



# TRANSPORTATION COMMISSION

## REGULAR MEETING

# AGENDA

September 19, 2019

*Mission: Advise Council on transportation policies, facilities, and services*

**City Corporation Yard, Building A  
Willow Room  
1326 Allston Way  
Berkeley, CA 94702**

**Thursday  
September 19, 2019  
7:00 PM**

### **A. PRELIMINARY BUSINESS**

1. Call to Order
2. Roll Call
3. Public Comment on items not on the Agenda
4. Approval of Draft Action Minutes of **July 18, 2019\***
5. Approval and Order of Agenda
6. Update on Administration/Staff
7. Announcements

### **B. DISCUSSION/ACTION ITEMS**

\* Written material included in packet

\*\* Written material to be delivered at meeting

\*\*\* Written material previously mailed

The public may speak at the beginning of any item.

- 1. Transportation Commission Goals** *(carried over from July)*  
Vision Zero, 2-way Telegraph and south side complete streets, bike plan implementation, MCTC/ACTC proposals
- 2. Fossil Fuel Free Berkeley** *(carried over from July)\**  
Discussion and possible action
- 3. Milvia Bikeway**  
Presentation of design options and analysis leading to proposal of a preferred alternative. Information and discussion only; no action required.  
Eric Anderson, Senior Transportation Planner for Vision Zero Program
- 4. Sacramento Complete Streets**  
Update on project status  
Secretary Javandel
- 5. Council Referral: Stop Sign Warrants** *(carried over from July)*  
Update – companion report needed to go to Council with Commission's recommendation  
Transportation Division Staff

**C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS**

*Information items can be moved to Discussion or Action by majority vote of the TC.*

1. Subcommittee Reports: Verbal Reports from Subcommittees, Liaisons to PWC, COD, and goBerkeley Advisory Group
2. Council Summary Actions 2019\*
3. Link to Council and Agenda Committee Agendas and Minutes  
<http://www.ci.berkeley.ca.us/citycouncil/>
4. TC Mission Statement\*

**D. COMMUNICATIONS**

1. Berkeley Electric Mobility Roadmap\*
2. North Berkeley Station Active Access Improvements\*

**E. FUTURE AGENDA ITEMS**

Transit-First Implementation Plan – October	
Pedestrian Master Plan	

**F. ADJOURNMENT**

Agenda Posted: 9/12/19

**A complete agenda packet is available for public review at the Main Branch Library and at the Transportation Division front desk.**

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**SB 343 Disclaimer:**

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Commission Secretary: Farid Javandel, Transportation Division Manager, 1947 Center St., 4th Floor, Berkeley, CA, 94704, Telephone (510) 981-7061, Fax: (510) 981-7060 TDD: (510) 981-6903 email: [Fjavandel@cityofberkeley.info](mailto:Fjavandel@cityofberkeley.info)



# TRANSPORTATION COMMISSION

## REGULAR MEETING

# DRAFT ACTION MINUTES

July 18, 2019

City Corporation Yard, Building A  
Willow Room  
1326 Allston Way  
Berkeley, CA 94702

Thursday  
July 18, 2019  
7:00 PM

### A. PRELIMINARY BUSINESS

1. Call to Order  
Meeting called to order at 7:05 pm by acting Chair Ghosh
2. Roll Call  
Commissioners Present: Anthony Bruzzone, Barnali Ghosh, Beverly Greene (arrived 7:11), Karen Parolek, Terry Taplin, Kevin Zamzow-Pollock, Sofia Zander  
Commissioners Absent: Mark Humbert, Donald Lathbury  
Staff Present: Farid Javandel, Beth Thomas, Alisha Gard
3. Public Comment on items not on the Agenda – 1 speaker
4. Approval of Minutes Draft Action Minutes of **June 20, 2019\***  
**Action:** It was Moved/Seconded (Parolek/Bruzzone) to approve the Minutes of June 20, 2019 as written.  
Ayes: Bruzzone, Ghosh, Greene, Parolek, Taplin, Zamzow-Pollock, Zander  
Noes: None  
Abstain: None  
Absent: Humbert, Lathbury  
**Motion carried 7-0-0-2**
5. Approval and Order of Agenda  
**Action:** It was M/S (Parolek/Zander) to move item B.6. ahead of item B.2.  
Ayes: 7  
Noes: 0  
Abstain: 0  
Absent: 2  
**Motion carried 7-0-0-2**
6. Update on Administration/Staff
7. Announcements – none

### B. DISCUSSION/ACTION ITEMS

1. **Electric Mobility Roadmap\*\***  
Presentation by Sarah Moore, Sustainability Program Manager, City of Berkeley Office of Energy and Sustainable Development  
  
Speakers: 1  
Action: None – discussion only

**B.6. (reordered) Council Referral: Stop Sign Warrants**

Update to Commission by Transportation Division Staff. This referral will go to City Council on September 10, 2019.

**Action:** It was M/S (Zander/Zamzow-Pollock) to designate Karen Parolek to attend the City Council meeting on 9/24/2019 with Terry Taplin as the alternate.

Ayes: 7

Noes: 0

Abstain: 0

Absent: 2

**Motion carried 7-0-0-2**

**2. Modifications to the intersection at Dwight and California\*\***

Secretary Javandel

Discussion of modifications to enhance pedestrian and bicycle safety

Speakers: 5

Action: None – discussion only

**3. 8:30 pm – BART Presentation\*\***

Update by Mariana Parreiras, BART Project Manager, on the North Berkeley BART Station active access improvements project

Speakers: 1

Action: None – discussion only

**Action:** 9:25 pm – It was M/S (Bruzzone/Zander) to extend meeting to 9:45 pm.

**Motion carried 7-0-0-2**

**Action:** 9:41pm – It was M/S (Bruzzone/Taplin) to move items B.4. and B.5. (Fossil Fuel Free Berkeley and Transportation Commission Goals) to the Agenda for the September 19, 2019 Transportation Commission meeting.

**Motion carried 7-0-0-2**

**4. Fossil Fuel Free Berkeley\***

*Item moved to September 19, 2019 Transportation Commission Meeting Agenda*

**5. Transportation Commission Goals**

*Item moved to September 19, 2019 Transportation Commission Meeting Agenda*

**C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS**

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#### D. COMMUNICATIONS

#### E. FUTURE AGENDA ITEMS

Fossil Fuel Free Berkeley	Transportation Commission Goals

#### F. ADJOURNMENT

**Action:** It was M/S (Parolek/Zander) to adjourn at 9:44 pm.


Absent: 1

**Motion carried 7-0-0-2**

Public Present: 8

Speakers: 8

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## **Preliminary Recommendations of the City of Berkeley Transportation Subcommittee on a Fossil Fuel Free Berkeley**

### **Executive Summary:**

The City of Berkeley prides itself on leading the way on important issues facing our country and our planet. In the face of a climate crisis that climate scientists overwhelmingly agree is largely caused by human behavior, the Berkeley City Council has asked the Berkeley Transportation Commission to provide recommendations on concrete steps our city can take to move forward with a fossil fuel free future, substantially reducing our greenhouse gas emissions.

Included in this document you will see numerous recommendations related to transportation that we believe would help Berkeley tackle the climate crisis, reduce emissions, and make a meaningful contribution to a fossil fuel free Berkeley.

The core recommendations focus on:

- **Following through on climate-friendly plans already approved by the Council;**
- **Embracing dense infill and mixed-use development near major transit stations and corridors;**
- **Reducing parking expectations for new residents;**
- **Expanding access, affordability, and reliability for all modes of public transit;**
- **Improving safety and expanding safer routes for pedestrians, bicyclists, and other modes of cleaner mobility, including mobility preferred by seniors and people with disabilities;**
- **Expanding electric mobility access and electric vehicle charging capacity;**
- **Pursuing a cleaner fleet of city vehicles; and**
- **Encouraging Berkeley employers to incentivize the reduction of single occupancy vehicle travel to workplaces.**

We hope the City Council finds this document useful as it takes important steps focused on ending our dependence on fossil fuels and averting the worst case scenarios that are possible with climate change.

### **Overview:**

The transportation sector is the leading cause of greenhouse gas emissions in California, and that's even more true in Berkeley. We hope these recommendations to the Council provide guidance on the best steps forward for Berkeley to expand its climate leadership – providing guideposts that are both universal to all municipalities and specific to existing Berkeley policies and city realities. Climate change may be the most pressing global concern we face today, and it is one that local governments can make a tangible difference in addressing.

This document was prepared with the specific nexus of transportation, its role in contributing to climate change, and the goal of a fossil fuel free Berkeley in mind. In parts of this document, we also took the spirit of this referral to also envision what a fossil fuel free Bay Area would entail with Berkeley's leadership, as climate change does not recognize city boundaries, and Berkeley residents and employees cross many local government jurisdictions regularly.

As with any public policy, the recommendations contained herein can create externalities that require a more holistic public policy vision – precisely the role of the City Council. The disruptive impact of housing displacement, for example, is hard to measure in a document addressing the aggregate impacts of transportation policy, and requires policy proscriptions outside the scope of this document. Discussions around dense infill near transit are also incomplete without an equity lens and the realization that there are enormous differences in wealth in Berkeley. For example, the neighborhoods that could expect the fewest impacts from new development are also most of the wealthiest neighborhoods in Berkeley. Additionally, while fewer car trips are a necessary and preeminent feature in a fossil fuel free policy agenda, we need to be aware of the practical limitations residents face, especially seniors, people with disabilities, and people who need to commute to transit-inaccessible locations or during hours with less frequent and reliable transit options (these are often more working-class occupations).

In other words, the vision laid out in this document is only part of the conversation needed as our city continues to embark on its long history as an environmental and climate change leader.

Below, you will see a number of observations provided by the Transportation Subcommittee on a Fossil Fuel Free Berkeley and a number of specific recommendations for the city to consider. Some are new ideas to contemplate, while others are reiterations and reaffirmations of existing city policy.

### **Implement and Reevaluate Existing City Plans with a Climate Focus**

Above all else, we believe that existing city plans should guide future action toward a fossil fuel free future. The Climate Action, BeST, Bicycle, and Pedestrian plans, and city goals like Vision Zero and Complete Streets, all make recommendations that are at their core climate priorities too.

Making our streets and sidewalks safer and better maintained gets more Berkeley residents and visitors out of their cars and into other modes of travel. This change of behavior: making car-free and car-light living possible, is the foundation of a net zero emission future.

Therefore, we offer the following recommendations:

**We recommend, first and foremost, that the City Council embrace the guidelines in the aforementioned city plans as a foundation for future actions. They were all approved after months and sometimes years of public input and address levels of specificity beyond the scope of this document.**

**To ensure that the city is able to promptly respond to transportation concerns, take advantage of grants, and fully consider all city priorities in transportation improvements, we also recommend that the city fully staff the Transportation Department and make more resources available for needed improvements.**

### **Embrace New Housing near BART and Major AC Transit Corridors**

The City of Berkeley is closer to and more transit accessible to two of the Bay Area's major job centers (San Francisco and Oakland) than almost any other city in the Bay Area. Sprawl and the long car commutes sprawl often demands is one of the greatest contributors to greenhouse gas emissions in the transportation sector.

Gas and diesel transportation have gone from 29% and 17% of City of Berkeley greenhouse gas emissions respectively (Climate Action Plan, 2006) to 60% (CAP Update, 2018), and transportation-related emissions rose 8.5% from 2000-2016 (CAP Update, 2018). Public policy can reverse this trend.

The City of Berkeley can reduce and mitigate overall Bay Area emissions and emissions in the city through land use and transportation policies that encourage residents to live near where they work and commute there through walking, biking, transit, and when cars are preferable, shared commutes and electric vehicles.

Some best practices in documents like the Downtown Plan can be considered near Berkeley's two remaining BART stations, Ashby BART and North Berkeley BART, although it is important to be especially sensitive to risks of displacement in neighborhoods of concern near these stations. These best practices include mixed-use design, a loosening of height limits, limiting ground level setback minimums, including SOSIP impact fees for new construction, and LEED certification.

Additionally, while the city is somewhat limited in shaping the modes of transportation of existing residents, it has the broad ability to shape the modes of transport of future residents. It should be a goal of the City of Berkeley to enable most new residents to be able to access dependable public transit by foot.

Therefore, we offer the following recommendations:

**We recommend that the City of Berkeley encourage dense infill and mixed-use development near BART stations and along major transit corridors, including University Avenue, San Pablo Avenue, College Avenue, Shattuck Avenue, Telegraph Avenue, and Sacramento Street.**

**We recommend that the city remove minimum parking requirements for new development near transit and require electric vehicle charging capabilities be installed at all new housing that includes dedicated parking.**

**We recommend that the city prioritize the construction of city-sponsored affordable housing near robust transit options with safe bike parking and charging stations for e-bikes.**

**We recommend that the City of Berkeley consider subsidized or free shuttle service, possibly in partnership with business districts, to major commercial corridors in Berkeley.**

**We recommend that the City of Berkeley consider shuttle service in parts of Berkeley insufficiently served by existing transit options.**

### **Prioritize Transit Access and Affordability**

The City of Berkeley can make a major contribution in furtherance of climate action goals by reducing vehicle miles traveled per capita within city limits and within the region. While AC Transit and BART are independent regional governing bodies, they are responsive to consumer demand. Bus systems especially can adapt to an increased ridership to meet evolving needs.



This includes bus rapid transit (BRT), dedicated bus lanes, bus islands, and other infrastructure that makes AC Transit a system commuters can consistently depend upon to reach their intended destinations on time.

A formalized equally-represented intergovernmental body, similar to that which exists with the Berkeley Unified School District and Berkeley Rent Stabilization Board, should be considered by the City of Berkeley to ensure that decisions impacting transit access are fully considered by both the City and the transit agencies involved.

Therefore, we offer the following recommendations:

**We recommend that the City of Berkeley continue to prioritize street improvements that make bus ridership safer, more reliable, and more efficient.**

**We recommend that the City of Berkeley explore opportunities to discount transit ridership for City of Berkeley residents. This can be means tested, with criteria similar to that established by our bike share program, and it can also be universal, giving all Berkeley residents an extra incentive to consider bus ridership over car ridership. A tiered approach combining both options is worth exploring.**

**We recommend that the City of Berkeley develop closer connections with our major transportation agencies, especially AC Transit, BART, and SF Bay Ferry – formalized joint intergovernmental bodies.**

**We also recommend the City of Berkeley consider curb management fees for ride share to increase revenue available for public transit access and infrastructure.**

**We also note that AC Transit faces a driver shortage, which is hampering the frequency of some bus routes. We recommend the City of Berkeley help spread the word that openings are available to improve bus reliability.**

### **Prioritize Safe Routes for Bicyclists, Pedestrians, and Other Forms of Cleaner Mobility**

Berkeley's existing Bicycle and Pedestrian Plans, and the Vision Zero policy, all recognize that safety is a paramount goal. They are all the product of extensive discussion within our community and among members of the City Council, and they serve as the foundation as we plan for safety goals, complete streets improvements, and new improvements to bikeways.

