



**TRANSPORTATION COMMISSION**  
**REGULAR MEETING**  
**AGENDA**  
November 21, 2019

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

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

**Thursday**  
**November 21, 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 **October 17, 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. Measure T1\***

Update on Phase 1 and Information on Phase 2 Public Process  
Andrew Brozyna, Public Works Deputy Director

**2. Vision Zero\***

Presentation of Vision Zero Action Plan. Provide comments and make recommendations for Council action.  
Eric Anderson, Vision Zero Senior Planner

**3. Railroad Quiet Zone Project\*\***

Update to the Transportation Commission  
Ken Jung, TranSystems

**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\*

5. TC Work Plan\*

**D. COMMUNICATIONS**

*(Received at 10/17/19 meeting, included in 11/21/19 online packet)*

1. Igor Tregub on behalf of the Sierra Club Bay Chapter Northern Alameda County Group – Item 31: Bicycle Lane and Pedestrian Street Improvement Policy – SUPPORT
2. Bernard Marszalek – Grant St cul-de-sac alert for cyclists

**E. FUTURE AGENDA ITEMS**


Transit-First Implementation Plan and Report from Subcommittee – January 2020	Pedestrian Plan – January 2020
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**F. ADJOURNMENT 9:30 p.m.**

**Agenda Posted: November 14, 2019**

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

**ADA Disclaimer**

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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**  
October 17, 2019

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

Thursday  
October 17, 2019  
7:00 PM

**A. PRELIMINARY BUSINESS**

1. Call to Order  
Meeting called to order by Chair Lathbury at 7:00 pm
2. Roll Call  
Commissioners present: Anthony Bruzzone, Andy Garcia, Barnali Ghosh, Beverly Greene (arrived 7:20), Mark Humbert, Daniel Lathbury, Sofia Zander (arrived 7:11)  
Commissioners absent: Karen Parolek (Leave of Absence)  
Staff present: Farid Javandel, Beth Thomas, Eric Anderson, Alisha Gard
3. Public Comment on items not on the Agenda
4. Approval of Draft Action Minutes of **September 19, 2019**  
**Action:** It was Moved/Seconded (Bruzzone/Humbert) to approve the Minutes of September 19, 2019 as written.  
Ayes: Bruzzone, Garcia, Ghosh, Humbert, Lathbury  
Noes: None  
Abstain: None  
Absent: Green, Parolek, Zander  
**Motion carried 5-0-0-3**
5. Approval and Order of Agenda – no action
6. Update on Administration/Staff  
New Traffic Engineering Inspector – start date of 11/12/19  
Traffic Engineering Assistant – vacant  
Associate Planner – vacant  
Associate Traffic Engineer – recruitment  
Associate Civil Engineer – requisition  
Administrative Assistant – requisition
7. Announcements:  
Donald Lathbury announced that his Commission membership will end by the next meeting.  
Per Sarah Moore, City of Berkeley Sustainability Program Manager, the Draft Berkeley Electric Mobility Roadmap will be posted for public review from October

16<sup>th</sup> through November 15<sup>th</sup> at [www.cityofberkeley.info/EVCharging](http://www.cityofberkeley.info/EVCharging). Review and comments are welcome.

A special meeting on trees in traffic circles will take place on November 12, 2019.

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

### **1. Milvia Bikeway**

Concept Design and California Environmental Quality Act document  
Staff update, discussion, and action (Eric Anderson, Vision Zero Senior Planner)  
**Action:** It was Moved/Seconded/Carried (Bruzzone, Ghosh) to endorse concept option 1A and any necessary fire access changes required, and to ask Council to approve it.

Ayes: Bruzzone, Garcia, Ghosh, Humbert, Lathbury, Zander

Noes: none

Abstain: none

Absent: Greene, Parolek

**Motion carried 6-0-0-2**

### **2. Safe Routes to School**

Presentation, including project list and fund status  
Farid Javandel, Transportation Division Manager, provided a list of complete and pending Safe Routes to School projects from the last 10 years. The list included completed site assessments, projects funded, and projects completed.

