from the closing fiscal year and materials for review (Attachment 3)

No public comment on this item.

7. Action: Create Temporary Ad-Hoc Committee to draft FY 2025-2026 Annual Report and Appoint Members

ACTION: M/S/C (Gerhardstein/Kesselman) To create the AdHoc Committee to draft the FY2025-2026 Annual Report and appoint Commissioners Fischer, Frasier and Gerhardstein to the AdHoc Committee.

Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Lutzker

No public comment on this item.

8. Presentation: Preview of information to track for coming 2027/2028 Workplan and Annual Report - Jeffery Glover, Manoj Madhavan, and Terrence Salonga, Public Works Staff

- a. Review of the proposed CIP's Measure FF Funds (Attachment 4)
- b. Review PCI projections based on Measure FF and the new 5-year Paving Plan (Attachment 5)

Two members of the public provided public comment.

9. Action: Create Temporary Ad-Hoc Committee for 2027-2028 FY Workplan and Appoint Members (Attachment 6)

ACTION: M/S/C (Gerhardstein/Hothi) To create the Ad-Hoc Committee for 2027-2028 FY Workplan and appoint Commissioners Fischer, Legg, and Lutzker, to the AdHoc Committee.

Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Lutzker

No public comment on this item.

10. Communications (Attachment 7)

11. Adjournment- 7:55

ACTION: M/S/C (Hothi/Kesselman) To adjourn the meeting.

Voice Vote: Ayes: 6; Noes: None; Abstain: None; Absent: Lutzker

Attachments:

- 1. Land Acknowledgement
- 2. Meeting Minutes from April 22, 2026 Meeting

3. Presentation: Fiscal Review for 2025-2026 Annual Report
4. Review of the proposed CIP's Measure FF Funds
5. Review PCI projections based on Measure FF and the new 5-year Paving Plan
6. SSCOC 2025-2026 Workplan
7. Communications
8. ADDITIONAL ATTACHMENT FROM MEETING- Measure FF - Proposed Street Segments for Repair Work in the Next 5 Years (FY 2027 - FY 2031)- SEE ATTACHED

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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).*

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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 June 2, 2026.

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

**Measure FF - Proposed Street Segments for Repair Work in the Next 5 Years
(FY 2027 - FY 2031)**

Cedar McGee Street Rehab Project – Fund Year 2027		
Road	Begin	End
Cedar Street	Martin Luther King Jr Way	Sacramento Street
McGee Avenue	Rose Street	Cedar Street
McGee Avenue	Cedar Street	Virginia Street
McGee Avenue	Virginia Street	Ohlone Park
Vine Street	Edith Street	Grant Street
Vine Street	Grant Street	Martin Luther King Jr Way
Josephine Street	Cedar Street	Virginia Street
Eola Street	Virginia Street	Francisco Street
Buena Avenue	McGee Avenue	Cypress Street

Parker Carleton Street Rehab Project – Fund Year 2027		
Road	Begin	End
Carleton Street	Mathews Street	Sacramento Street
Carleton Street	Sacramento Street	Martin Luther King Jr Way
Carleton Street	Martin Luther King Jr Way	Milvia Street
Carleton Street	Milvia Street	Shattuck Avenue
Carleton Street	Shattuck Avenue	Fulton Street
Carleton Street	Fulton Street	Telegraph Avenue
Carleton Street	Telegraph Avenue	Dead End
Burnett Street	San Pablo Avenue	Mabel Street
Mathews Street	Carleton Street	Ward Street
Parker Street	Mabel Street	Sacramento Street
Blake Street	Mabel Street	Sacramento Street

**Measure FF - Proposed Street Segments for Repair Work in the Next 5 Years
(FY 2027 - FY 2031)**

Henry Sutter Street Rehab Project – Fund Year 2028		
Road	Begin	End
Shattuck Avenue	Rose Street	Vine Street
Shattuck Pl	Rose Street	Shattuck Avenue
Henry Street	Eunice Street	Rose Street
Sutter Street	Del Norte Street	Eunice Street
Shattuck Avenue	Eunice Street	Rose Street
Berryman Street	Milvia Street	Henry Street

Shattuck Ward Street Rehab Project – Fund Year 2029		
Road	Begin	End
Ward Street	Shattuck Avenue	Fulton Street
Ward Street	Fulton Street	Ellsworth Street
Ward Street	Ellsworth Street	Telegraph Avenue
Walker Street	Derby Street	Ward Street
Stuart Street	Adeline Street	Shattuck Avenue
Oregon Street	Shattuck Avenue	Fulton Street
Russell Street	Shattuck Avenue	Fulton Street
Russell Street	Fulton Street	Telegraph Avenue
Lorina Street	Russell Street	Ashby Avenue
Wheeler Street	Russell Street	Ashby Avenue
Howe Street	Ellsworth Street	Telegraph Avenue

**Measure FF - Proposed Street Segments for Repair Work in the Next 5 Years
(FY 2027 - FY 2031)**

63rd Emerson Street Rehab Project – Fund Year 2030		
Road	Begin	End
63 rd Street	Martin Luther King Jr Way	East City Limit
Dover Street	Alcatraz Avenue	South City Limit
62 nd Street	Martin Luther King Jr Way	East City Limit
62 nd Street	West City Limit	Adeline Street
Martin Luther King Jr Way	63 rd Street	Martin Luther King Jr Way
Emerson Street	Shattuck Avenue	Wheeler Street
Essex Street	Shattuck Avenue	Wheeler Street
Shattuck Avenue	Ashby Avenue	South City Limit
Tremont Street	Emerson Street	South City Limit

Edwards Byron Street Rehab Project – Fund Year 2031		
Road	Begin	End
Edwards Street	Bancroft Way	Dwight Way
Byron Street	Channing Way	Dwight Way
Valley Street	North Dead End	Dwight Way
Chaucer Street	San Pablo Avenue	Curtis Street
Curtis Street	University Avenue	Dwight Way
Addison Street	San Pablo	Curtis Street
Addison Street	Browning Street	Sacramento Street
Allston Way	San Pablo Avenue	Strawberry Creek Park

SAFE STREET Citizen Oversight Committee

October 22, 2026

Agenda Item 3

Proposed Meeting Calendar for 2027

Staff recommend the SAFE STREETS Citizen Oversight Committee adopt a quarterly meeting schedule at a generally predictable occurrence. For example:

Generally, the 3rd Monday of each quarter:

- January 25
- April 19
- July 19
- October 25

Generally, the 3rd Wednesday of each quarter:

- January 20
- May 5
- July 21
- October 27

Generally, the 4th Thursday of each quarter:

- January 28
- May 13
- July 22
- November 4

All proposed dates are for a meeting that would be scheduled from 6-8pm.