Additionally, we know that one of the biggest barriers for bicycling mode share is perceived safety. Dedicated bike/mobility lanes and other safety improvements designed to make bicycling safer encourage more residents to bike to their destinations more frequently.

We also recognize that bike lanes provide safe routes for other forms of mobility, including scooters and assisted devices for the elderly and disabled.

Therefore, we offer the following recommendations:

**We recommend that the City of Berkeley continue to prioritize multi-modal safety in all decisions related to transportation funding, and to make sure that all new road and sidewalk improvements take into account complete streets priorities before renovations begin. This includes a vision of bike lanes as mobility lanes.**

**We recommend an acceleration of safety improvements along designated bikeways, including traffic calming at high risk intersections.**

**As the city continues to increase safety along bikeways and mobility lanes, we recommend that the City of Berkeley engage in public information campaigns to increase the number of residents who know safety improvements have been incorporated into city planning.**

**We also recommend that the City of Berkeley elevate the opportunities for Berkeley residents and visitors to enjoy public spaces free of cars, i.e. more public squares both as short term events and as permanent features.**

#### **Invest in and Expand Electric Mobility Infrastructure**

We support the continuation of existing city conversations around electric mobility, emphasizing that non-single occupancy car mode shares remain the preferred mode of transport for Berkeley residents and visitors whenever feasible.

Therefore, we offer the following recommendations:

**We recommend that the City of Berkeley aggressively pursue new electric vehicle charging stations throughout the city, especially at locations near major destinations and employment centers.**

**For all new construction, including single occupancy homes, we recommend requiring garages to be wired to make it as easy and affordable as possible to install electric vehicle charging equipment for future occupants.**

**For all rental properties in Berkeley, we recommend that policies be considered that require property owners to subsidize the installation of electric vehicle charging equipment near parking spaces allocated to tenants.**

**We also recommend making a variety of electric-assisted alternative modes of transportation, including bikes and scooters, more readily available to Berkeley residents and visitors. This fleet should include options that are more comfortable for people with disabilities.**

#### **Procure Cleaner City Vehicles**

While the City of Berkeley is constrained in its ability to influence private behavior, it has direct control over the procurement of city vehicles, including bicycles if it so chooses.

As a general rule, it is true that heavier equipment is less likely to be available as part of a clean fleet. This can lead the city to feel it is required to buy equipment that needlessly contributes to climate change.

Planning out expected equipment needs several years in advance, the City of Berkeley can mitigate cost and supply barriers by seeking out other municipalities with similar equipment needs. This would enable communities to put out joint bids on equipment, lowering costs and increasingly the possibility that clean vehicles will be available, even if it requires some customization.

Therefore, we offer the following recommendations.

**We recommend that the City of Berkeley invest in zero and low emission vehicles when available, consider appropriate use of bicycles for official business, and consider mutual procurement with other local governments.**

**We further recommend that city leaders consult our representatives in the state legislature about possible legislative opportunities to streamline the joint procurement of clean vehicles.**

**We also recommend that city leaders encourage other overlapping government agencies, like AC Transit, Berkeley Unified School District, Lawrence Berkeley National Labs, and the University of California – Berkeley, to also fully commit to a cleaner fleet within city limits.**

#### **Encourage Employers to Subsidize Transit to Work, Carpooling, and Secured Bike Use**

The ubiquitous rise of apps and smartphones has made it easier for workers to identify alternatives to solo car trips to get to and from work. With real time departures now available from AC Transit and BART, our existing public transit options are also becoming more reliable for commuters.

Employers, particularly larger employers, can shape commuter behavior and help reduce greenhouse gas emissions in the following specific ways:

- Encourage employees to carpool and utilize the same platform for carpooling;
- Subsidize public transit ridership for employees;
- Subsidize electric mobility ridership (like scooter and bike share) for employees;
- Offer electric vehicle charging on site; and
- Offer secured bike parking to decrease the risk of bike theft for commuters.

Therefore, we offer the following recommendation:

**We recommend that the City of Berkeley present all these options to employers within Berkeley and urge their adoption where feasible.**

## **Fully Integrate Climate Change Goals in Complete Streets Upgrades, and Accelerate Permeable Paving Investment**

It is our sense that general upkeep of road maintenance in the City of Berkeley requires a major focus and reinvestment. As roads deteriorate, maintenance costs rise exponentially.

Road maintenance also provides an opportunity for the city, on a street-by-street basis, to evaluate existing city priorities and adopt a complete streets framework that makes streets safer and more dependable for multi-modal access and for any other improvements considered a public works priority. City staff should always consider the full complement of needs before engaging in road maintenance. Ultimately, this perceived improvement in street safety and transit reliability reduces greenhouse gas emissions per capita by encouraging more residents to consider alternatives to car travel.

But even the best laid plans change as new city priorities, updated scoping documents, and best practices emerge. Road improvements that are flexible and affordable to alter thus become helpful to consider.

Therefore, we offer the following recommendations:

**We recommend the city fully integrate complete streets priorities as the city engages in ongoing road maintenance.**

**We also recommend that the city consider an expansion of its use of permeable pavement. While it has higher upfront costs, it also has a much longer lifespan than traditional asphalt and enables the city to engage in road upkeep and safety improvements as needs evolve without a costly disruption of existing road maintenance.**

### **Conclusion**

Combined, these recommendations would help prepare Berkeley and the broader Bay Area for a future that is less dependent on fossil fuels, with an ultimate goal of a fossil fuel free Berkeley. We hope the Council finds useful as it considers local policies that can be implemented to reduce emissions and address the climate crisis.

Transportation Commission  
Excerpts of Council Actions 2019

July 23 – Regular Meeting

**23. Revenue Grant: California Office of Traffic Safety (OTS) for the 2020 "Selective Traffic Enforcement Program (STEP)" Grant**

**From:** City Manager

**Recommendation:** Adopt a Resolution authorizing the City Manager to accept the "Selective Traffic Enforcement Program (STEP)" Grant and enter into the resultant grant agreement and any amendments, with the California Office of Traffic Safety (OTS) to fund increased levels of impaired or distracted driving enforcement, nighttime seatbelt enforcement, motorcycle safety enforcement, and educational programs regarding bicycle and pedestrian safety. The approved OTS grant is for \$200,000 for the period of October 1, 2019 through September 30, 2020 which is Federal Fiscal Year 2020.

**Financial Implications:** See report

**Contact:** Andrew Greenwood, Police, 981-5900

**Action:** Adopted Resolution No. 69,052–N.S.

**30. Residential Preferential Parking (RPP) Program: Summer 2019 Update**

**From:** City Manager

**Recommendation:** Direct staff to conduct analysis of Fiscal Year (FY) 2020 Residential Preferential Parking (RPP) Program costs and revenues and return to Council early 2020 with updated fee increase proposal(s) to be effective April 1, 2020 for the FY 2021 permit year for Program enhancement and expansion.

**Financial Implications:** See report

**Contact:** Phillip Harrington, Public Works, 981-6300

**Action:** Item held over to September 10, 2019.

**31. Implementing Vision Zero: Prioritizing High Collision Streets**

**From:** Mayor Arreguin, Councilmembers Droste, Hahn, and Wengraf

**Recommendation:** As street lights are being replaced and transportation infrastructure improvements are made throughout the City, and as work plans and schedules are developed, priority should be given to high-collision streets, as identified in the Pedestrian Master Plan and Vision Zero program. Examples include but are not limited to improving lighting, updating signage, and painting of crosswalks.

**Financial Implications:** See report

**Contact:** Jesse Arreguin, Mayor, 981-7100

**Action:** Approved recommendation.

**33. Designating Berkeley's portion of Ohlone Greenway and the West Street Bike Path as linear City parks**

**From:** Councilmember Kesarwani

**Recommendation:** Adopt a resolution designating the Berkeley-owned portions of the West Street Bike Path and the Ohlone Greenway as linear City parks and formally dedicate these sites for permanent recreational use. The City-owned portion of the West Street Bike Path begins adjacent to the basketball courts at Virginia Gardens and travels southward ending at Delaware Street. The City-owned section

of the Ohlone Greenway begins northwest of the North Berkeley BART station at Cedar Street and continues north to the City's border with Albany.

**Financial Implications:** See report

**Contact:** Rashi Kesarwani, Councilmember, District 1, 981-7110

**Action:** Councilmembers Harrison and Wengraf added as co-sponsors. Adopted Resolution No. 69,058–N.S.

Vote: Ayes – Kesarwani, Bartlett, Harrison, Hahn, Wengraf, Robinson, Droste, Arreguin; Noes – None; Abstain – Davila.

June 25, 2019

31. **2019 Bay Area SunShares Residential Solar and Zero-Emission Vehicle Program**

**From: City Manager**

**Recommendation:** Adopt a Resolution authorizing the City Manager to execute a letter of commitment with the Business Council on Climate Change (BC3) to affirm the City of Berkeley's participation in the 2019 Bay Area SunShares residential solar and zero-emission vehicle program.

**Financial Implications:** See report

**Contact:** Timothy Burroughs, Planning and Development, 981-7400

**Action:** Adopted Resolution No. 68,984–N.S.

34. **Contract: Tanko Lighting for Street Light Luminaire Retrofit Project**

**From: City Manager**

**Recommendation:** Adopt a Resolution authorizing the City Manager to execute a contract and any amendments, extensions or other change orders until completion of the project with Tanko Lighting, Inc. for the City Street Light Luminaire Retrofit Project in an amount not to exceed \$140,875 for the period from July 1, 2019 through December 31, 2020.

**Financial Implications:** Street Light Assessment District Fund - \$140,875

**Contact:** Phillip Harrington, Public Works, 981-6300

**Action:** Adopted Resolution No. 69,009–N.S. Additional request to prioritize replacement at high injury collision network streets and the bicycle boulevards.

36. **An Action Plan for Greening the City of Berkeley Fleet of Vehicles**

**From: Councilmembers Wengraf, Harrison, Robinson and Mayor Arreguin**

**Recommendation:** Request the City Manager and Department of Public Works collaborate to create an Action Plan ("plan"), by June 2020, to aggressively accelerate the implementation of the electrification of the City's municipal fleet and phase out fossil fuel use in municipal vehicles by 2030 with consideration of an earlier transition for light-duty passenger vehicles. The Plan should include an evaluation of the City's current fleet and an analysis of opportunities for transitioning to a fleet of fossil fuel free vehicles, as soon as the technology can safely meet operational needs. An update on our progress should be reported to City Council as an information item every six months. In the interim, the City Manager is asked to explain criteria used to purchase fossil fuel vehicles in all future staff items related to vehicle purchases with Council.

**Financial Implications:** See report

**Contact:** Susan Wengraf, Councilmember, District 6, 981-7160

**Action:** Approved recommendation.

June 11, 2019

23. **Contract: Gallagher & Burk, Inc. for Measure T1 Street Improvements Project**  
**From: City Manager**

**Recommendation:** Adopt a Resolution approving plans and specifications for the Measure T1 Street Improvements, Adeline Street, Hearst Avenue and Milvia Project, Specification No. 19-11278-C; accepting the bid of Gallagher & Burk, Inc. as the lowest responsive and responsible bidder; and authorizing the City Manager to execute a contract and any amendments, extensions or other change orders until completion of the project in accordance with the approved plans and specifications in an amount not to exceed \$4,065,906.

**Financial Implications:** Various Funds - \$4,065,906

**Contact:** Phillip Harrington, Public Works, 981-6300

**Action:** Adopted Resolution No. 68,950–N.S.

May 28, 2019

25. **Budget Referral: Funding Stop Signs on Carleton Street and Fulton Street**  
**From: Councilmember Bartlett**

**Recommendation:** That the Council refers to the budget process of funding a 4-way stop at the intersection of Carleton and Fulton Street in order to address inadequate traffic control and stopping, and reduce traffic accidents.

**Financial Implications:** See report Contact: Ben Bartlett, Councilmember, District 3, 981-7130

**Action:** Councilmember Davila added as a co-sponsor. Approved recommendation revised to include that the process will be conducted in coordination with the City's Traffic Engineer.

May 14, 2019 (No action to date)

22. **Amendment to Grant Funding Agreement for Gilman Railroad Pedestrian Crossing Safety Project, Specification No. 18-11244-C**

**From: City Manager**

**Recommendation:** Adopt a Resolution accepting an amendment to the grant funding agreement between the City and the California Department of Transportation, Service Contract No. 75LX291, for the Gilman Railroad Pedestrian Crossing Safety Project to increase the amount from \$310,500 to \$473,000 and revise the expiration date from December 19, 2019 to December 31, 2020 and authorizing the City Manager to execute said amendment and any other associated necessary agreement.