Speakers: 2

Action: None

### **3. Pedestrian Master Plan**

Beth Thomas, Principal Planner, provided an update on the Pedestrian Master Plan's vision and goals and reported on public engagement.

Speakers: 1

Presentation and discussion only. No action.

9:30 pm: **Action:** It was M/S (Greene/Bruzzone) to extend the meeting until 9:45 pm.  
**Motion carried 7-0-0-1**

9:45 pm: Action: It was M/S/C (Bruzzone) to extend the meeting until 9:50 pm.  
**Motion Carried 7-0-0-1**

## **C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS**

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**D. COMMUNICATIONS**

*(Received at 9/18/19 meeting, included in 10/17/19 online packet)*

**E. FUTURE AGENDA ITEMS**

Transit-First Implementation Plan and report from Subcommittee – November	Railroad Quiet Zone – November
Vision Zero – November	

**F. ADJOURNMENT**

It was Moved/Seconded/Carried (Bruzzone/Zander) to adjourn the meeting at 9:50 pm and to acknowledge Donald Lathbury’s service as Chair and Commissioner on the Transportation Commission.

**Motion carried 7-0-0-1**

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# Measure T1 Infrastructure Bond Program

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UPDATE TO PARTICIPATING COMMISSIONS

NOVEMBER/DECEMBER 2019

# Agenda

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- ❖ Phase 1 Update
- ❖ Phase 2 Proposed Public Process

# T1 Overview

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- ❖ Phase 1
  - ❖ 2017 – 2021
  - ❖ June 2017 – Council approved list of 33 projects for Phase 1
  - ❖ November 2017 – \$35 million bonds sold
    - ❖ \$350,000 allocated for Public Art (1% of bond proceeds)
  - ❖ January 2018 - Council added to project list, authorizing up to \$2 million for the Mental Health Services Center Renovation
  - ❖ March 2019 – Council approved an additional \$5.3 million in funds for Phase 1
  - ❖ July 2019 – Council modification of T1 project list: Remove King School Park, adding 12 green infrastructure design projects



# Visit our website!

<https://www.cityofberkeley.info/MeasureT1>

## Project Updates



**Measure T1 Bond Update**

**NORTH BERKELEY SENIOR CENTER**

**PROJECT DESCRIPTION**  
 The North Berkeley Senior Center (NBSC) houses a dynamic community offering a variety of activities, classes, and services for seniors. The renovations and seismic upgrade project will modernize the interior and provide much needed upgrades to improve the safety and functionality of the building, including seismic for "care and shelter" requirements as well as ADA compliance.

**PROJECT UPDATE**  
 July 2019  
 Construction is in progress.

**NEXT STEPS**

- Complete construction (anticipated July 2020)
- Senior Center staff move-in
- Grand opening celebration

Page 1 of 5

For more information on Measure T1, visit [www.cityofberkeley.info/MeasureT1](http://www.cityofberkeley.info/MeasureT1)

## Community Meetings



**Parks Make Life Better!**

We want your feedback on the Willard Clubhouse Planning and Conceptual Design Project!

**YOUR T1 BOND DOLLARS AT WORK**

Please join us for a community meeting to discuss the planning and conceptual design for a new Willard Clubhouse. Come meet the design team and provide feedback to help shape the future of the new clubhouse. For more information on this project, visit [www.CityofBerkeley.info/MeasureT1](http://www.CityofBerkeley.info/MeasureT1)