Considerations:

Religious and cultural observance

City Council generally meet the 2nd and 4th Tuesday of each month when in session

Commission on Disability generally meet on the 2nd Wednesday of each month

Environmental and Climate Commission generally meet on the 4th Wednesday of each month

Transportation and Infrastructure Commission generally meet 3rd Thursday of each month

Staff availability



Measure FF: SSCOC

INFORMATION CALENDAR

DATE:

To: Honorable Mayor and Members of the City Council
From: SAFE STREETS Citizen Oversight Committee (SSCOC)
Submitted by: Douglas Legg, Chairperson, SSCOC
Subject: SSCOC Annual Report on Measure FF for FY25–26

INTRODUCTION

The SAFE STREETS Citizen Oversight Committee (SSCOC) submits its first Annual Report on Measure FF for FY25–26 (July 1, 2025–June 30, 2026) as Attachment 1 of this report to Council. The annual report presents the Committee’s independent review of the program’s initial year, including information available on revenue, expenditures, implementation to date, and the Committee’s views and recommendations for future implementation. This report seeks to fulfill Berkeley Municipal Code Section 7.11.040(F), which requires the Committee to prepare an annual independent report of progress and performance, submit it to Council and make it available on the City’s website.

CURRENT SITUATION AND ITS EFFECTS

The FY25-26 Annual Report and Report to Council were adopted at the DATE meeting of the SSCOC:

Action: M/S/C (NAME/NAME) To adopt the FY25-26 draft Annual Report/Report to Council and submit it to Council [if needed, with the following edits:
XXXXXXXXXXXXX.]

Voice Vote: Ayes: ; Noes: ; Abstain: ; Absent:

This is the first reporting year for Measure FF. During FY25–26, the City began implementing Measure FF, developed its project pipeline, and added staff capacity to carry out the work. Measure FF spending was therefore limited to this and completion of the City’s Daylighting project, a street safety improvement required by Assembly Bill 413. This report accesses the year’s financial activity in that startup context.

BACKGROUND

Berkeley voters approved Measure FF in November 2024 to fund repair, repaving, and reconstruction of streets, sidewalks, and pedestrian paths; safety improvements; environmental enhancements and other costs allowed. (See the Introduction of the attached annual report for complete details.) The measure directs that tax proceeds be used for these purposes within the City.

Measure FF's goals for December 31, 2036 are to:

1. Raise the citywide Pavement Condition Index (PCI) to at least 70, ideally with no street below 50;
2. Eliminate the backlog of damaged sidewalks and pedestrian paths;
3. Significantly reduce or eliminate fatal and severe traffic crashes, particularly those involving people walking or bicycling; and
4. Pursue these outcomes using best practices, implementing City policies and plans, ensuring accessibility for all users, improving the sustainability and resilience of the public right-of-way, and benefiting the entire community.

The SSCOC reviews expenditures and progress reports from the Public Works Department, City Manager, and City Auditor, assesses spending against Measure FF's intent, evaluates progress toward its goals, and issues independent public findings. The City Manager separately reports annual performance metrics and outcomes to Council and the Committee. See Berkeley Municipal Code Sections 7.11.040(A), (F) and 7.11.050(B).

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Measure FF authorizes environmental enhancements to streets, sidewalks and pedestrian paths and calls for progress on green infrastructure, tree planting, climate resilience, and changes in travel mode to be reported.

Improved PCI enhances the sustainability and resiliency of Berkeley's public right-of-way and provides benefits to Berkeley's entire community with reduced emissions through better vehicle mileage, improved drainage to the bay, green infrastructure improvements, and safer roads to encourage fewer cars, increased pedestrian and bicycle use.

POSSIBLE FUTURE ACTION

None at this time.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

None at this time.

CONTACT PERSON

Candise Almendral, Public Works, (510) 981-7091, SSCOC@berkeleyca.gov

Attachment 1: SSCOC FY25–26 Annual Report [\[attach Committee-accepted version\]](#)

Measure FF:

SAFE STREETS Citizens Oversight Committee Annual Report

The Role of the SAFE STREETS Citizen Oversight Committee

The SAFE STREETS Citizen Oversight Committee (SSCOC) evaluates implementation of Measure FF against Berkeley Municipal Code Chapter 7.11, and applicable City plans and policies. The SSCOC is charged with reviewing expenditures and progress reports from the City Manager, City Auditor, and Public Works Department to assess compliance with Measure FF, evaluating the impacts and outcomes of expenditures on the measure's stated goals, and reporting its findings to the public and City Council through this annual report. To carry out these responsibilities, the Committee met four times during FY25–26: July 2, 2025; November 19, 2025; April 22, 2026; and June 10, 2026.

Authorized Uses of Measure FF Funds

Measure FF revenues are dedicated to improving Berkeley's streets, sidewalks, and pedestrian paths. Authorized expenditures fall principally within three categories:

1. **Repair, repaving, and reconstruction** of streets, sidewalks, and pedestrian paths;
2. **Safety improvements** intended to reduce collisions, injuries, and fatalities; and
3. **Environmental enhancements** associated with the public right-of-way. This funding category also includes the expenditures outlined in the following paragraph.

Measure FF permits specified expenditures necessary to implement and oversee the program. These include required fees, audits, planning activities, public engagement, and program administration. City staff costs charged to Measure FF must be actual and verifiable, and must involve work on, or work necessary and incidental to Measure FF-funded projects or the measure's public-input, oversight, and accountability requirements. In this annual report, the SSCOC considers whether Measure FF expenditures fall within these authorized purposes and are adequately documented.

Allocation of Measure FF Revenues

Measure FF directs that funds be allocated approximately as follows:

- **45% Streets:** repair, repaving, and reconstruction of streets.
- **15% Sidewalks and pedestrian paths:** repair of damaged sidewalks and pedestrian paths until the backlog is eliminated.
- **30% Safety improvements:** upgrades to streets, sidewalks, and pedestrian paths intended to reduce collisions, injuries, and fatalities.
- **10% Environmental enhancements and other permitted uses:** staffing, required fees, auditing and other specifically authorized costs.