**Financial Implications:** See report

Contact: Phillip Harrington, Public Works, 981-6300

23. **Contract: ERA Construction Inc. for Gilman Railroad Pedestrian Crossing Safety Project, Specification No. 18-11244-C**  
**From: City Manager**  
**Recommendation:** Adopt a Resolution: 1. Approving the plans and specifications for the Gilman Railroad Pedestrian Crossing Safety Project (“Project”), Specification No. 18-11244-C; 2. Accepting the bid of the lowest responsible bidder, ERA Construction Inc.; and 3. Authorizing the City Manager to execute a contract and any amendments, extensions, or change orders with ERA Construction Inc. until completion of the Project in accordance with the approved plans and specifications, in an amount not to exceed \$377,764.  
**Financial Implications:** Various Funds - \$377,764  
**Contact:** Phillip Harrington, Public Works, 981-6300
39. **Referral to the Budget Process: Increased Funding for Neighborhood Traffic Calming**  
**From: Councilmembers Wengraf, Harrison, and Droste**  
**Recommendation:** Refer to the Fiscal Year 2020/2021 Budget Process an increase in allocation for neighborhood traffic calming from the current 50 thousand dollars to 150 thousand dollars.  
**Financial Implications:** \$100,000  
**Contact:** Susan Wengraf, Councilmember, District 6, 981-7160
49. **One-Way Car Share – Transition from Pilot to Baseline Program**  
**From: City Manager**  
**Recommendation:** Conduct a public hearing and upon conclusion:  
1. Adopt a Resolution approving an ongoing One-Way Car Share program for the City of Berkeley, with an increase to administration fees that are commensurate with City administrative cost increases, and  
2. Adopt the first reading of an Ordinance pursuant to Berkeley Municipal Code Chapter 14.62, deleting language that refers to the program as a limited-term “pilot” and amending language on the number of vehicle parking permits for which a one-way car share organization may apply.  
**Financial Implications:** The program pricing structure results in cost-neutrality.  
**Contact:** Phillip Harrington, Public Works, 981-6300
50. **Residential Preferential Parking (RPP) Program Reform & Expansion Phase II: Recommendations for Increased Staffing, Enhanced Football Game Day Enforcement, and Expansion**  
**From: City Manager**  
**Recommendation:** Conduct a public hearing and upon conclusion:  
1. Adopt first reading of an Ordinance amending Berkeley Municipal Code Chapter 14.72 to allow Residential Preferential Parking (RPP) in areas zoned Mixed Use-Light Industrial;  
2. Adopt a Resolution to expand and enhance the RPP Program, raising permit fees for cost neutrality while increasing parking enforcement staff and equipment to augment RPP enforcement, improving UC Berkeley home football game parking enforcement, allowing more residents to opt-in, and rescinding Resolution 68,344-N.S.;



Transportation Commission  
Excerpts of Council Actions 2019

C2

3. Adopt a Resolution modifying parking restrictions in specified RPP Zones on UC Berkeley home football game days as follows: establish “Enhanced Fine Areas” to prohibit parking without a valid RPP permit in portions of RPP Zones B, D, F, G, and I; and install new RPP signs in zones B, D, F, G, and I to clearly indicate UC Berkeley home football game day parking prohibitions; and
4. Adopt a Resolution establishing a new Parking Fine Schedule, including parking fines of \$225 per violation of BMC 14.40.090 in new Enhanced Fine Areas on posted UC football game days, and rescinding Resolution No. 68,466-N.S.

**Financial Implications:** See report

Contact: Phillip Harrington, Public Works, 981-6300

61. [Residential Preferential Parking \(RPP\) Program: Spring 2019 Update](#)

**From:** City Manager

Contact: Phillip Harrington, Public Works, 981-6300

April 30, 2019

11. [Approving Proposed Projects Anticipated to be Paid for by the State’s Road Maintenance and Rehabilitation Account \(RMRA\) Funds for FY2020](#)

[Revised material \(Supp 3\)](#)

**From:** City Manager

**Recommendation:** Adopt a Resolution approving a proposed list of projects that will utilize funding from the State of California’s Road Maintenance and Rehabilitation Account, and authorize the City Manager to submit the proposed list to the California Transportation Commission and receive funding.

**Financial Implications:** See report

Contact: Phillip Harrington, Public Works, 981-6300

**Action:** Adopted Resolution No. 68,840–N.S. amended to revise the dollar amount to \$2,017,214 and other minor changes.

24. [Referral: Report on Public Realm Pedestrianization Opportunities](#)

**From:** Councilmembers Robinson and Hahn

**Recommendation:** Refer to the Transportation Commission to generate a report on potential public realm pedestrianization opportunities in Berkeley.

**Financial Implications:** Staff time

Contact: Rigel Robinson, Councilmember, District 7, 981-7170

April 23, 2019 – Regular

21. [Support for Zero Emission Bills](#)

**From:** Councilmembers Harrison, Davila, Hahn, and Robinson

**Recommendation:**

1. Adopt a resolution of support for two bills that will move California towards eliminating greenhouse gas emissions from the transportation sector: AB 40, which calls for all cars sold in California to be zero-emission by 2040, and AB 1418, which calls for all public school buses in California to be zero-emission by 2030.

2. Send letter of support to Senator Skinner and Assembly member Wicks.

**Financial Implications:** None

Contact: Kate Harrison, Councilmember, District 4, 981-7140

**Action:** 1. Adopted Resolution No. 68,825–N.S. 2. Approved recommendation.

**30.** [Relinquishment of Council Office Budget Funds: “Post-Memory: A Decade of Art and Activism in Berkeley,” an art exhibit in honor of Zachary Cruz](#)

From: Councilmembers Droste, Davila, and Robinson

Recommendation: Adopt a Resolution approving the expenditure of an amount not to exceed \$250 per sponsoring Councilmember, with funds relinquished from the discretionary Council Office Budgets of Councilmember Droste and any other Councilmembers who would like to contribute. Funds would go to cover the costs of the art exhibit “Post-Memory: A Decade of Art and Activism in Berkeley” at UC Berkeley. 2019 marks the ten year anniversary of the death of Zachary Cruz who died from road violence on Berkeley streets. The art exhibit will honor Zachary and raise awareness about road safety and Vision Zero in Berkeley. Additional details about the exhibit are attached. Donations will go to A to Z Families for Safe Streets, c/o Los Angeles Walks, 830 Traction Ave 3rd Floor, Los Angeles, CA 90013.

Financial Implications: Councilmember's Discretionary Funds - \$250

Contact: Lori Droste, Councilmember, District 8, 981-7180

**Action:** Adopted Resolution No. 68,828–N.S. revised to include contributions from the following Councilmembers up to the amounts listed: Councilmember Droste - \$250; Councilmember Hahn - \$100; Councilmember Davila - \$100; Councilmember Robinson - \$100; Councilmember Wengraf - \$100.

**36.** [Allocate \\$400,000 from the Street and Open Space Improvement Fund for the Design and Construction of a Protected Milvia Bikeway Pilot Project between University Avenue and Allston Way](#)

From: Councilmember Harrison and Mayor Arreguin

Recommendation: Adopt a Resolution allocating \$400,000 from the Street and Open Space Improvement Fund (SOSIF) to design and construct a protected Milvia Bikeway pilot project between University Avenue and Allston Street.

Financial Implications: See report

Contact: Kate Harrison, Councilmember, District 4, 981-7140

**Action:** Adopted Resolution No. 68,828–N.S. revised to include contributions from the following Councilmembers up to the amounts listed: Councilmember Droste - \$250; Councilmember Hahn - \$100; Councilmember Davila - \$100; Councilmember Robinson - \$100; Councilmember Wengraf - \$100.

**April 2, 2019**

Excerpts of Council Actions 2019

**2. Contract No. 9863 Amendment: Arup North America, Ltd. for Construction Support Services for the Shattuck Reconfiguration and Pedestrian Safety Project**

**From: City Manager**

**Recommendation:** Adopt a Resolution authorizing the City Manager to amend Contract No. 9863 with Arup North America, Ltd. for Construction Support Services for the for the Shattuck Reconfiguration and Pedestrian Safety Project, increasing the contract by \$50,000, for a total amount not to exceed \$763,800, and extending the term of the contract from June 30, 2019 to June 30, 2021.

**Financial Implications:** Capital Improvement Fund - \$50,000

Contact: Phillip Harrington, Public Works, 981-6300

**Action:** Adopted Resolution No. 68,804–N.S.

March 26, 2019

**6. Contracts: Fehr & Peers and Parisi Associates for On-Call Traffic Engineering Services**

**From: City Manager**

**Recommendation:** Adopt Resolutions authorizing the City Manager to execute two contracts and any amendments with Fehr & Peers and Parisi Associates for on-call traffic engineering services in an amount not to exceed \$1,000,000 each for a combined total not to exceed amount of \$2,000,000 from April 11, 2019 to June 31, 2022 with two 1-year options to extend.

**Financial Implications:** See report

Contact: Phillip Harrington, Public Works, 981-6300

**Action:** Adopted Resolution No. 68,792–N.S. (Fehr & Peers) and Resolution No. 68,793–N.S. (Parisi)

**Action:** Adopted Resolution No. 68,794–N.S.

**7. Adopt a Resolution of Intent to Consider a FlixBus Franchise Agreement for Long-Distance Bus Service**

**From: City Manager**

**Recommendation:** Pursuant to Berkeley Municipal Code Chapter 9.60, adopt a Resolution declaring the Council’s intention to consider at a public hearing, set for April 30, 2019, at 6:00 p.m., whether to grant a franchise to FlixBus, Inc. to provide long-distance bus service to the Berkeley public.

**Financial Implications:** See report

Contact: Phillip Harrington, Public Works, 981-6300

**20a. Providing direction on closing the funding gap to complete Measure T1 Phase 1 projects**

**From: City Manager**

**Recommendation:**

1. Council to provide direction on a preferred option to close the funding gap in the current Measure T1 Phase 1 program. Four possible options are summarized below and discussed in further detail starting on page 4 under Current Situations and its Effects – Funding Gap.

Option A: Reduce up to \$5 million between 13 projects by reducing project

## Excerpts of Council Actions 2019

scopes from Planning and Design to Conceptual, Construction to Planning and Design, Construction to Conceptual, or removing or delaying the project.

Option B: Reduce up to \$4 million by reducing the Live Oak Community Center project scope from Construction to Planning and Design.

Option C: Authorize up to \$3 million in additional funding for T1 Phase 1 and reduce \$2 million between 7 projects by reducing project scopes from Planning and Design to Conceptual or Construction to Planning and Design.

Option D: Authorize up to \$7 million in additional funding to complete all T1 Phase 1 projects.

2. Council adopt a resolution authorizing the chosen option to complete Measure T1 Phase 1 projects.

**Financial Implications:** See report

Contact: Scott Ferris, Parks, Recreation and Waterfront, 981-6700, Phillip Harrington, Public Works, 981-6300

**Action:** 4 speakers. M/S/C (Arreguin/Hahn) to adopt Resolution No. 68,802–N.S. to authorize funding in the amount of \$5.3 million from General Fund be used for Measure T1 Phase 1. The General Fund will be reimbursed once Measure T1 Phase 2 bond proceeds are received. **Vote:** All Ayes.

**20b. Authorizing up to \$7 million in additional funding to complete Measure T1 Phase 1 projects**

**From: Public Works Commission**

**Recommendation:** The T1 team is requesting the PWC and the Parks and Waterfront Commission take action at their February meetings on their preferred course of action. The T1 team wants to make their recommendation to Council this spring.

The T1 sub-committees recommend that the PWC vote to endorse the following: - We prefer Option D to meet the funding shortfall. The T1 staff has stated that it is possible to transfer funds from other City sources and to repay it with Phase 2 bond proceeds. By choosing this option, we will maintain the momentum in the program and will accelerate infrastructure improvements in the City; - We are concerned that a disproportionate share of improvements has been allocated to areas of the City north of University Avenue. We want to make sure that projects at the Francis Albrier Center, Willard and other areas south of University be implemented; - We support identifying a green infrastructure project in Phase 1; - We support implementing the 7 street improvement projects in Phase 1.

**Financial Implications:** See report

Contact: Nisha Patel, Commission Secretary, 981-6300

**Action:** See action on Item 20a.

**20c. Authorizing up to \$7 million in additional funding to complete Measure T1 Phase 1 projects**

**From: Parks and Waterfront Commission**

**Recommendation:** The T1 team is requesting the PWC and the Parks and Waterfront Commission take action at their February meetings on their preferred course of action. The T1 team wants to make their recommendation to Council this spring.

The T1 sub-committees recommend that the PWC vote to endorse the following: - We prefer Option D to meet the funding shortfall. The T1 staff has stated that it is possible to transfer funds from other City sources and to repay it with Phase 2 bond proceeds. By choosing this option, we will maintain the momentum in the program and will accelerate

Excerpts of Council Actions 2019

infrastructure improvements in the City; - We are concerned that a disproportionate share of improvements has been allocated to areas of the City north of University Avenue. We want to make sure that projects at the Francis Albrier Center, Willard and other areas south of University be implemented; - We support identifying a green infrastructure project in Phase 1; - We support implementing the 7 street improvement projects in Phase 1.

**Financial Implications:** See report

Contact: Roger Miller, Commission Secretary, 981-6700

**Action:** See action on Item 20a.

**20d. Recommendations for current T1 Phase 1 funding shortfalls**

**From: Energy Commission**

**Recommendation:** The Berkeley Energy Commission recommends the City Council integrate greenhouse gas (GHG) reduction goals, as stated in the Climate Emergency Resolution adopted June 12, 2018, into the T1 funding priorities.

**Financial Implications:** See report

Contact: Billi Romain, Commission Secretary, 981-7400

**Action:** Moved to Consent Calendar. Approved recommendation.

**21. Referral Responses: Managing Recreational Vehicle (RV) Parking**

**From: City Manager**

**Recommendation:** Adopt second reading of Ordinance No. 7,643-N.S. (BMC Section 14.40.120) prohibiting parking campers and RVs during certain hours and creating additional resources for people living in RVs, and refer any additional costs to the FY20-21 Budget process.

**First Reading Vote:** Ayes – Kesarwani, Bartlett, Hahn, Wengraf, Droste, Arreguin; Noes – Davila, Harrison, Robinson

**Financial Implications:** See Report

Contact: Paul Buddenhagen, City Manager's Office, 981-7000

**Action:** M/S/C (Arreguin/Hahn) to suspend the rules and extend the meeting to 12:30 a.m.

**Vote:** Ayes – Kesarwani, Bartlett, Harrison, Hahn, Wengraf, Robinson, Droste, Arreguin; Noes – Davila, Harrison.

**Action:** M/S/C (Arreguin/Hahn) to accept supplemental material from Mayor Arreguin, Councilmember Hahn, and Councilmember Kesarwani for Item 21.

**Vote:** All Ayes.

**March 12, 2019**

**9. Memorandum of Understanding: Planning Phase for the viability of a potential WETA Ferry Service and Public Recreation Pier at the Berkeley Marina**

**From: City Manager**

**Recommendation:** Adopt a Resolution authorizing the City Manager to execute a Memorandum of Understanding (MOU) with the Water Emergency Transportation Authority (WETA) to accept up to \$250,000 in WETA funding for the Planning Phase (technical feasibility study and public engagement process) for the viability of a potential WETA ferry service and public recreation pier at the Berkeley Marina.

**Financial Implications:** See report

Contact: Scott Ferris, Parks, Recreation and Waterfront, 981-6700

**Action:** Adopted Resolution No. 68,782–N.S.

**February 28, 2019 Regular**

**1. Referral Responses: Managing Recreational Vehicle (RV) Parking**

**From: City Manager**

**Recommendation:** Review options provided by City staff in the report and take one of the following actions:

1. Refer the recommendations in Option A (in the staff report), amending existing codes to limit RVs parking in the City of Berkeley for extended periods of time and developing an online RV Permitting system, to the City Manager.