**Location:** Willard Clubhouse  
 2720 Hillgass Avenue, Berkeley, CA

**Date:** Wednesday, October 2, 2019

**Time:** 5:00pm—7:30pm

**Session 1: 5:00pm—6:00pm** Community meeting with a focus on the Willard Clubhouse Afterschool Program

**Session 2: 6:15pm—7:30pm** Community Meeting and Open House Workshops

## Detailed Timelines

FY 2020												FY 2021											
Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21			
<b>Conceptual/ Planning and Design</b>																							
Willard Clubhouse												Berkeley Municipal Pier/Ferry Study											
Francis Altieri Community Center												Aquatic Park Tide Tubes											
Citywide Restroom Assessment												Higgins Street (San Pablo-Alameda) Corridor Study											
												Transfer Station Masterplan											
												West Berkeley Service Center											
<b>Construction</b>																							
North Berkeley Senior Center Seismic Upgrade and Renovation												Berkeley Mental Health Services Center Renovation											
Live Oak Community Center Seismic Upgrade and Renovation												Rose Garden: Repair of Erosion											
Rose Garden: Repair of Erosion												San Pablo Park Play Areas Renovation											
San Pablo Park Play Areas Renovation												San Pablo Tennis Courts Renovation											
Green Park Fields												Aquatic Park Tide Tubes											
George Florence Play												Strawberry Creek Park Restroom											
Adeline Street (Ority to Ashby)												Marina Streets: University Avenue, Marina Blvd, and Spinnaker Way											
Marina Avenue (Mills to Henry)												Monterey Avenue (Alameda to Higgins)											
												Ward Street (San Pablo to Acton)											
												2nd Street (Lickens to Addison)											
												Bancroft Way (Mills to Shattuck)											
Corporation Yard Roof/Electrical Upgrade																							
Marina Corporation Yard Electrical Upgrade																							

and more!

# North Berkeley Senior Center



- Construction is in progress
- Anticipated to be completed in June 2020

# Mental Health Services Center

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- Construction is in progress
- Anticipated to be completed in June 2020.