Because major infrastructure projects may span more than one fiscal year, annual expenditures may not precisely match these percentages in every reporting period. Therefore, the SSCOC considers both annual and cumulative expenditures in assessing consistency with Measure FF.

Long-Term Goals

Measure FF establishes these goals to be achieved by December 31, 2036.

- Raise Berkeley's citywide average Pavement Condition Index (PCI) to 70 or higher, ideally with no street having a PCI below 50. Eliminate the backlog of damaged sidewalks and pedestrian paths.
- Significantly reduce or eliminate fatal and severe traffic crashes, particularly those involving pedestrians and bicyclists.
- Achieve these objectives using current best practices, while ensuring accessibility for all users, enhancing the sustainability and resilience of Berkeley's public right-of-way, and providing benefits to the entire Berkeley community.

The SSCOC evaluates both completed work and the City's trajectory toward these long-term goals. Annual progress is considered in relation to established baselines, measurable outcomes, available resources, and the remaining period of the measure.

Additional Implementation and Accountability Requirements

Measure FF contains several requirements intended to ensure that expenditures are transparent and accountable.

Maintenance of existing funding. The City is required to maintain at least \$15.3 million for street maintenance annually, adjusted for inflation, from sources other than Measure FF, subject to exceptions specified in the measure. The SSCOC reviews available information regarding compliance with this requirement.

Consistency with adopted plans and policies. Measure FF-funded projects must be consistent with one or more adopted City plans or policies, which also inform project prioritization. Projects involving street repair, repaving, or reconstruction are required to implement safety improvements concurrently unless the City Council makes a required written finding that no qualifying safety improvement is available.

Hopkins Street restriction. Measure FF provides that its funding may not be used for bicycle-specific safety improvements (such as cycletracks or protected bike lanes) on Hopkins Street between McGee and Gilman.

Public participation. City staff must conduct at least three public workshops in different areas of Berkeley every three years to solicit input on Measure FF projects and priorities.

Annual City reporting. The City Manager must provide the City Council and SSCOC with an annual report addressing performance metrics, outcomes, and accomplishments across City street, sidewalk, and safety funding. Measure FF also requires an online dashboard reporting specified measures, including pavement conditions and paving activity, sidewalk and pedestrian path progress, safety projects and severe-injury trends, environmental improvements, and grant activity.

Independent audit. Expenditures and reported progress toward FF goals are subject to an independent performance audit by the City Auditor at least once every three years.

Independent SSCOC reporting. The SSCOC is required to prepare this annual report of progress and performance, make the report publicly available on the City’s website, and submit it to the City Council.

Together, these requirements provide the standards used by the SSCOC to assess if Measure FF funds are being spent as authorized, if implementation is transparent and accountable, and if the program is making measurable progress toward the outcomes approved by Berkeley voters.

Measure FF FY25–26 Revenue & Expenditures (unaudited) as of June 30, 2026.

Revenue source	Amount
Measure FF: Special Assessment Tax	\$23,447,040.44
Total revenue	\$23,447,040.44

Expenditures by accounting category

Category	Amount	Share of expenses
Environmental Enhancements and other permitted uses	\$61,869.31	13.93%
Streets and sidewalks	\$129,326.62	29.11%
Safety improvements	\$253,081.31	56.96%
Total expenditures	\$444,277.24	100.00%

Expenditure detail

Category	Expense	Amount
Environmental Enhancements and other permitted uses	Staff (personnel)	\$24,145.63
Environmental Enhancements and other permitted uses	Program operating costs (non-personnel)	\$37,723.68
Streets and sidewalks	Pavement support services (non-personnel)	\$19,575.00
Streets and sidewalks	Staff (personnel)	\$109,751.62
Safety	Daylighting (non-personnel)	\$198,205.50
Safety	Staff (personnel)	\$54,875.81
Total expenditures		\$444,277.24

Of total reported expenditures, \$188,773.06 (42.5%) were personnel costs and \$255,504.18 (57.5%) were non-personnel costs. This distribution reflects the program’s first year, when expenditures were concentrated on program start-up, initial staffing, and a single capital project (Daylighting). As Measure FF moves into full implementation and a broader range of capital projects advances, personnel costs are expected to represent a smaller share of total expenditures.

Daylighting project expenditures by funding source

Funding Source	Amount	Share of project
Street and Open Space Improvements	\$50,000.00	11.09%
UC Impact Settlement	\$202,680.50	44.95%
Measure FF Street Repair	\$198,205.50	43.96%
Total project expenditures	\$450,886.00	100.00%

Based on the records provided, the reported expenditures appear consistent with Measure FF's authorized purposes. All financial information was provided by the Public Works Department and will be reviewed during the independent performance audit required by Measure FF.

SSCOC RECOMMENDATION: Consistent with Measure FF provisions, the City uses a portion of the 10% allocation to fund staff and other program costs. To improve transparency and to better reflect the scope of funded activities, the Committee recommends labeling this allocation "Environmental enhancements, staffing and other authorized program costs" in public-facing materials.

SSCOC Comments on Planned Uses of Measure FF Funds and Other Oversight Issues

In addition to reviewing Measure FF expenditures during the FY25-26 reporting period, the SSCOC reviewed the City’s planned future uses of Measure FF revenue. The Committee offers the following recommendations:

1. Reallocate funds for proposed planning and study projects to advance more paving, sidewalk repair, and safety projects;
2. Better align and integrate Measure FF paving with the City’s paving policy and plans.

We explain these recommendations below.

1. Reallocate funds for proposed planning and study projects to advance more paving, sidewalk repair, and safety projects

On June 23, 2026, Council approved the 2027-2031 five-year Capital Improvement Plan (CIP) that included several projects to be funded by FF. In approving the CIP, Council moved the four proposed FF-funded items in the table below “to the ‘unfunded and pending’ status, for further review by staff and the Safe Streets Oversight Committee.”