**-AND/OR-**

2. Adopt the recommendations provided in Option B (in the staff report), prohibiting parking campers and RVs during certain hours and creating additional resources for people living in RVs, and adopt the first reading of two ordinances amending Berkeley Municipal Code (BMC) Chapter 12.76 and BMC Section 14.40.120 and refer any additional costs to the FY20-21 Budget process.

**Financial Implications:** See report

Contact: Paul Buddenhagen, City Manager's Office, 981-7000

**Action:** 78 speakers. M/S/Failed (Davila/Harrison) to refer the item to the Health, Life Enrichment, Equity and Community Committee.

**Vote:** Ayes – Davila, Harrison; Noes – Kesarwani, Bartlett, Hahn, Wengraf, Robinson, Arreguin; Abstain – Droste.

**Action:** M/S/Carried (Arreguin/Kesarwani) to:

1) Adopt first reading of Ordinance No. 7,643-N.S. (BMC Section 14.40.120) regarding stopping, standing or parking restricted or prohibited on certain streets. Second reading scheduled for March 26, 2019. The implementation of the ordinance will be preceded by efforts such as outreach efforts, noticing, flexible funding, and assisting individuals to get stable or rehoused.

2) Refer to the City Manager to amend existing codes to prohibit RV parking in the City of Berkeley for extended periods of time and developing an online RV Permitting system that limits the total amount of time any RV or registered owner of an RV parks their vehicle on the City's right-of-way or City-owned off-street parking lots in a calendar year. Permits under the new system should be distributed throughout the city.

3) Council will continue to work with staff to identify and develop a temporary RV site that serves highly vulnerable populations, including families with young children attending Berkeley schools, as well as a regional long-term non-profit RV site.

4) Refer to the City manager to consider a program to allow private entities to have RVs on their property for overnight camping, with an emphasis on persons utilizing the coordinated entry system.

**Vote:** Ayes – Kesarwani, Bartlett, Hahn, Wengraf, Droste, Arreguin; Noes – Davila, Harrison, Robinson.

## Excerpts of Council Actions 2019

**12. Establishment of Traffic Circle Policy Task Force****From: Mayor Arreguin, and Councilmembers Bartlett, Droste and Hahn**

**Recommendation:** Establish a Traffic Circle Policy Task Force comprised of representatives from neighborhoods currently maintaining traffic circles. Members will be appointed by the Mayor and chosen from geographically diverse parts of the city, including one representative from Berkeley Partners for Parks. Staff participating will be appointed by the City Manager. The charge of this Task Force is to: 1. Evaluate the City's current traffic circle vegetation policy for consideration by the City Council and Traffic Engineer; 2. Find a solution, through active participation and engagement with the community, that respects: -Environmental Policy; -Habitat; -Safety and Performance Standards; -Existing and future liability issues that address sight lines; and 3. Deliver a policy to City Council for adoption prior to August 9, 2019. 4. Conduct a community-led process to update that policy to ensure pedestrian/bicycle/vehicle safety and community efforts to beautify traffic circles.

Task Force activities may include, but are not limited to: -Recommend appropriate characteristics and parameters for allowed plantings based on input from the community and city staff; -Recommend a policy that ensures lines of sight and other important safety considerations; -Work with City staff to conduct a survey of current traffic circles and their vegetation; -Conduct a survey of neighborhood associations, neighborhood captains, community and community groups such as Berkeley Partners for Parks to determine which traffic circles are being maintained by community members; -Examine the City of Oakland's 'Adopt a Spot' initiative to encourage community involvement in the maintenance of public spaces by loaning tools, supplies, and technical assistance to committed members of the community; -Host a presentation from City staff to better understand concerns with the current traffic circle policy and any safety concerns that should be taken into consideration; -Recommend a clear set of guidelines/criteria to allow for community maintenance of traffic circles, with input from city staff; -Outline the appropriate community outreach strategy and process to share the updated policy for managing vegetation in traffic circles; -Recommend a replanting strategy, with emphasis on drought-resistant plants.

**Financial Implications:** See report

Contact: Jesse Arreguin, Mayor, 981-7100

**Action:** Approved recommendation.**26. goBerkeley Parking Management Program - Recommended Adjustments for April 1, 2019****From: City Manager**

Contact: Phillip Harrington, Public Works, 981-6300

**Action:** Received and filed.**February 5, 2019 Special/Worksession****1. [Pedestrian Master Plan Update](#) (Continued from December 4, 2018) Presentation****From: City Manager**

Contact: Phillip Harrington, Public Works, 981-6300

**Action:** 2 speakers. Presentation made and discussion held.**January 29, 2019 Regular****12. Vision Zero: eliminating pedestrian, bicyclist and traffic injuries and fatalities****From: Councilmembers Droste, Kesarwani, Wengraf and Mayor Arreguin****Recommendation:**

1. Create an official Vision Zero Task Force (or Leadership Committee) to lead the planning and implementation effort for Vision Zero. The Task Force should include, at a minimum,

Excerpts of Council Actions 2019

representatives from the City Manager’s office, Police, **Public Works (Transportation and Engineering Divisions)**, Fire, and Public Health (visionzeronetwork.org).

2. Request that the City Manager hold community events to encourage equitable outcomes, cooperation and collaboration from community stakeholders to set shared goals and focus on coordination and accountability. Representatives from various commissions, including but not limited to Transportation, Disability, Aging, and Health, should be encouraged to attend and provide input.

3. Request that the City Manager hold a worksession where a Vision Zero Action Plan is presented for eliminating fatal and severe traffic injuries. Subsequent to the worksession, request that biannual informational updates on Vision Zero progress are reported to Council. The Action Plan should establish clear strategies, owners of each strategy, interim targets, timelines, & performance measures (visionzeronetwork.org).

**Financial Implications:** None

Contact: Lori Droste, Councilmember, District 8, 981-7180

**Action:** Approved recommendation as revised in Supplemental Communications Packet #2 to add the following language to the recommendation:

*Refer to the budget process an allocation of \$207,150 to support a full time staff position to carry out Vision Zero workplan, staff the Task Force, etc.*

**13. Implement Residential Preferential Parking (RPP) Program on Sections of Fifth Street and Martin Luther King Jr. Way**

**From:** City Manager

**Recommendation:** Conduct a public hearing and upon its conclusion, adopt a Resolution amending Resolution No. 56,508-N.S. Sections 25J and 25P by adding subsections to implement Residential Preferential Parking (RPP) on portions of two city streets.

**Financial Implications:** See report

Contact: Phillip Harrington, Public Works, 981-6300

**Public Testimony:** The Mayor opened the public hearing. 0 speakers.

M/S/C (Arreguin/Droste) to close the public hearing.

**Vote:** Ayes – Kesarwani, Davila, Bartlett, Hahn, Robinson, Droste, Arreguin; Noes – None; Abstain – None; Absent – Harrison, Wengraf.

**Action:** M/S/C (Hahn/Robinson) to adopt Resolution No. 68,754–N.S.

**January 22, 2019 Regular**

**15. Contract: TranSystems Corporation for Preliminary Engineering and Environmental Clearance for the Railroad Crossing Safety Improvement/Quiet Zone Project**

**From:** City Manager

**Recommendation:** Adopt a Resolution authorizing the City Manager to execute a contract and any amendments with TranSystems Corporation for Preliminary Engineering and Environmental Clearance for the Railroad Crossing Safety Improvement/Quiet Zone project, and any as-needed additional project-related services as directed by the City, for a total not-to-exceed contract amount of \$500,000, for the period February 1, 2019 through December 31, 2019.

**Financial Implications:** Capital Project Grant Fund - Local - \$500,000

Contact: Phillip Harrington, Public Works, 981-6300

**Action:** Adopted Resolution No. 68,737–N.S.

**January 15, 2019 (Special)**

**3a. [North Berkeley BART Zoning and Future Development Supplemental material \(Supp 3\)](#)**



[Presentation](#)  
[Presentation](#)

From: Mayor Arreguin

Contact: Jesse Arreguin, Mayor, 981-7100

**3b. North Berkeley BART Site Recommendations** (Continued from November 27, 2018)

From: Housing Advisory Commission

Contact: Amy Davidson, Commission Secretary, 981-5400

**Action:** 48 speakers. Presentation made and discussion held.

**X.**

**XX.**

**XXX.**

## **Statement of Mission of Transportation Commission:**

To be published with each agenda packet per TC action on 2/21/2019

The Berkeley City Council established this Transportation Commission to advise the City Council on matters related to transportation policies, facilities, and services in the City. We are empowered to hold hearings, gather information, and provide recommendations to the City Council in order to help them make informed transportation decisions. The Transportation Commission's work is guided by several transportation-related documents and policies implemented by the City Council, including the Transportation Element of the General Plan, Bike Plan, Pedestrian Plan, Climate Action Plan, West Berkeley Circulation Master Plan, Complete Streets Policy, and BeST Plan.

### **Related Plans and Policies:**

- A. [Transportation Element](#) (2001) of the [General Plan](#) (2003)
  - a. Transit-First Policy (General Plan Policy T-4 "Transit-First Policy")
- B. [Bike Plan](#) (2017)
- C. [Pedestrian Plan](#) (2010, update in process)
- D. Vision Zero
- E. [Climate Action Plan](#) (2009, 2018 update)
- F. [West Berkeley Circulation Master Plan](#) (2009)
- G. [Complete Streets Policy](#) (2012 Council Resolution)
- H. [BeST Plan](#)(2016)
- I. [Berkeley Bike Boulevard Design Guidelines](#) (2000)

# Berkeley Electric Mobility Roadmap

**STRATEGIES FOR TRANSITIONING  
FROM FOSSIL FUEL VEHICLES**

Update for Transportation Commission  
July 18, 2019



# Path to a Clean Energy Future

1. Reduce energy use



2. Clean electricity



3. Electrify transportation & buildings



# Electric Mobility Roadmap Vision



# Electric Mobility Roadmap

## Needs Assessment Overview

Online Survey of  
Berkeley residents

Interviews with  
representatives of  
underserved  
communities and  
other key stakeholders

Scan of existing EV  
initiatives at local,  
regional, utility, and  
state levels

Best Practices  
Research

EV Adoption Rate  
Scenarios and EVSE  
Estimates

Geospatial Analysis

# Key Barriers to Electric Mobility Adoption



Cost and Financing



Education and Awareness



EV Charging Access



Physical Barriers



Technological



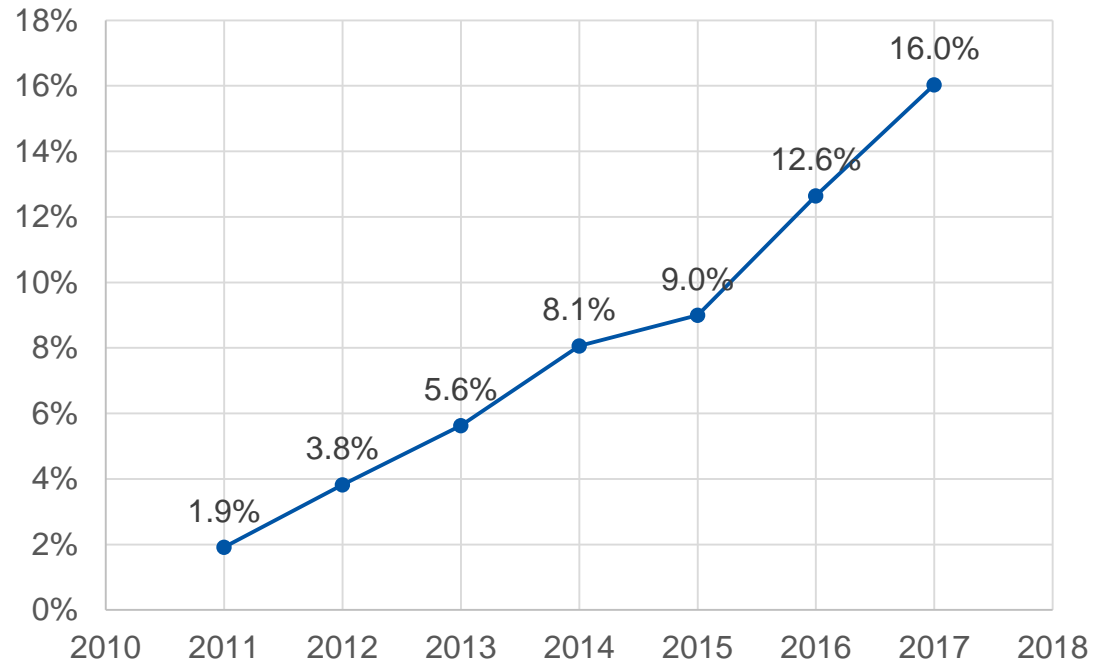
Reliability



Regional and Systemic Challenges

# EV Adoption Rates in Berkeley

**Current Snapshot** (Source: DMV Data, early 2018)



EV % of New Personal Vehicle Registrations by Year

**Historical Trend** (Source: Clean Vehicle Rebate Project)

Vehicle Type	2011	2012	2013	2014	2015	2016	2017	2018	Total
<b>BEV</b>	43	23	117	172	189	156	155	119	<b>974</b>
<b>PHEV</b>		43	70	77	67	45	70	56	<b>428</b>
<b>Total</b>	<b>43</b>	<b>66</b>	<b>187</b>	<b>249</b>	<b>256</b>	<b>201</b>	<b>225</b>	<b>175</b>	<b>1,402</b>

EV Rebates Claimed Over Time



# EV Adoption Rates | Sales Share Scenarios

Meeting Berkeley's Climate Goals:  
What will it take?