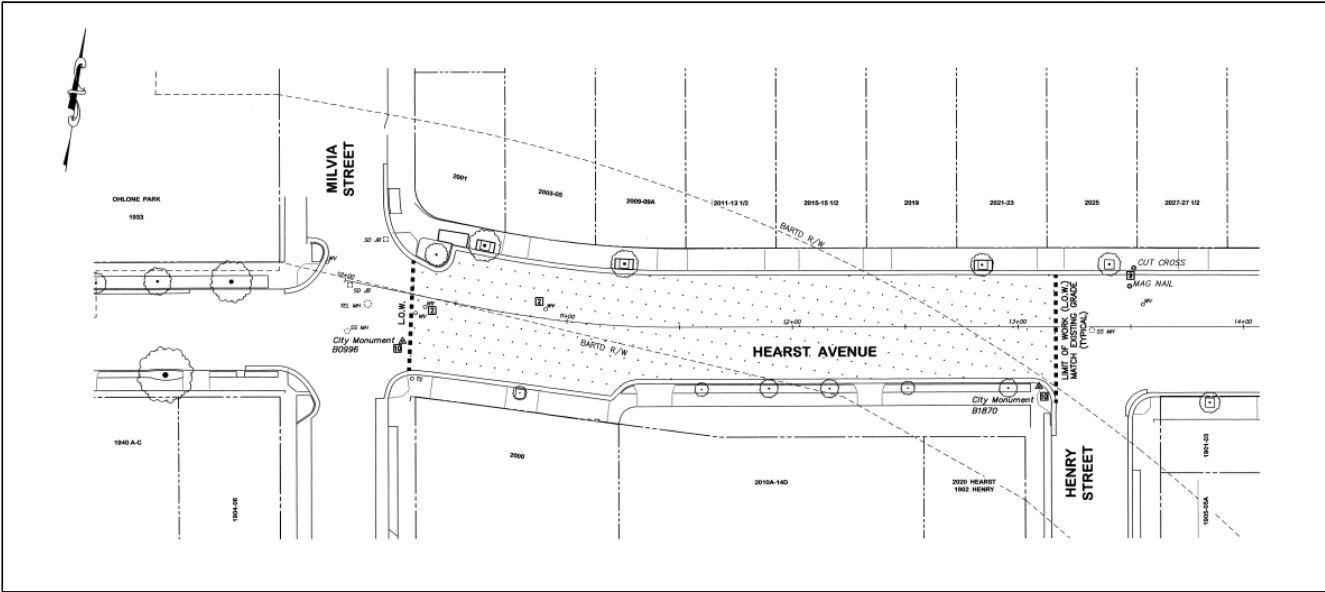
# Live Oak Community Center

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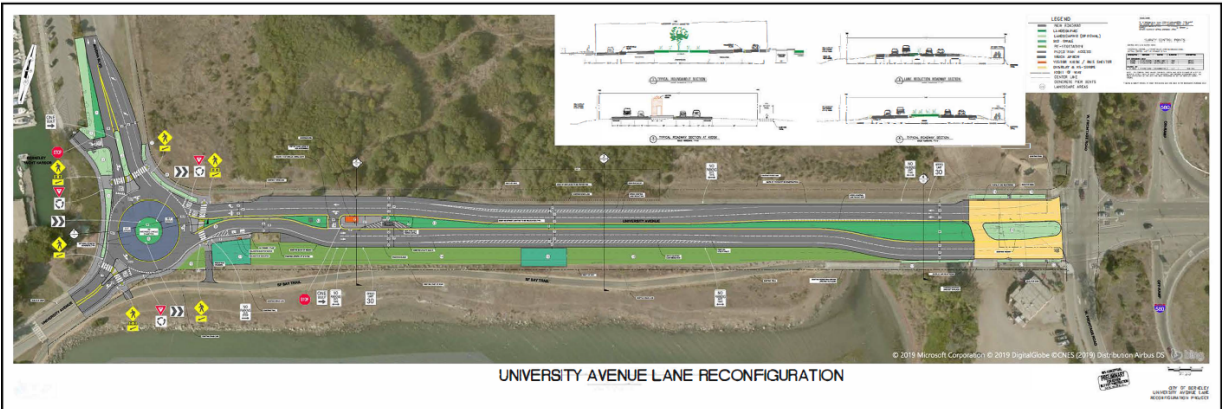
- Groundbreaking held on November 4, 2019.
- Construction has started.
- Anticipated to be completed in November 2020.

# Adeline Street and Hearst Avenue

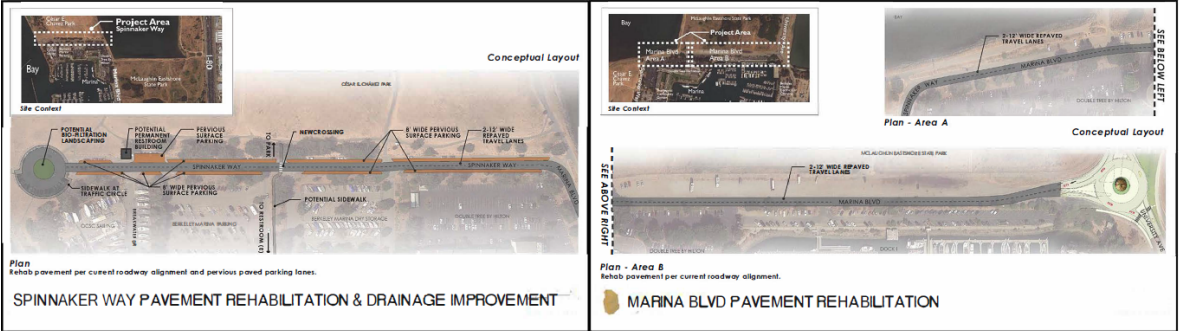


- Construction is in progress
- Anticipated to be completed by Spring 2020.

# University Ave., Spinnaker Way, Marina Blvd.



- Construction is anticipated to begin in the summer of 2020



# Tom Bates Regional Sports Complex Completed



# Citywide Irrigation System Completed



Before



After



# Phase 2 Public Process Timeline



Date	Action/Event
July – September 2019	Staff held meetings with P&W/PW T1 Joint Subcommittee to develop timeline for Phase 2 public process
October 2019	Staff presentation on public process to P&W/PW Commissions
November – December 2019	Update to participating commissions on Phase 1 progress and Phase 2 information
January 2020	Staff presentation to primary commissions
February – March 2020	Neighborhood meetings
May – September 2020	Five large area meetings
October 2020	Online survey on Berkeley Considers
November –December 2020	Update to Participating Commissions and input on Phase 2 projects
November 2020 – February 2021	Staff and commissions' development of Phase 2 project list
June 2021	Council approval and bond sale for Phase 2