Proposed FF-funded planning-focused projects in the CIP that Council moved to “unfunded and pending” status

Project Name	Brief Summary	Proposed FF Budget	Expected Outcome/Deliverable
Citywide Traffic Signal Master Plan	Development of a Citywide Traffic Signal Master Plan to modernize the City's traffic signal network	\$500,000	Plans and design
Transportation Design Guideline Study	Develop Transportation Design Guidelines document.	\$600,000	Plans and design
Transportation Nexus Study	Transportation Nexus Study to enable imposition and collection of a Transportation Impact Fee for new development projects	\$200,000	Plans and design
Vision Zero Action Plan Update Phased Implementation Roadmap	Update and expand upon Vision Zero Action Plan	\$2,000,000	Plans and design

OPTION ONE FOR SSCOC TO CONSIDER ON 10/22:

The SSCOC recognizes that transportation planning, technical studies, and periodic updates to adopted plans are important City functions. However, these four proposed CIP items are primarily citywide planning or study efforts rather than construction or implementation of street, sidewalk, pedestrian-path, safety, or environmental improvements.

The Committee recommends that the City identify alternative funding sources for these activities and reallocate the \$3.3 million proposed for these projects to paving and safety improvements. Doing so would better preserve Measure FF revenues for the physical improvements voters were asked to support.

The [Measure FF text](#) supports this approach. Its core provisions emphasize the implementation of physical improvements and indicate that funds are intended for *implementing* Berkeley's existing plans and policies:

- Section 7.11.010, part (A), specifies that the tax is "for the purpose of funding repairs and improvements to streets, sidewalks, and pedestrian paths"; while part (E) of that same section specifies that the money shall be used "**only** for the purposes of enhancing streets, sidewalks, and pedestrian paths... by funding the following types of projects: 1) Repair, repaving, and reconstruction of streets, sidewalks, and pedestrian paths, 2) Safety improvements to streets, sidewalks, and pedestrian paths, 3) Environmental enhancements to streets, sidewalks, and pedestrian paths," (emphasis added).
- Section 7.11.060, "Use of Adopted Plans and Policies" makes clear that the City should use adopted plans and policies to guide FF spending on physical improvements: "Any project funded by [Measure FF] must be consistent with one or more adopted City of Berkeley plans or policies."
- The preamble to the ordinance, in Section 2, states that "The intent of this measure is to augment current city funding for paving and sidewalk repair ", and that "This initiative will prioritize the most critical projects to improve pedestrian and bike safety".

Measure FF authorizes certain specifically identified planning and administrative expenses, including a periodic Transportation Element update and review of the City's public works project-delivery process. These limited exceptions reinforce the distinction between expressly authorized program costs and Measure FF's principal purpose of funding physical improvements.

The four CIP items identified above are not themselves repairs, safety improvements, or environmental enhancements to streets, sidewalks, or pedestrian paths; nor are they project-delivery costs necessary to implement such projects. While these planning efforts may be valuable, the SSCOC recommends that they be funded from other sources so that Measure FF revenue can be directed to paving, safety, and related physical improvements.

OPTION TWO FOR SSCOC TO CONSIDER ON 10/22:

The SSCOC does not necessarily object to using Measure FF funds for planning. The Committee recognizes that transportation planning, technical studies, and periodic updates to adopted plans are important City functions, and that planning costs may be appropriate Measure FF expenditures when they are reasonably attributable to the development or implementation of Measure FF-funded projects.

The SSCOC believes that Berkeley residents are best served when Measure FF investments are guided by current, thoughtful planning rather than by plans that become increasingly outdated over the life of the measure. Conditions change, infrastructure ages, safety data improves, design standards evolve, and new projects emerge. Periodic updates to key plans, or relevant new planning, can help the City identify the highest-priority needs, coordinate projects across programs, avoid inefficient or duplicative investments, and direct Measure FF funds where they can achieve the greatest benefit.

However, citywide plans and studies that also support projects, programs, regulatory functions, or capital investments funded from other sources should not be charged entirely to Measure FF. Costs should instead be allocated in proportion to the work or anticipated implementation attributable to Measure FF. The appropriate questions are whether a particular planning effort is sufficiently related to Measure FF-funded work and whether Measure FF is being charged a fair share of the cost.

SSCOC RECOMMENDATIONS: The SSCOC sees a strong connection between the Transportation Design Guideline Study and Citywide Traffic Signal Master Plan and Measure FF's goals for pavement and safety improvements. The [Transportation Design Standards Council referral](#) identifies standards as a means of creating “vibrant, safe, sustainable streets that meet the operational needs of the Public Works Department, Emergency Services, AC Transit and other road users” and “enhance safety for all transportation modes, including walking, biking, and transit.”

These standards could guide the design and delivery of Measure FF projects. The Committee therefore supports using Measure FF funds to cover eligible portions of these studies, with contributions based on benefits to and costs attributable to Measure FF-funded work. Similarly, the Citywide Traffic Signal Master Plan could identify and prioritize signal improvements for implementation alongside Measure FF-funded street projects, improving safety, transit operations, and emergency response.

The SSCOC needs more information about how the Vision Zero Action Plan Update Phased Implementation Roadmap would support Measure FF project delivery before recommending use of funds to pay for a portion of that project.

The Committee does not believe the Transportation Nexus Study is sufficiently related to Measure FF goals and projects to be funded by Measure FF.

2. Better align and coordinate Measure FF paving with the City's paving policy and plans

Measure FF states that the City shall consider the [Street Maintenance and Rehabilitation Policy](#) (i.e., paving policy) in guiding FF paving projects. However, the City is not doing so, and is instead implementing a worst-first paving policy for FF-funded paving projects, such that all streets slated for FF paving funds are sub-50 PCI. In taking this worst-first approach, staff have cited the following language concerning Measure FF goals: "Raise Berkeley's Pavement Condition Index (PCI) to or above 70 (rated as "Good" by the Metropolitan Transportation Commission), ideally with no streets having a PCI below 50."

The SSCOC disagrees with staff's interpretation that this language is inconsistent with the Council-approved [Street Maintenance and Rehabilitation Policy](#) and that failed streets should be prioritized for FF paving. The adopted paving policy prioritizes paving projects to meet PCI goals for arterial and collector streets, bus routes, the low-stress bikeway network, and in equity zones. However, it does not preclude paving sub-50 PCI streets. The SSCOC supports a balanced approach for allocating Measure FF paving funds, paving some failed and some less-deteriorated streets, consistent with best practices. Current estimates, based on the July 7, 2026 staff analysis, indicate that available funds will not be sufficient to achieve a citywide PCI of 70, the goal of Measure FF.