## Scenario 1: Historical Extrapolation

Linearly extends historical EV sales trends

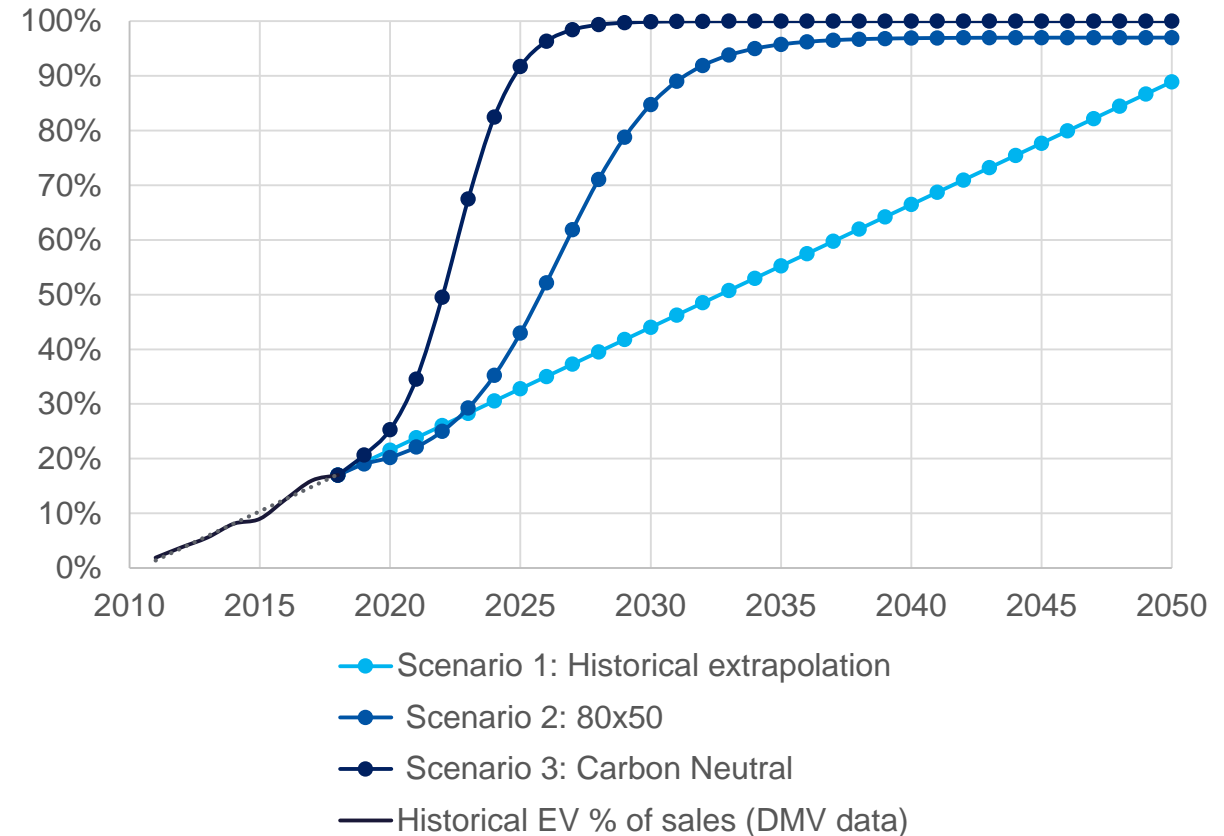
## Scenario 2: 80x50:

Demonstrates needed growth rates to reach Berkeley's legislated climate targets

## Scenario 3: Carbon Neutral:

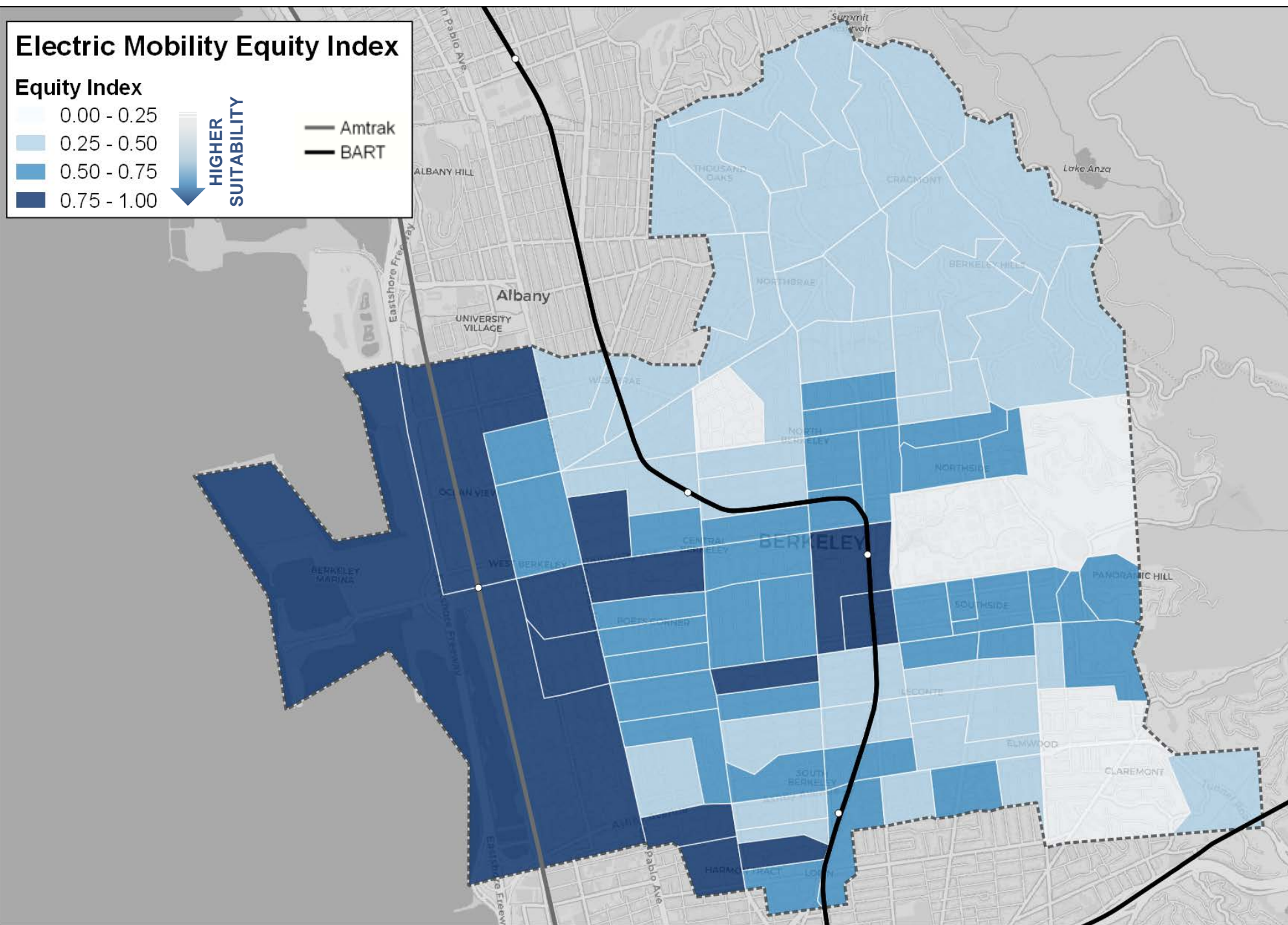
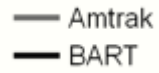
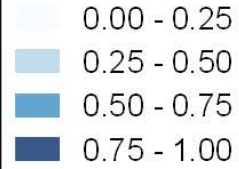
Demonstrates needed growth rates to reach more recent climate goal ambition from Berkeley's leaders

Percent Electric Vehicles of Total Light Duty Sales in Berkeley by Scenario (PHEV and BEV)



# Electric Mobility Equity Index

## Equity Index



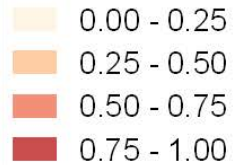
# Electric Mobility Equity Index Map

This map identifies areas to prioritize equity in electric vehicle deployment, with a focus on residents:

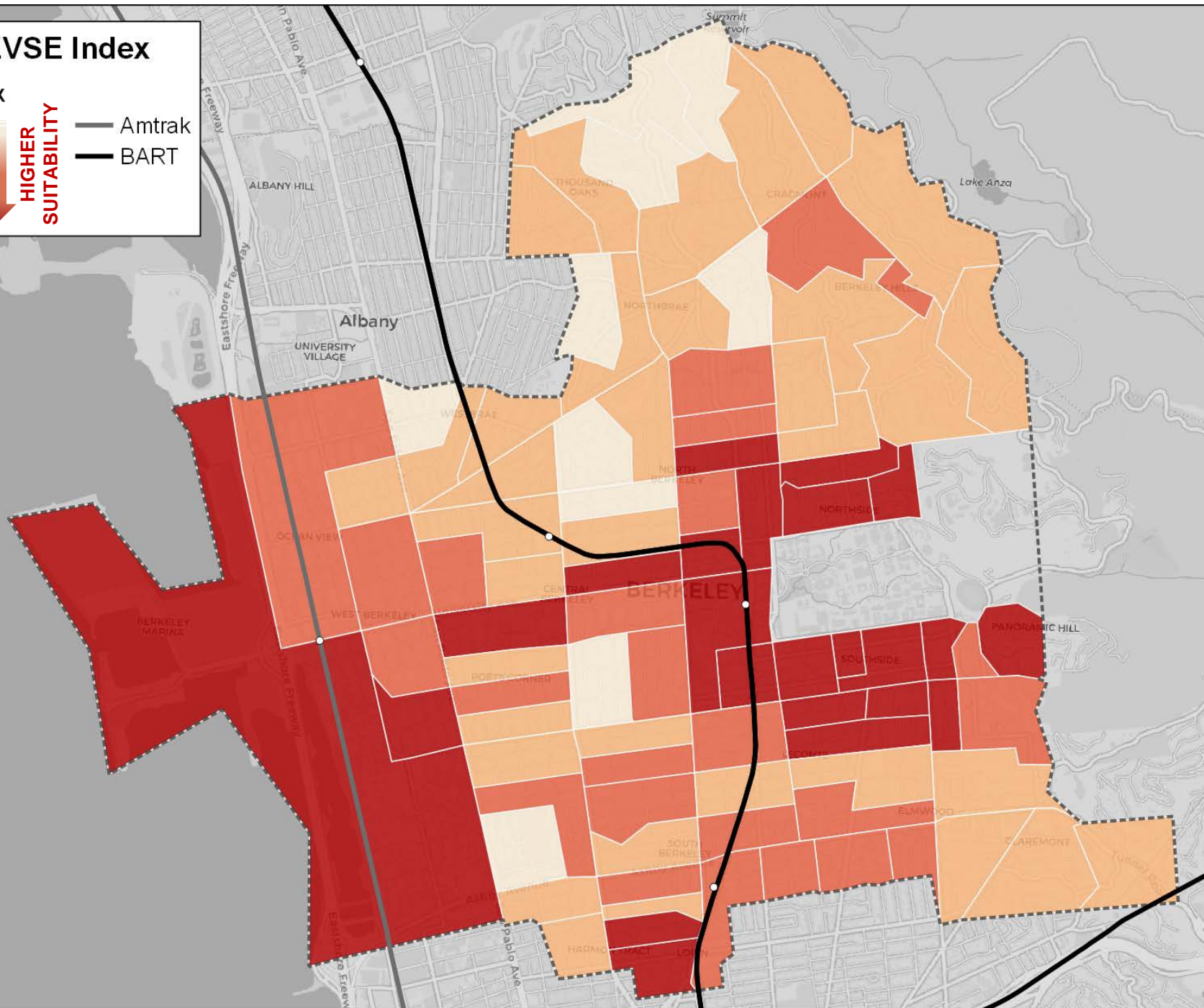
- With less access to transport options
- Who live in affordable and/or multifamily housing
- Are more highly impacted by pollution, poverty, and other socioeconomic vulnerabilities.

# Residential EVSE Index

## Residential Index



— Amtrak  
— BART



# Residential EVSE Index Map

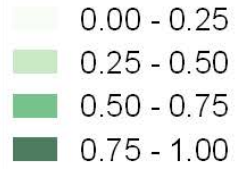
Identifies areas that may have a greater need for residential charging solutions (e.g. multifamily, curbside, or neighborhood charging) to make EV ownership more accessible to all residents. Highlights areas that have:

- Less access to EV charging currently
- Higher share of multi-family buildings
- Higher share of renters
- Higher share of car commuters
- Higher residential per capita VMT

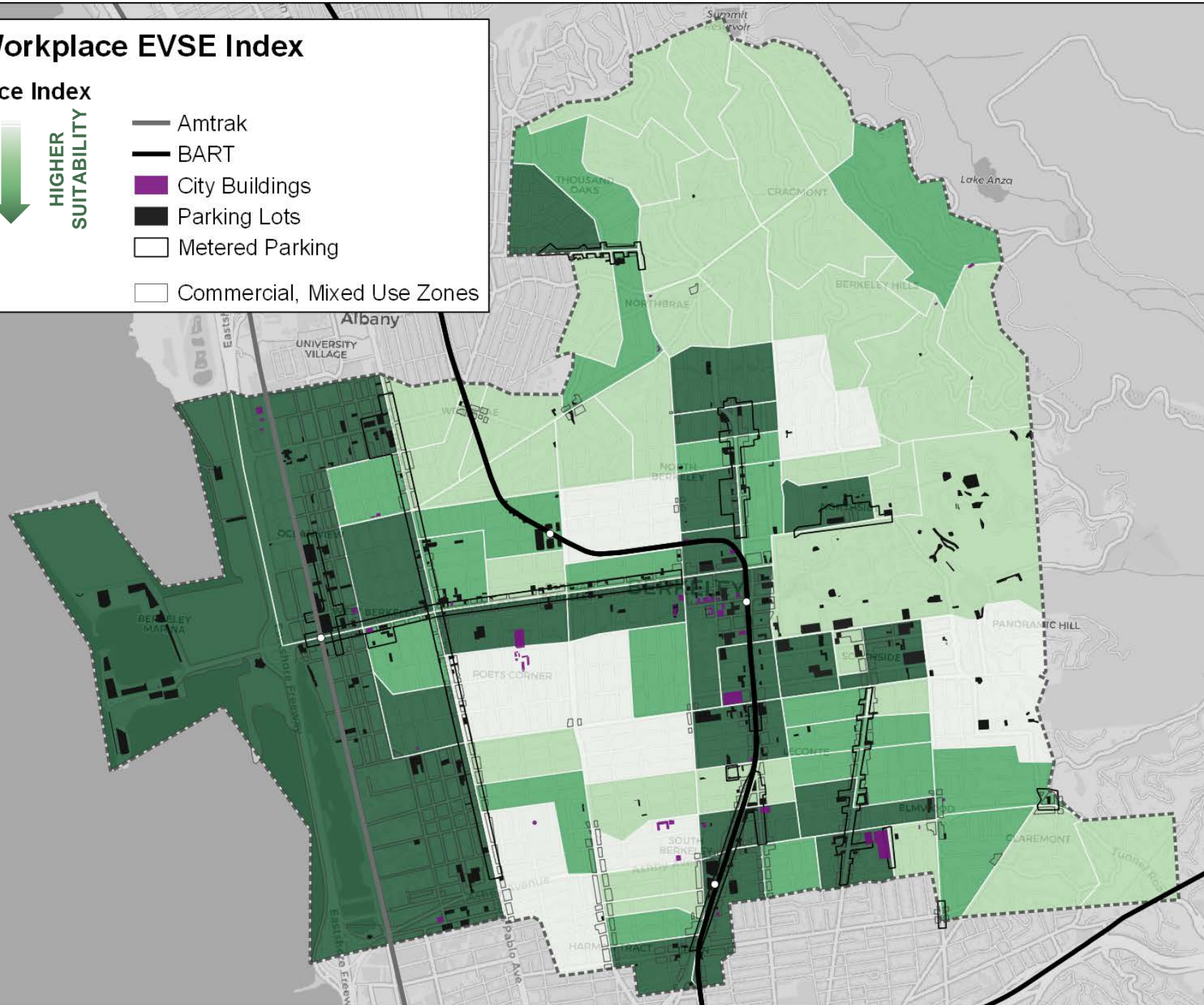
**Note:** Removes campus block group due to lack of residential housing data.