July – September 2019  
Meetings with T1 Joint Subcommittee to develop  
Phase 2 Public Process Timeline

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*Goal:*

*Develop an agreed-upon process by staff and subcommittee for  
Phase 2 Public Process.*

- ❖ Review proposed Measure T1 Phase 2 Public Process timeline with the T1 Joint Subcommittee
- ❖ Obtain feedback regarding Phase 2 Public Process

October 2019  
Staff Presentations of Phase 2 Public Process to Primary Commissions

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*Goal:*

*Review Phase 2 public process from involved commissions.*

- ❖ Review proposed Measure T1 Phase 2 Public Process timeline with the Parks & Waterfront and Public Works Commission
- ❖ Obtain feedback regarding Phase 2 Public Process

## November – December 2019 Update to Participating Commissions

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### *Goal:*

*Review Phase 2 public process from involved commissions.*

- ❖ Review proposed Measure T1 Phase 2 Public Process timeline with the participating commissions
- ❖ Provide update on progress on Measure T1 Phase 1

## January 2020 Staff presentations to Lead Commissions

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### *Goal:*

*Review T1 quadrant maps and list of possible/feasible projects.*

- ❖ Staff to present lists of projects based on need and separated by category (i.e streets, sidewalks, play structures etc.)
- ❖ Review maps of constructed and funded projects since 2014

## February – October 2020 Online Feedback

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### *Goal:*

*Provide an opportunity for community members who cannot attend neighborhood or geographic based meetings to share their feedback.*

- ❖ **February – September:** Comments to [T1@CityofBerkeley.info](mailto:T1@CityofBerkeley.info)
- ❖ **October:** Survey on Berkeley Considers

## February – March 2020 Neighborhood Meetings

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### *Goal:*

*Obtain detailed feedback from groups in micro areas on potential projects.*

- ❖ 15 – 20 group meetings as referred to by Councilmembers
- ❖ Other groups:
  - ❖ Business District Associations
  - ❖ Associated Sports Field Users

May – September 2020  
5 large geographic-based meetings

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*Goal:*

*To reach all sectors of the City and obtain feedback on citywide or a specified area projects.*

- ❖ Districts 5 & 6
- ❖ Districts 1 & 4 (excludes Waterfront)
- ❖ Districts 7 & 8
- ❖ Districts 2 & 3 (excludes Waterfront)
- ❖ Waterfront (includes Aquatic Park/ Tom Bates Field)



MEASURE T1 PHASE 2 COMMUNITY PROCESS

MEETING LOCATION AND DATE:

★ BERKELEY YACHT CLUB  
1 SEAWALL DRIVE.  
(SEPTEMBER 12, 2020)

★ JAMES KENNY  
COMMUNITY CENTER  
1720 8TH ST.  
(SEPTEMBER 19, 2020)