SSCOC RECOMMENDATIONS: The SSCOC recommends the City apply its adopted paving policy in allocating all paving funds, including Measure FF, and develop a single, coordinated five-year paving plan encompassing all funding sources. This approach would improve consistency and coordination across City paving work.

The SSCOC supports revising the FY 2027-2031 Measure FF street paving project list to better align with the City's paving policy. It also encourages the City to use Measure FF safety funds to deliver recommended pedestrian and bicycle safety projects on streets scheduled for paving under the five-year plan.

The SSCOC further recommends that the City provide a cost comparison of the impact of mobilizing contractors multiple times to pave smaller street segments along a corridor, and thereby avoiding green infrastructure requirements, versus mobilizing once, paving a longer segment in a single year and triggering green infrastructure requirements.

IN CONCLUSION: Measure FF's first year established the foundation for a broad program of street, sidewalk, and safety improvements. Reported expenditures supported program startup and contributed to the City's daylighting project, the first completed project supported by Measure FF. By adding red curb markings near intersections, the City made daylighting restrictions more visible to road users. Keeping these areas clear of parked vehicles improves visibility at crossings and is expected to significantly reduce collision risks. Completion of this project is an early step toward Measure FF's goal of improving safety throughout Berkeley.

As project implementation expands, the Committee recommends clear documentation of eligible costs and revenue allocations, coordinated project planning aligned to adopted policies and best practices, as well as consistent reporting against measurable baselines. The SSCOC will continue to review available financial and performance information, report its findings publicly, and recommend improvements to help ensure that Measure FF delivers the outcomes approved by Berkeley voters.



SAFE STREETS Citizens Oversight Committee

INFORMATION CALENDAR

[Meeting Date (Month Day, yyyy)]

To: Honorable Mayor and Members of the City Council
From: SAFE STREETS Citizen Oversight Committee (SSCOC)
Submitted by: Douglas Legg, Chairperson, SSCOC
Subject: SAFE STREETS Citizen Oversight Committee Workplan for FY26-27.

SUMMARY

This work plan outlines the SSCOC's objectives and actions for Fiscal Year 2026-27

CURRENT SITUATION AND ITS EFFECTS

The SAFE STREETS Citizen Oversight Committee (SSCOC) will review the Department of Public Works performance on the delivery of projects funded through the Prop. FF parcel tax during FY 2026-27. The SSCOC will be focusing on how the Department is meeting its established scope, schedule and budget for conceptual design, design, and construction phases planned for the fiscal year. In addition, the SSCOC will review performance measures and dashboards that the Department prepares and maintains to evaluate whether established targets are being met and how these projects are advancing the goals of the measure outlined above.

To aid in meeting our oversight responsibilities, staff has proposed providing the following standing information at or prior to the SSCOC's meetings.

- Portfolio dashboard: project phase, percent complete, approved budget, encumbered and spent amounts, forecast at completion, key milestone dates, and red/yellow/green status.
- Change log: additions, deferrals, substitutions, scope changes, schedule changes, funding shifts, and the reason and approval path for each change.
- Program outcomes: paving lane-miles or square footage, PCI distribution, sidewalk hazards repaired, paths improved, safety projects delivered, accessibility improvements, green infrastructure, and fatal/severe collision trends where meaningful.
- Equity and geographic distribution: reporting on investments and outputs in the equity zone and how prioritization criteria were applied.
- Delivery capacity: vacancies, recruitment, consultant/on-call use, contracting status, and constraints affecting schedule or cost.
- Risk and corrective-action log: utilities, permitting, procurement, escalation, cost inflation, coordination, community concerns, and management response.

October 2026

- Review and finalize the FY 26-27 workplan.
- Create and assign members to any needed temporary ad hoc subcommittees.
- Informational presentation: Measure FF FY 27 projects progress update (may include budget, expenditures: staff and consultant contracts, schedule, design/construction estimates, scope changes/adjustments, contract status).
- Review the first annual report to the City Council, including findings, data limitations, and recommendations.
- Discuss and adopt annual reporting timeline.
- Adopt regular meeting schedule for the SSCOC.

December/January/February 2027

- Informational presentation: Measure FF FY 27 projects progress update (may include budget, expenditures: staff and consultant contracts, schedule, design/construction estimates, scope changes/adjustments, contract status).
- Review and finalize the first annual report to the City Council, including findings, data limitations, and recommendations.
- Review Measure FF complete streets approach: assessment and incorporation of Citywide Plans in consideration of project scope.
- Review the 2027 schedule and outreach approach for the measure-required public workshops (may include FY27-31 capital improvement program progress, performance indicators and goals, planning for FY 29 workshops related to FY31-36 capital improvement program development).
- Review the draft online public facing program dashboard, including measure required key performance indicators.

April/May 2027

- Informational presentation: Measure FF FY 27 projects progress update (may include budget, schedule, scope changes/adjustments, contract status).
- Review status of the 2027 measure-required public workshops (may include plans for upcoming workshops or preliminary results of recently completed workshops).
- Review schedule for the 2027 measure-required performance audit.
- Discuss the data, information, and findings needed to prepare the FY 26-27 annual report to the City Council.

July 2027

- Informational presentation: Measure FF FY 27 projects (may include budget, scope adjustments/changes, construction schedule, public-facing project reporting, performance audit status).

- Review year-end Measure FF revenues, expenditures, project accomplishments, construction starts, schedule changes, and delivery risks.
- Preliminary review of all budgeted projects from the closing financial year. Final financial year-end report available by 9/15.
- Presentation on approved budgets for FY 2027-28 pertaining to Measure FF funding or the CIP, as well as any changes to the City's paving plan.

To accomplish the FY 26-27 work, the following 4 temporary ad hoc subcommittees should be formed:

- Planned project implementation: tasked with reviewing all planned FY27 project work, including conceptual design and outreach activities. Criteria to be reviewed will include adherence to schedule, budget and alignment with Measure FF goals and requirements.
- Project evaluation: tasked with reviewing performance metrics, project transparency, and the planned dashboard. While this subcommittee may eventually be folded into other SSCOC work, it will be helpful to be separated as staff develop this work at the outset.
- Annual report: tasked with draft and revising the mandated annual report to the City Council.
- Workplan: tasked with drafting and revising the FY 28 workplan for the SSCOC.