# Public and Workplace EVSE Index

## Public / Workplace Index



- Amtrak
- BART
- City Buildings
- Parking Lots
- Metered Parking
- Commercial, Mixed Use Zones



# Public and Workplace EVSE Index Map

This map identifies block groups and specific public sites with high potential and need for public and workplace EVSE, by highlighting areas with:

- Less access to EV charging currently
- Higher density of jobs and workplace VMT
- Higher density of longer dwell time destinations
- City-owned buildings, parking meters, parking lots, and commercially zoned areas.

**Note:** Selected longer dwell time destinations from parcel data include service stations, supermarkets, healthcare destinations (e.g. hospitals, dental offices), gyms/health clubs, hotels, institutions (e.g. churches, schools, museums), dining, and entertainment (e.g. theatres, recreation).

# Electric Mobility Roadmap Targets



## Equity in Electric Vehicles

- **Increase access to mobility:** Increase access to and affordability of electric mobility options for low income communities and communities of color.
- **Reduce air pollution:** Reduce air pollution in lower-income communities in Berkeley and those most impacted by air pollution.
- **Increase economic opportunity:** Expand access to employment opportunities and investment for low income communities and communities of color.



## Net-Zero Carbon

- **Electric vehicle adoption:** To reach carbon neutrality by 2045, adoption of EVs in Berkeley needs to be 25% of the community-wide total by 2025, 55% by 2030, and 100% by 2045.
- **Expand public and workplace EV charging:** Berkeley will need at least 420 public Level 2 chargers, 100 public DCFC chargers, and 610 workplace chargers by 2025.
- **Increase electric mobility awareness and education**



## Alternatives to Driving

- **Increase non-auto mode share:** Increase biking, walking, and transit mode share through support of ongoing city efforts to implement Berkeley's Transit First policy, Pedestrian Master Plan, Vision Zero, and other key efforts.
- **Increase access to electric mobility options:** Expand electric mobility options available to City residents, including both the diversity and number of mobility options, as well as their geographic availability across the City.



## City Leadership

- **All-electric City fleet by 2030:** The City will aim to have converted all City fleet vehicles to electric where technically feasible by 2030.

# Draft Strategies: Equity in Electric Vehicles

1. Develop Community-based Equity-Oriented Pilot Projects
2. Establish Berkeley One Stop Shop for Electric Mobility
3. Increase Digital and Financial Access to Shared Mobility
4. Support Accessible Electric Mobility Options
5. Explore Equitable Workforce Development Strategies

# Draft Strategies: Alternatives to Driving

1. Develop Shared Mobility Policy Framework with Emphasis on Electrification
2. Support Electrification of People Transport Fleets
3. Implement Shared Electric Mobility Hubs

# Draft Strategies: Net-Zero Carbon

1. Increase EV Readiness in Berkeley's New and Existing Buildings
2. Continue to Streamline and Improve EV Charging Permitting
3. Develop Programs to Cultivate Private EV Charging Site Hosts
4. Expand Public EV Charging on City Land and Rights of Way
5. Expand Electric Vehicle Education and Outreach through Partnerships
6. Support Smart, Resilient, Clean EV Charging
7. Support Electrification of Private Fleets
8. Explore Options to Disincentivize Fossil Fuel Vehicles



# Draft Strategies: City Leadership

1. Develop and Implement City Fleet Electrification Plan
2. Develop EV Charging Management, Pricing, and Enforcement Strategy
3. Integrate Electric Mobility Planning with Streetscape and Construction Projects

# Feedback/Questions

Sarah Moore, Office of Energy and Sustainable Management  
Sustainability Program Manager

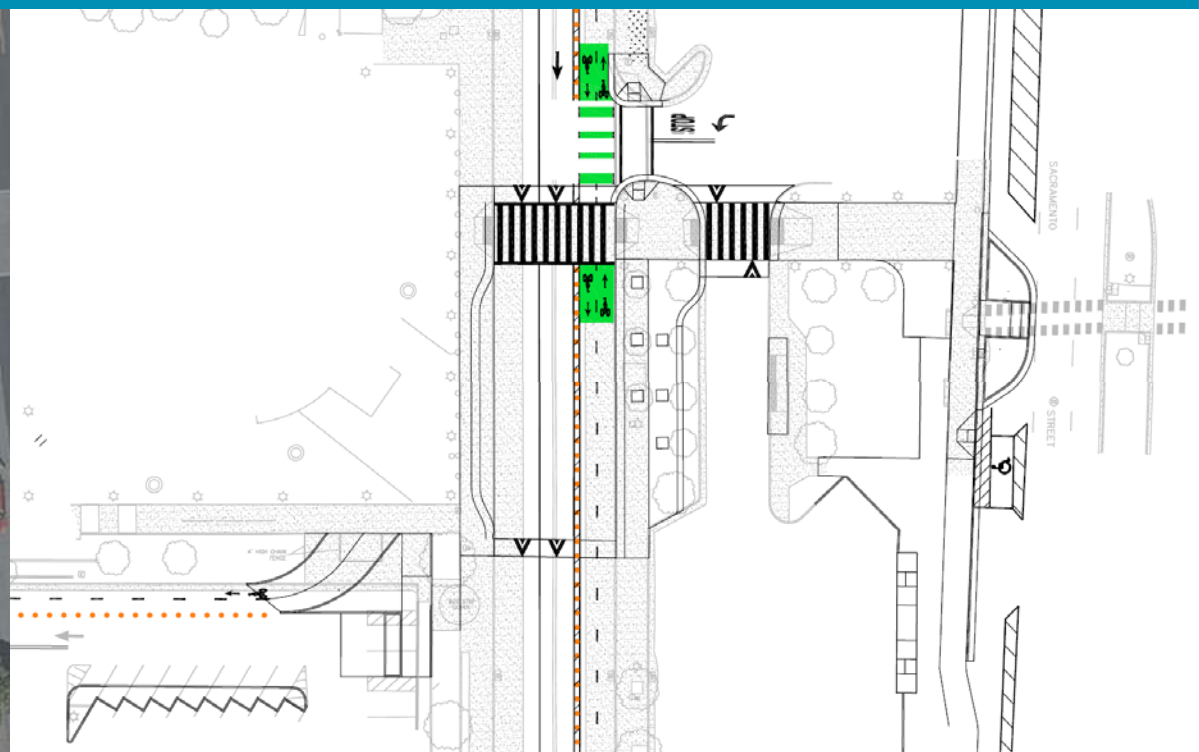
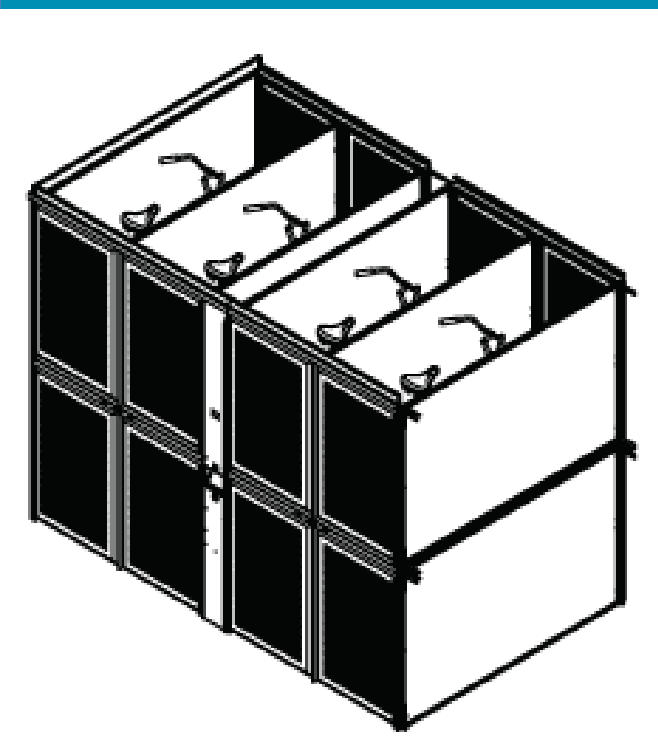
[smoore@cityofberkeley.info](mailto:smoore@cityofberkeley.info)

510-981-7494



# North Berkeley Station Active Access Improvements Berkeley Transportation Commission Update

July 2019





# Completed and Ongoing Tasks

## Completed

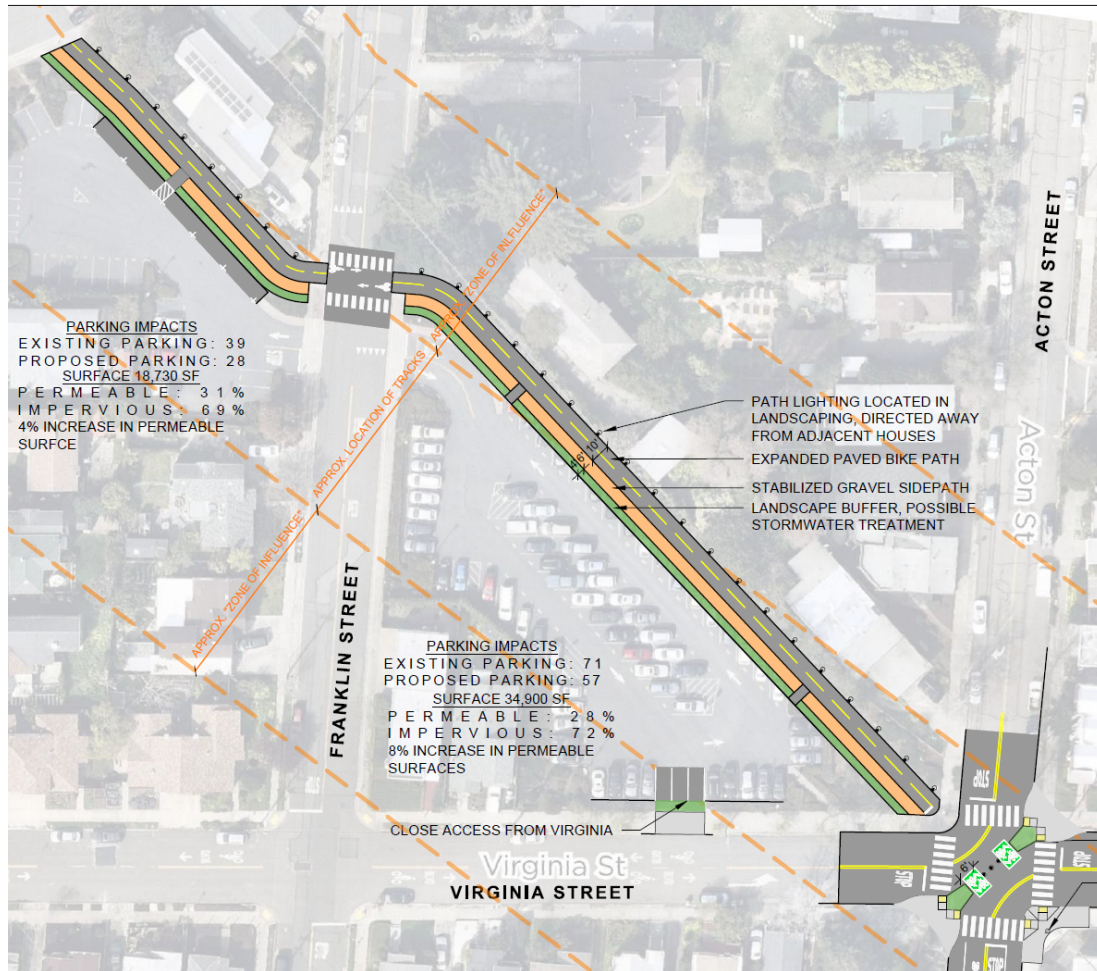
- Conducted in-station outreach
- Finalized conceptual designs
- Got Design Team under contract for 100% CDs
- Received Affordable Housing for Sustainable Communities (AHSC) grant (\$900K)
- Conducted Land Survey
- Conducted Traffic Analysis
- Met with Berkeley Fire Dept
- Coordinated/resolved several questions and details with City of Berkeley staff

## Ongoing

- Coordination with City of Berkeley staff & Sacramento Complete Streets Project
- 35% Design (due August)



# Original Conceptual Design (for Reference)





# Modified and Refined Details

(in coordination with City of Berkeley staff and AC Transit)

## Decided/agreed to:

Southbound East Drive exit onto Delaware: was going to be two lanes; now one lane; possible bulbout

## Sacramento:

- Consistent 2 southbound lanes from Virginia to Delaware aligned with three bulbouts:
  - Bus bulb at Virginia with bus stopping in the lane
  - Wide mid-block bulbout
  - Standard sidewalk bulbout at Delaware
- Rationalized, separate casual carpool pick up/drop off queues based on destination (Financial District vs. Civic Center)

Acton/Delaware: transition treatment from EB Delaware to two-way cycle track

(New) Raised crosswalk midblock on Delaware



# Modified and Refined Details

(in coordination with City of Berkeley staff and AC Transit)

## Still being discussed/refined:

Bike Parking: was going to be Bike Station; now planning double-decker bike lockers (BART)

Acton/Virginia: details of the intersection treatment (BART/City of Berkeley)

Delaware/Sacramento: pavement treatment connecting two-way cycle track to Ohlone Greenway (BART/City of Berkeley)

(New) Possible bulbout at raised crosswalk at Delaware midblock crossing (BART/City of Berkeley)