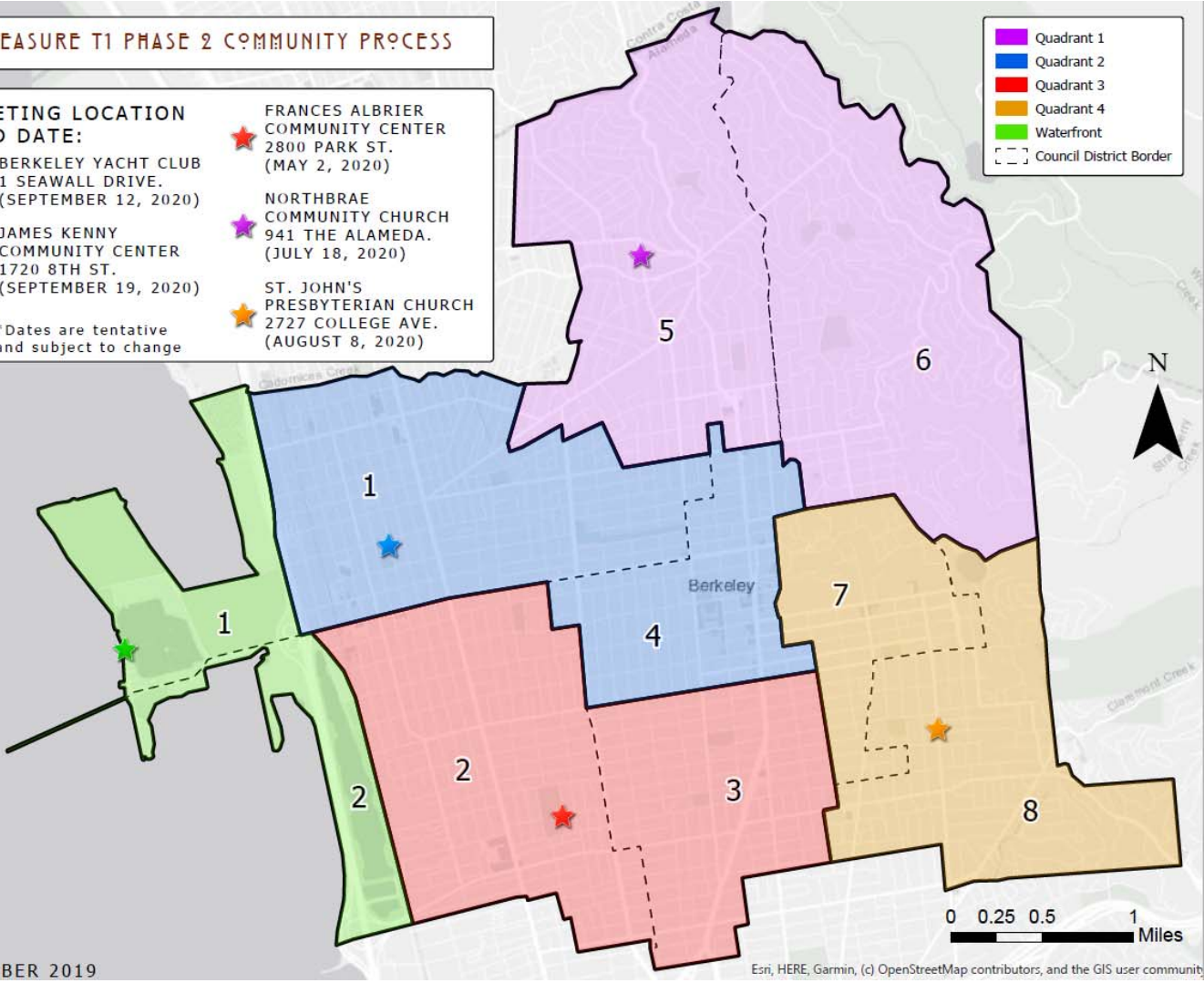
\*Dates are tentative  
and subject to change

★ FRANCES ALBRIER  
COMMUNITY CENTER  
2800 PARK ST.  
(MAY 2, 2020)

★ NORTHBRAE  
COMMUNITY CHURCH  
941 THE ALAMEDA.  
(JULY 18, 2020)

★ ST. JOHN'S  
PRESBYTERIAN CHURCH  
2727 COLLEGE AVE.  
(AUGUST 8, 2020)

- Quadrant 1
- Quadrant 2
- Quadrant 3
- Quadrant 4
- Waterfront
- - - Council District Border



OCTOBER 2019

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

## November 2020 – December 2020 Update to Participating Commissions

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### *Goal:*

*Provide an update on Phase 1 progress and  
Phase 2 public process.*

- ❖ Provide an update on progress on Measure T1 Phase 1
- ❖ Provide an update on Phase 2 public process
- ❖ Obtain input on Phase 2 projects

November 2020 – February 2021  
Staff and Commissions' development of Phase 2 Project List

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*Goal:*

*Develop Phase 2 list of projects.*

- ❖ Staff and Commissions to review comments received from public process
- ❖ Staff and Commissions develop a list of Phase 2 projects based on public comments

June 2021  
Council approval of Phase 2 Projects and Bond Sales

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*Goal:*

*Council approval of Phase 2 projects list.*

- ❖ Staff and representatives from the Lead Commissions to present proposed list of projects for Phase 2 for Council's approval
- ❖ Bond sales to follow later in the year

Thank you.