At the October 22, 2026 meeting, the commission took the following action:

Action: M/S/C ([Commissioner #1 Last Name]/[Commissioner #2 Last Name]) to [Insert text of motion].

Vote: Ayes - [Ayes by last name]; Noes - [Noes by last name, or "None"]; Abstain - [Abstentions by last name, or "None"]; Absent - [Absences by last name, or "None"].

BACKGROUND

Approved in November 2024, Measure FF authorized the City of Berkeley to levy a parcel tax to finance street and sidewalk repair and traffic safety improvement. The revenues from the measure are to be used only for the purposes of enhancing streets, sidewalks and pedestrian paths within the City limits by funding the following types of projects:

- Repair, repaving and reconstruction of streets, sidewalks and pedestrian paths
- Safety improvements to streets, sidewalks and pedestrian paths
- Environmental enhancements to sidewalks and pedestrian paths.

The goal of the tax is to achieve the following by December 31, 2036:

- Raise Berkeley's Pavement Condition Index (PCI) to or above 70 (rated as "Good" by the Metropolitan Transportation Commission), ideally with no streets having a PCI below 50

- Eliminate the backlog of damaged sidewalks and pedestrian paths in Berkeley
- Significantly reduce or eliminate fatal and severe traffic crashes throughout the city, particularly involving pedestrians or cyclists.
- Achieve the above three goals in a way that is in line with current best practices, ensures accessibility for all users, enhances the sustainability and resiliency of Berkeley's public right-of-way facilities, and provides benefits to Berkeley's entire community.

The SAFE STREETS CITIZEN Oversight Committee (SSCOC) was established following the passage of City of Berkeley Measure FF to review expenditures and progress reports from the City Manager and City Auditor to ensure compliance with the measure, evaluate the impacts and outcomes of tax expenditures on the measures state goals, and prepare public reports on the committee's findings.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Improved PCI enhances the sustainability and resiliency of Berkeley's public right-of-way facilities, and provides benefits to Berkeley's entire community with reduced emissions through better vehicle milage, improved drainage to the bay with green infrastructure improvements and safer roads to encourage fewer cars and increased pedestrian and bicycle use.

POSSIBLE FUTURE ACTION

None at this time.

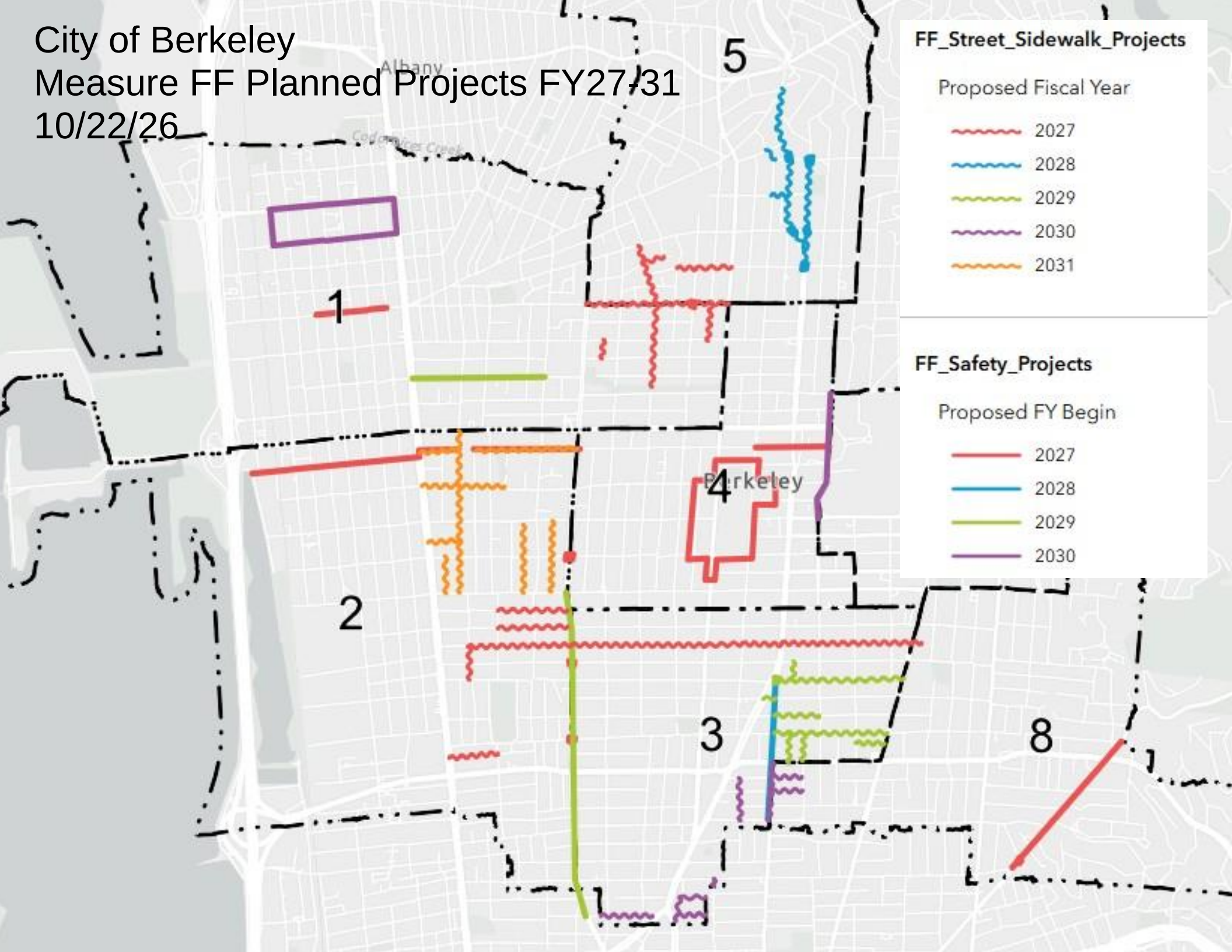
FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

None at this time.