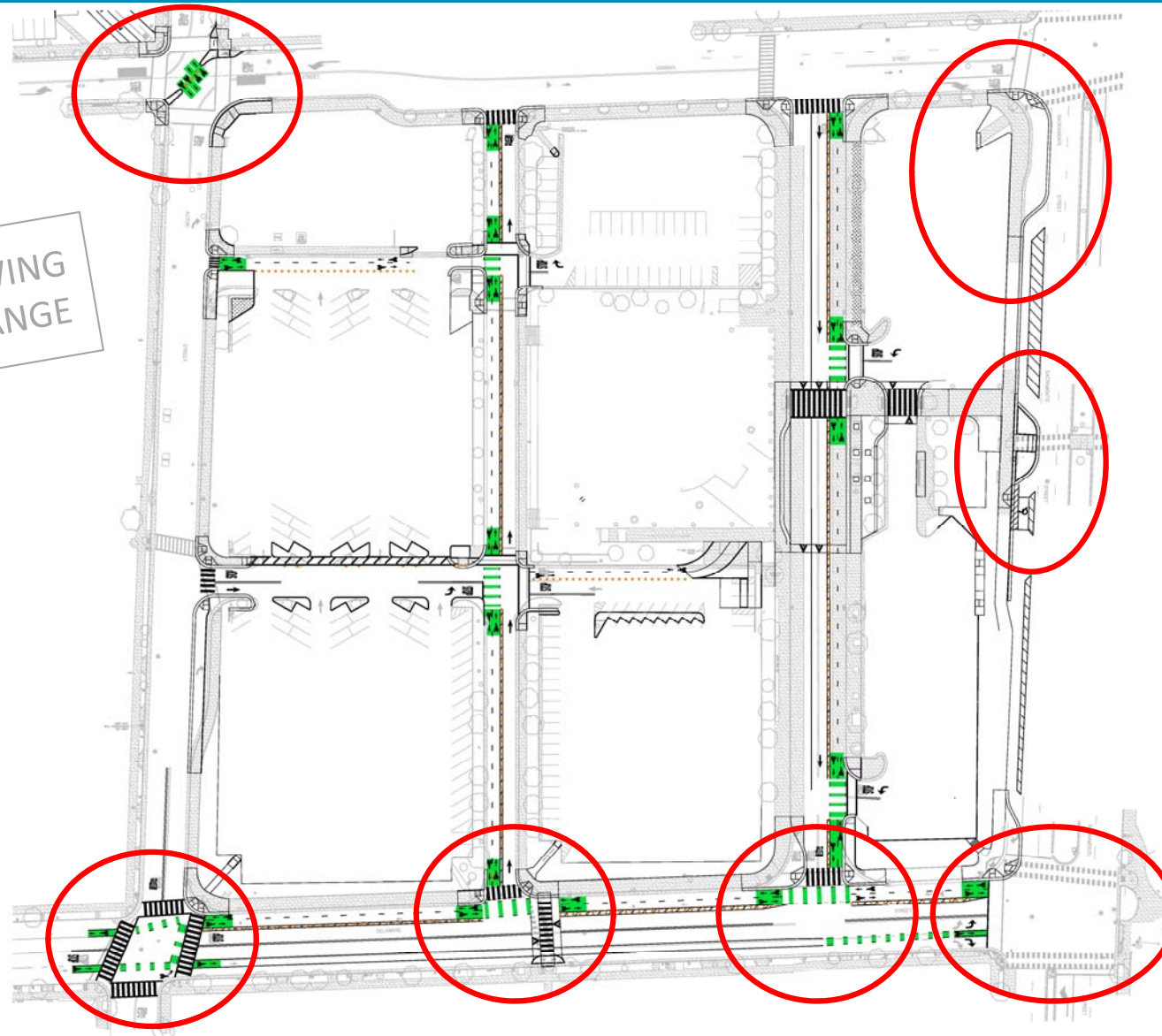
(New) Possible pedestrian-scale lighting on perimeter streets (BART/City of Berkeley)



# Modified/Refined Details



PROGRESS DRAWING  
SUBJECT TO CHANGE



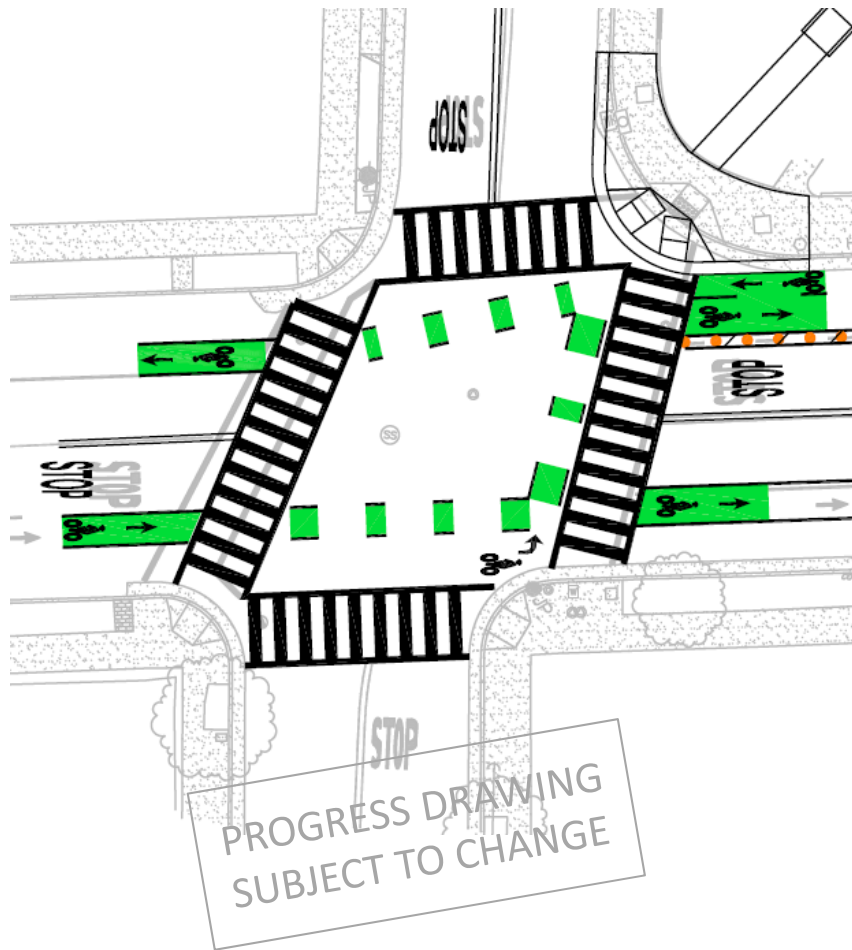
Note: all final design details for components on City streets subject to review/ approval by City staff



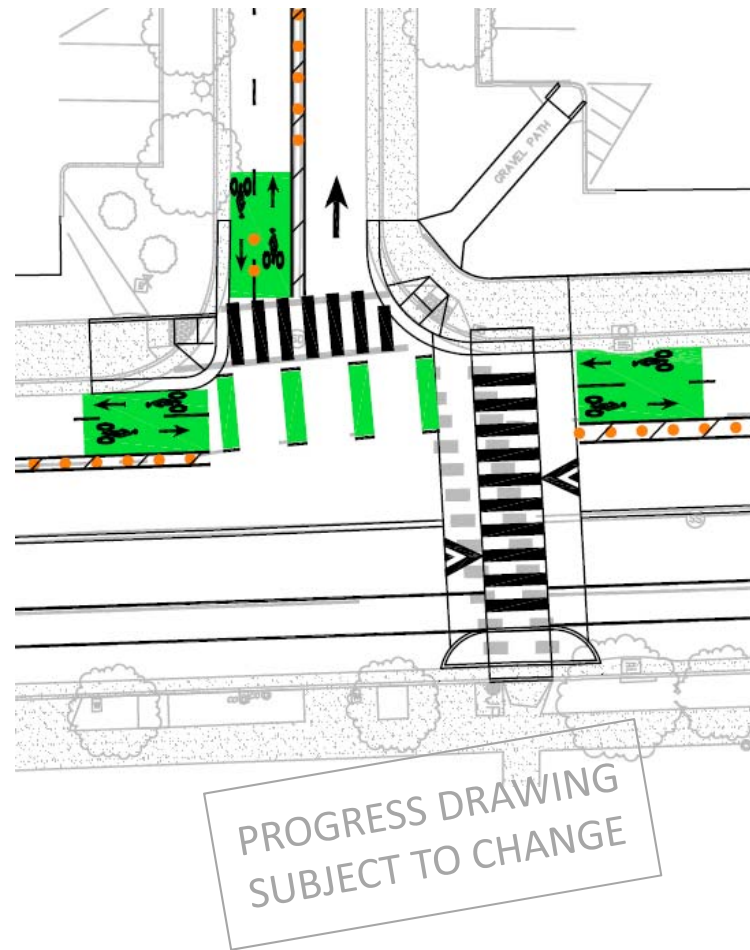


# Delaware Street (BART)

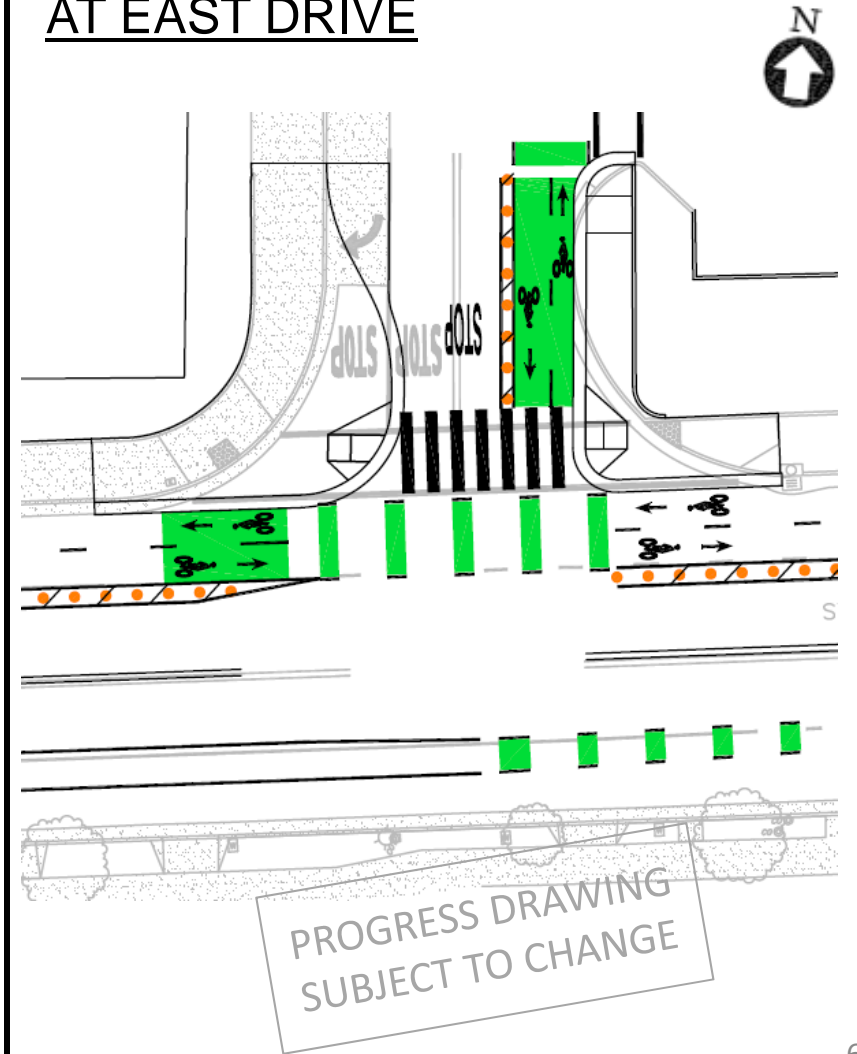
AT ACTON



AT WEST DRIVE



AT EAST DRIVE

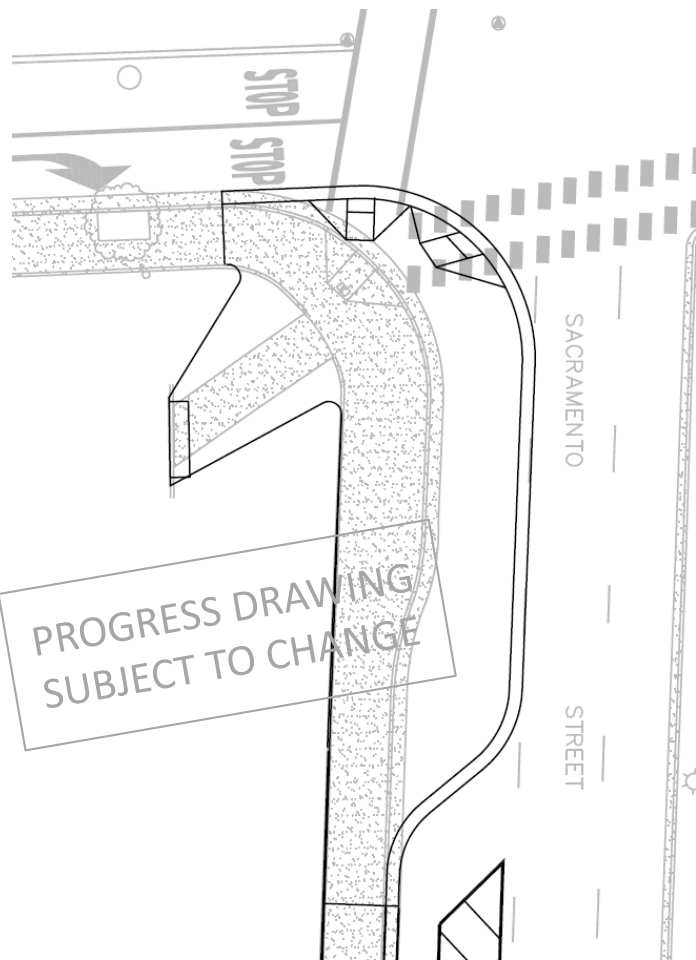




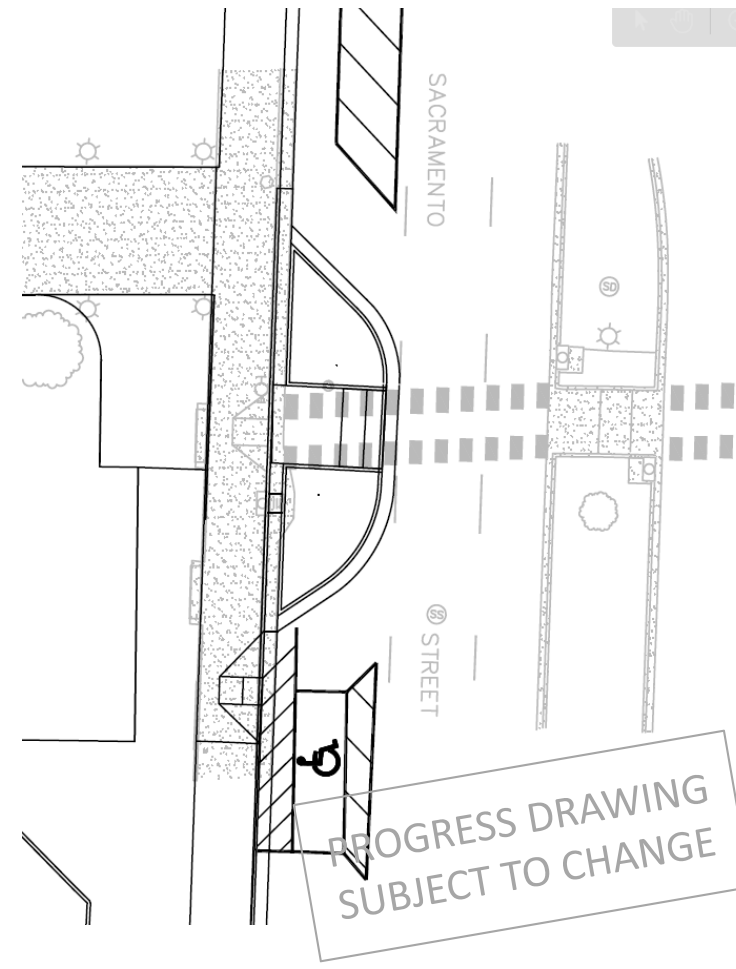
# Sacramento Street

## AT VIRGINIA

(bus bulb in Complete Streets Project)