Questions?

DEPT	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	T1 FUNDING	OTHER FUNDING	OTHER FUNDING AMOUNT	APPROXIMATE TOTAL FUNDING	PM	STATUS UPDATE
<b>FACILITIES/BUILDINGS</b>				<b>\$17,882,319</b>		<b>\$7,671,143</b>	<b>\$25,553,462</b>		
PW/ PRW	Citywide Restrooms Citywide Needs Assessment	Conceptual	Perform needs and feasibility assessment of location for citywide restrooms; will include consideration of Ohlone Park restroom.	\$148,215			\$148,215	RM	Consultant compiling database of existing restroom inventory, 311 data, PD calls, and infrastructure. Four community meetings scheduled (two in Oct., two in Nov.)
PW	Old City Hall/ Veteran's Building/ Civic Center Park	Conceptual	Structural analysis and visioning of possible conceptual design alternatives, in concert with Civic Center Park, to help determine a direction for future capital improvements to restore and secure these facilities to maximize their community benefit.	\$376,430			\$376,430	EH	Updated seismic reports for Old City Hall and Veteran's building were completed in April 2019. Council awarded architectural contract to Gehl Studios on July 16, 2019. Public process to start in winter 2019.
PW	Transfer Station - Master Plan	Planning	Developing a Master Plan for modernization of the City's Waste Transfer Station, including the recycling center, with the goal of creating a new facility that promotes recycling and promotes elimination of solid waste.		Zero Waste Fund	\$500,000	\$500,000	GA	Alternate funding source secured for project.
PW	West Berkeley Service Center Planning and Conceptual Design	Conceptual	Structural analysis and visioning of possible conceptual design alternatives, to help determine a direction for future capital improvements.					-	Scope was revised and removed from T1 funded projects. Alternate funding source from Measure O.
PRW	Frances Albrier Community Center Planning and Design	Planning & Design	Evaluation of site conditions, facility and structural assessments, and recreation programming to determine what improvements to move forward with to upgrade the center as a Care and Shelter facility and for improved recreation programming and opportunities.	\$741,075			\$741,075	WK	A Community Work Session for the Frances Albrier Community Center Redesign Project was held on October 23rd to share goals, desired activities, and four plan options currently open for public comments and feedback.
PRW	Tom Bates (Gilman) Fields North Field House and Restroom	Planning & Design	Evaluation of needs for restroom and storage, analysis of utility and supporting infrastructure needed, and development of detailed design and construction documents.	\$247,025			\$247,025	NL	Staff provided information regarding this project and received input from the community at a Field Users Meeting in April 2018. Conceptual design has been completed. Wrapping up schematic. Next step: cost estimate for Phase 2. Remaining balance to ACTC for sewer.
PRW	Willard Clubhouse Renovation Planning and Design	Conceptual	Planning and design to renovate or expand the Willard Clubhouse.	\$247,025			\$247,025	WK	A Community Work Session was held on October 2nd to share goals and desired activities from public comments and solicit feedback on proposed project.
PRW	Live Oak Community Center Seismic Upgrade and Renovations	Planning, Design & Construction	Seismic retrofit, deferred maintenance upgrades, and programming improvements to upgrade the center as a Care and Shelter facility and enable improved recreation programming.	\$6,041,690			\$6,041,690	TL	Groundbreaking Ceremony November 4, 2019. Community Center is anticipated to be under construction for approximately 1 year.