CONTACT PERSON

Candise Almendral, Program Manager, Public Works, (510) 981-7091

City of Berkeley
Measure FF Planned Projects FY27/31
10/22/26



BAROW's Letter on Item 27 for July 28, 2026 Council Agenda - Hopkins Street for Paving

From Lisa Chow <lisachow@berkeley.edu>

Date Fri 7/24/2026 2:43 PM

To Bartlett, Ben <BBartlett@berkeleyca.gov>; Kesarwani, Rashi <RKesarwani@berkeleyca.gov>; Blackaby, Brent <BBlackaby@berkeleyca.gov>; Berkeley Mayor's Office <Mayor@berkeleyca.gov>; O'Keefe, Shoshana <SOKeefe@berkeleyca.gov>; Taplin, Terry <ttaplin@berkeleyca.gov>; Humbert, Mark <MHumbert@berkeleyca.gov>; Lunaparra, Cecilia <CLunaparra@berkeleyca.gov>; Tregub, Igor <ITregub@berkeleyca.gov>

Cc Bronson, Darlene <DBronson@berkeleyca.gov>; Gregory, Thomas <TGregory@berkeleyca.gov>; Helmbrecht, Mark <MHelmbrecht@berkeleyca.gov>; Safe Streets Citizen Oversight Committee <SSCOC@berkeleyca.gov>

 1 attachment (188 KB)

BAROW Comments on Hopkins Proposal (7-24-2026).pdf;

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.

Dear Berkeley City Council,

I am submitting on behalf of the Berkeleyans for Accessible Rights-of-Way (BAROW) a letter regarding Item 27 for the July 28, 2026 Council Agenda - Referral to Schedule Hopkins Street for Paving with Enhanced Safety Improvements for All Users.

BAROW hopes that the Council will seriously consider our concerns that it raises in the letter and that the Council will safeguard the safety, accessibility, and well-being of Berkeley's significant elderly and disabled community.

Sincerely,

Lisa Chow

Berkeleyans for Accessible Rights-of-Way

July 24, 2026

Mayor Adena Ishii
Members of the Berkeley City Council
2180 Milvia Street
Berkeley, CA 94704

Via email to council@berkeleyca.gov

Re: Item 27 (July 28, 2026, Council Agenda) - Referral to Schedule Hopkins Street for Paving with Enhanced Safety Improvements for all Users (Author: Kesarwani, Co-authors: Humbert, Ishii)

Dear Honorable Mayor Ishii and Members of the Berkeley City Council,

Berkeleyans for Accessible Rights-of-Way (BAROW) appreciates the opportunity to comment on Item 27, "Hopkins Street for Paving with Enhanced Safety Improvements for all Users." BAROW's focus is on the accessibility of public rights-of-way under ADA Title II, regardless of the specific type of transportation infrastructure. In the case of the Hopkins proposal, the plan does not appropriately balance separated facility design (cycle tracks and bus islands) with ADA Title II obligations to maintain accessible public rights-of-way for seniors, disabled residents, and paratransit users.

The proposed design raises significant accessibility concerns under ADA Title II and the City's obligation to maintain accessible pedestrian access during and after alterations to the public right-of-way. The revised proposal would create one-way Class IV separated facilities on each side of the street from The Alameda to the Ohlone Greenway. These facilities rely on flexible posts, planters, on-street parking, or raised islands as barriers. This infrastructure, placed between parking and the sidewalk, inherently introduces predictable accessibility and safety hazards for seniors and disabled residents that cannot be fully mitigated under ADA Title II.

In addition, the proposal would reduce curbside access needed for disabled residents, older adults, caregivers, and paratransit users to use the Hopkins commercial district, the North Branch Public Library, and the King recreational facilities. The proposed Curb Management Plan does not yet demonstrate how adequate ADA parking, loading zones, and paratransit access will be preserved adjacent to businesses, schools, the library, and residences.

The proposal also includes bus boarding islands (floating bus stops), with the separated bikeways routed behind the boarding platform. This design inherently creates well-documented accessibility barriers for blind and low-vision pedestrians, wheelchair users, and riders who rely on paratransit. Requiring vulnerable people to cross a bikeway (that will host all types of micromobility devices) to reach a bus island is not an accessible design. At a minimum, mitigations such as detectable warnings and protected crossings are needed to reduce hazards, but these elements are not described in the current item.

The City has not demonstrated that this proposal is warranted. The safety risks to cyclists traveling on Hopkins that would justify this expensive proposal have not been demonstrated. Friends of Hopkins Street has reviewed the 10-year history of collisions on Hopkins Street and found that none would have been prevented by the proposed infrastructure. The City has not studied its similar recently constructed separated facilities to determine whether they have improved public safety or introduced new accessibility barriers for disabled residents traveling independently. Finally, the City has not considered whether improvements to Berkeley's low-stress bike network could provide equal or better access for cyclists while avoiding the accessibility problems inherent in Class IV separated bike lanes.

Raised intersections, tree-related curb damage, and construction-phase detours also require accessibility analysis. The document does not address slope transitions, tactile guidance, or maintenance of accessible pedestrian routes during construction. Hopkins is a designated Emergency Access and Evacuation Route, yet the item discusses fire-truck access without addressing the evacuation needs of disabled residents who rely on curbside loading and accessible vans.

While Public Works plans outreach to businesses, schools, houses of worship, residents, and other stakeholders, this outreach is framed around refining a predetermined Class IV design rather than evaluating whether that design can meet ADA Title II requirements. The Curb Management Plan is constrained by the fixed Class IV foundation, limiting the City's ability to meet accessibility obligations or consider accessible alternatives.

The City's Commission on Disability recently discussed the need for an accessibility analysis of the 2026 Bicycle Plan Update, and BAROW's concerns reflect the same need for a full accessibility review of alterations to public rights-of-way on Hopkins.

BAROW asks the Council to set this proposal aside until a full accessibility review is conducted. This review should include:

- Clear compliance with ADA Title II requirements for alterations to the public right-of-way
- Consideration of lower-cost alternatives that do not impose safety and accessibility concerns (cost savings could be applied to remedying existing ADA

violations, such as repairing thousands of broken sidewalks and enforcing access requirements around construction sites)

- Assurance that, if the proposal moves forward, it will include:
 - preservation of ADA parking adjacent to destinations, not relocated to nearby blocks;
 - accessible loading zones for paratransit, caregivers, and medical transport;
 - safe pedestrian access at floating bus stops, including detectable warnings and protected crossings;
 - accessible construction-phase detours and temporary ADA parking; and
 - engagement with disability stakeholders early in the design process.