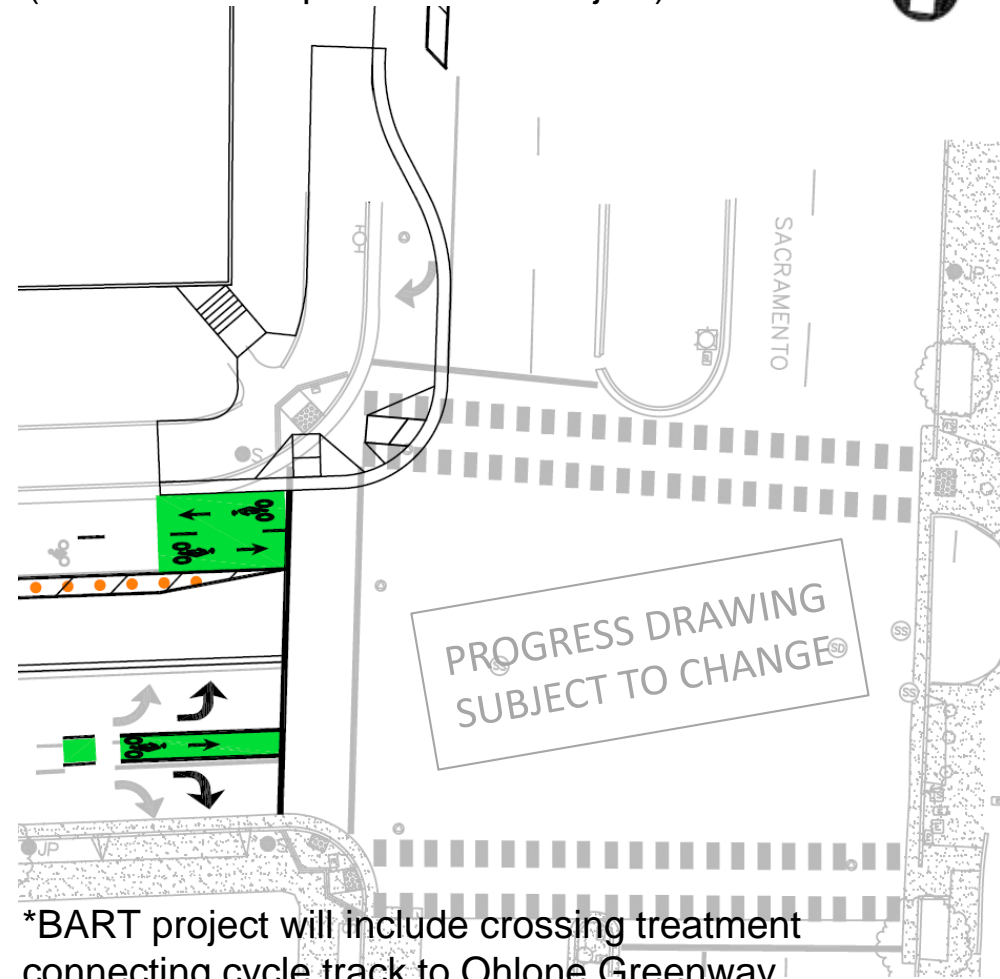


## MIDBLOCK (BART)



## AT DELAWARE\*

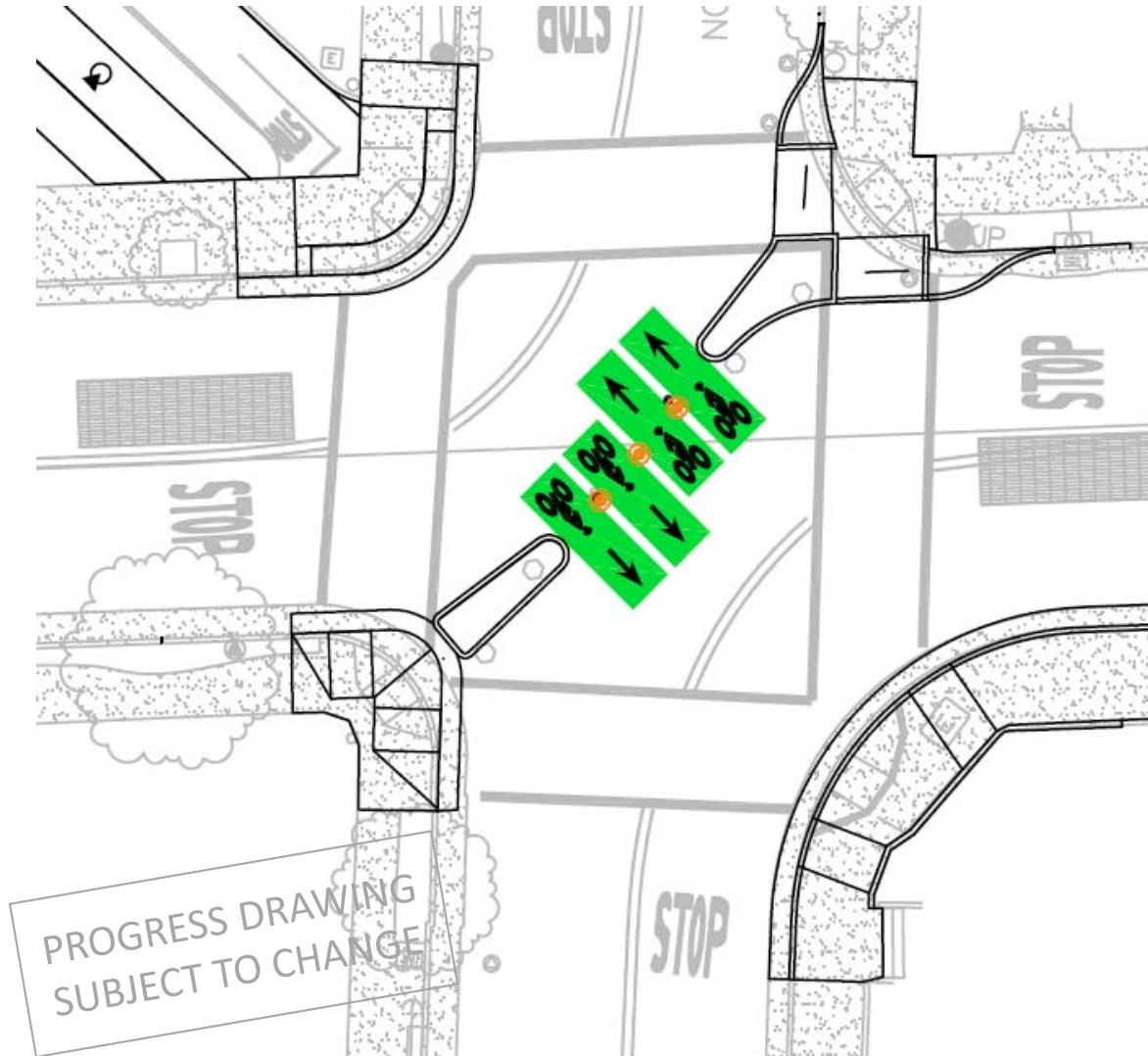
(bulbout in Complete Streets Project)



\*BART project will include crossing treatment connecting cycle track to Ohlone Greenway!



# Acton at Virginia



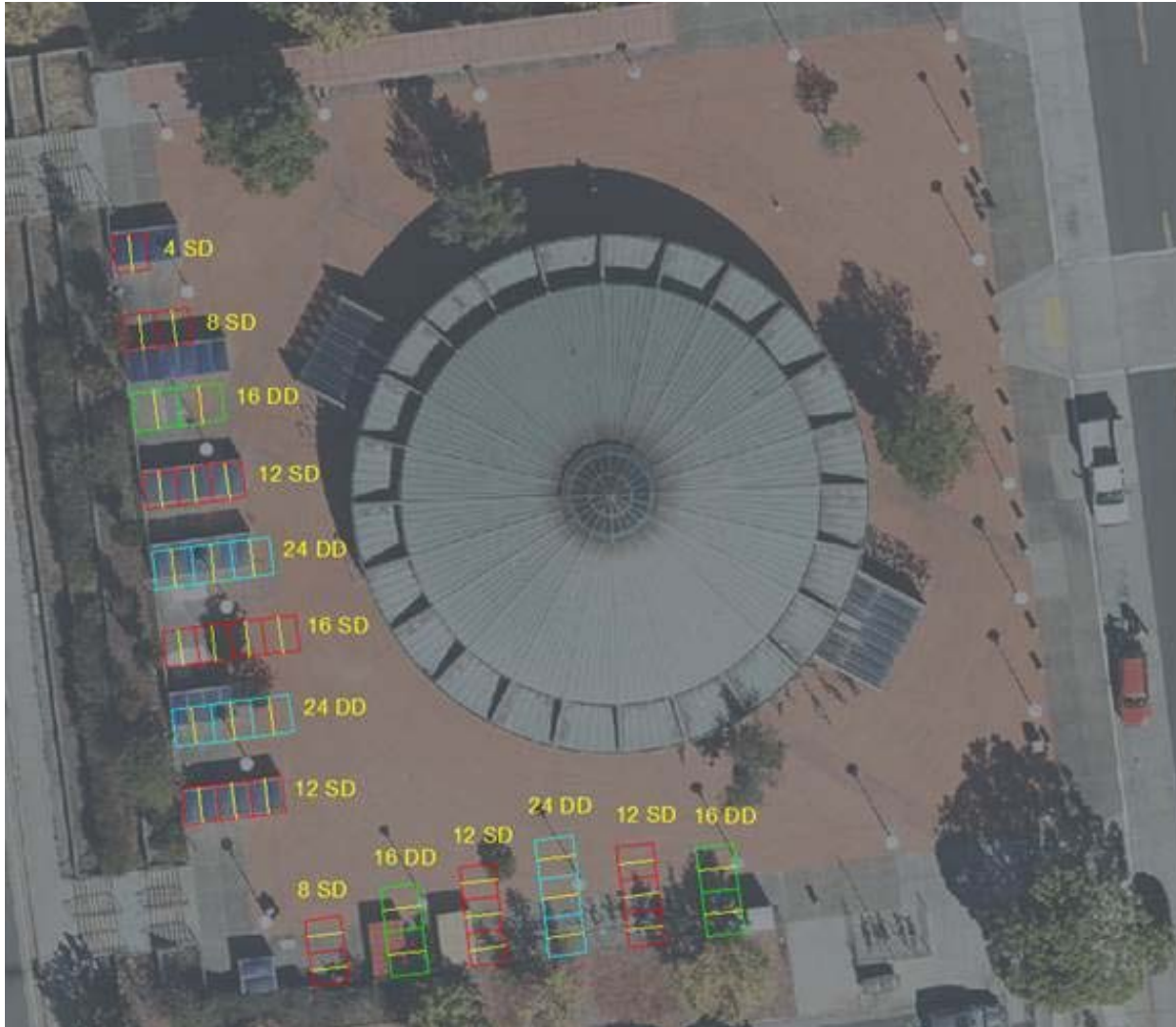
## Note:

City of Berkeley staff and BART staff are still working on decisions and refinements to the details of this intersection with these goals:

- Maintain and improve passenger vehicle diversion
- Improve bicycle and ADA access
- Improve bicycle connection to the station area
- Allow emergency vehicles to drive through if necessary



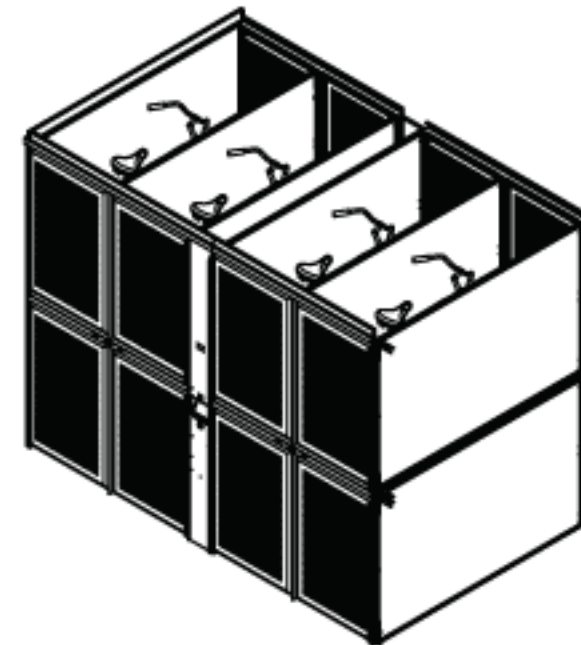
# Secure Bicycle Parking – eLockers



SD = Single deck

DD = Double-deck

Total: +124 secure spaces





# Schedule

TIMEFRAME	BART PROJECT	SACRAMENTO COMPLETE STREETS PROJECT
Spring/Summer 2019		Traffic Operations & Refined Preliminary Design
Summer 2019	35% Design	
Fall 2019		Final Plans, Specifications & Cost Estimate
Winter 2019/20	65% Design	Advertise for Bid
Winter 2020	95% Design	
Spring/Summer 2020	Advertise for Bid	
Summer 2020		Construction
Summer/Fall 2020	Construction	



# Questions?



[NBBikePed@bart.gov](mailto:NBBikePed@bart.gov)