BAROW supports a Hopkins corridor that is safe for everyone. Safety improvements must strengthen accessibility, not reduce it. We urge the City to make accessibility a foundational design requirement rather than a secondary consideration in curb management.

Thank you for your attention to these critical issues.

Sincerely,

Michai Freeman
Systems Change Advocate
Center for Independent Living

Helen Walsh
Accessibility-Inclusion Advisor
UCC Disaster Ministries
-and-
Member, Berkeley Disability Commission*

Erik Knaresboro and Michaela Tsztoo
Founders
Streets of Equality

Mike Cole
Executive Director
East Bay Center for The Blind

Eugene Turitz
Friends of Adeline
Carol Crooks
Betsy Morris
Co-conveners
Gray Panthers of Berkeley and the East Bay

Rev. Kelly Colwell
Senior Minister
First Congregational Church of Berkeley
UCC

*For identification purposes only

cc: Commission on Aging
Commission on Disability
Commission on Transportation and Infrastructure
Safe Streets Citizen Oversight Committee

Measure FF spending on Berkeley's paths

From Janet Byron <janetlesliebyron@gmail.com>

Date Sat 8/22/2026 12:44 PM

To Safe Streets Citizen Oversight Committee <SSCOC@berkeleyca.gov>

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.

Hi Candise,

I'm the former president of Berkeley Path Wanderers Association. While I was on the board, we developed a "[budget](#)" for Berkeley's public path needs — handrails, new construction, lighting, etc.

As you know, sidewalks and public pedestrian paths are included in Measure FF. I'm writing to let you and the committee know that our plan for upgrading Berkeley's beloved paths network exists as a resource for planning spending in this area.

The budget was carefully reviewed by Terance Salonga, BPWA's liaison in the Berkeley Public Works department, and the total was under \$5 million; for example, the handrail needs were about \$1 million. (This budget was done in 2022 and would of course need to be updated, and BPWA does a [Path Condition Report](#) every 5 years based on a citizen survey of all the paths.)

I'd be happy to attend a future meeting and give a short presentation to share the paths budget with the committee. We want to make sure that public paths are on the Measure FF radar when Berkeley starts spending the infrastructure bond money over the next few years.

Sincerely,
Janet Byron

--

Janet Byron
510-495-4999

Get your new and extensively updated edition of [Berkeley Walks](#), now published by Heyday Books!

FW: Provide Public Comment on Draft Safety and Environmental Justice Elements

From Van Dyke, Katie <kvandyke@berkeleyca.gov>

Date Fri 9/25/2026 10:08 AM

To Arredondo, Carianna <CArredondo@berkeleyca.gov>; Bankhead, Henry <HBankhead@berkeleyca.gov>; Bronson, Darlene <DBronson@berkeleyca.gov>; Brown, Farimah F. <FBrown@berkeleyca.gov>; Bryant, Ginsi <GBryant@berkeleyca.gov>; Burns, Anne M <ABurns@berkeleyca.gov>; Cash, Anna <ACash@berkeleyca.gov>; Cole, Shamika S. <SSCole@berkeleyca.gov>; ECC <ECC@berkeleyca.gov>; FCPC (Fair Campaign Practices Commission) <FCPC@berkeleyca.gov>; Gong, Sharon <SGong@berkeleyca.gov>; Gregory, Thomas <TGregory@berkeleyca.gov>; Harvey, Samuel <SHarvey@berkeleyca.gov>; Heath, Julia <JHeath@berkeleyca.gov>; Helmbrecht, Mark <MHelmbrecht@berkeleyca.gov>; Hersch, Anne <AHersch@berkeleyca.gov>; Horner, Justin <JHorner@berkeleyca.gov>; Community Action Commission (HWCAC) <HHCSHwcac@berkeleyca.gov>; Hylas, Stephen <SHylas@berkeleyca.gov>; Jacobs, Joshua "Josh" <JJacobs@berkeleyca.gov>

Cc Pearson, Alene <apearson@berkeleyca.gov>; Albrecht, Jamie <JAlbrecht@berkeleyca.gov>

Hello Commission Secretaries,

Please share this information with your commissions as soon as possible.

Thank you!
Katie

Katie Van Dyke
(she/her/hers)
kvandyke@cityofberkeley.info

From: Prepared, Safe, and Healthy Berkeley for All <PreparedSafeHealthy@news.berkeleyca.gov>

Sent: Friday, September 25, 2026 10:01 AM

To: Van Dyke, Katie <kvandyke@berkeleyca.gov>

Subject: Provide Public Comment on Draft Safety and Environmental Justice Elements

September 25, 2026

[View this message as a webpage](#)



General Plan Disaster Preparedness and Safety Element, and Environmental Justice Element

**Prepared, Safe, & Healthy Berkeley
for All**

Draft Safety Element, Environmental Justice Element, and CEQA Document Available For Public Comment



The City of Berkeley has been working with the community for the last two years to develop a new Environmental Justice Element and update the Disaster Preparedness and Safety Element to the City's General Plan.

Berkeley faces a diverse range of hazards, including earthquakes, wildfires, flooding, and extreme heat, many of which are being intensified by climate change and require coordinated and proactive planning. **The Disaster Preparedness and Safety Element** brings these efforts together under a single framework, linking hazard mitigation, emergency response, and long-term climate change resilience policies.

The Environmental Justice (EJ) Element advances health equity, considers longstanding patterns of environmental harm, and strengthens community resilience. This Element provides a framework to reduce pollution burdens, improve access to essential services, expand opportunities for civic participation, and safeguard the cultural identity of communities most affected by historical and ongoing inequities.

Guided by the requirements of Senate Bill (SB) 1000, SB 1035, and informed by extensive community engagement, **the Draft Disaster Preparedness & Safety Element and Draft Environmental Justice**

Element are available on the City's [web page](#) for review and public comment through **November 15, 2026.**

The associated California Environmental Quality Act (CEQA) document for these draft elements is available on the City's [web page](#) for review and public comment through **October 26, 2026.**

For more information, including the draft documents and instructions on how to provide public comment, please see the City's [web page](#).

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