PW	North Berkeley Senior Center Seismic Upgrades and Renovations	Planning, Design & Construction	Seismic retrofit, deferred maintenance upgrades, and programming improvements to upgrade the center as a Care and Shelter facility and enable improved senior programming, generator hook up.	\$8,219,080	FEMA	\$1,875,000	\$10,094,080	EK	Construction started in May 2019. Interior demolishing and asbestos removal almost complete. Expect substantial completion by end of June 2020.
PRW	Strawberry Creek Park Restroom Replacement	Planning, Design & Construction	Replace restroom at Strawberry Creek Park.	\$385,579	Parks Tax & PRW Capital Improvement Fund	\$500,000	\$885,579	WK	Another community meeting held 9/26/2019. Consultant working on final design. Project is bundled with FY 19 Strawberry Creek Phase 2 to leverage additional funding from Parks Tax and Capital Improvement fund. Construction anticipated to begin in Spring 2020.
HHCS/ PW	Mental Health Services Center	Planning, Design & Construction	Renovate interior for safety and energy efficiency. A Net Zero Energy project with anticipated payback savings of less than ten years.	\$1,476,200	Capital Improvement Fund, Mental Health Services Act, Mental Health State Aid Realignment Fund, Community Development Block Grant	\$4,796,143	\$6,272,343	SG	Construction started in April 2019. Expected completion by June 2020. On track.
<b>CITY WIDE SAFETY IMPROVEMENTS</b>				<b>\$966,445</b>			<b>\$966,445</b>		
PW	Berkeley Health Clinic Electrical Assessment	Planning and Design	Electrical upgrades to main switchboard, two panel boards, conduit, wiring, and wiring devices.	\$7,000			\$7,000	EK	Project has been completed.
PW	Corporation Yard Roof and Electrical Upgrades	Planning, Design & Construction	Roof and electrical improvements	\$568,990			\$568,990	IL	In permit review.
PW	Marina Corporation Yard Electrical Upgrades	Planning, Design & Construction	Electrical upgrades to main switchboard, two panel boards, and wiring devices.	\$370,693			\$370,693	IL	In permit review.
PW	Public Safety Building Mechanical and HVAC Efficiency Assessment	Planning & Design	Mechanical/HVAC upgrades	\$19,762			\$19,762	EK	Completed feasibility study to assess cost and effort to install a HVAC back up system. T1 scope is complete.
<b>PARKS IMPROVEMENT PROJECTS</b>				<b>\$7,299,853</b>		<b>\$3,003,271</b>	<b>\$10,303,155</b>		
PRW	Aquatic Park - Tide Tubes	Planning & Design	Final design, acquiring regulatory permits and environmental documents, and preparation of construction documents for repair of the tide tubes connecting the main lagoon with the Bay.	\$385,579			\$385,579	NL	Work underway to include cleaning, inspection, environmental permits/clearance, and construction docs.
PRW	Berkeley Municipal Pier	Planning & Design	Final design, acquiring regulatory permits and environmental documents, and preparation of construction documents for structural repairs to restore the pier for recreational use.	\$889,290	Water Emergency Transportation Authority	\$250,000	\$1,139,290	NL	Draft pier study and conceptual design alternatives presented for discussion at P&W Commission/Public Meeting in January 2018. A Memorandum of Understanding (MOU) agreement was approved by both the City Council and the Water Emergency Transportation Authority (WETA) to focus on the planning phase for the viability of a potential WETA ferry service and public recreation pier at the Berkeley Marina.
PW	Berkeley Rose Garden Repair of Erosion	Planning, Design & Construction	Improvements to Codornices Creek to repair erosion damage at the downstream end of Rose Garden site.	\$881,323			\$881,323	SM	Staff processing environmental permits. Construction is anticipated to start summer of 2020, pending receipts of environmental permits.

DEPT	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	T1 FUNDING	OTHER FUNDING	OTHER FUNDING AMOUNT	APPROXIMATE TOTAL FUNDING	PM	STATUS UPDATE
PRW	Berkeley Rose Garden Pathways, Tennis Courts	Planning, Design & Construction	Renovation of existing site pathways and construction of new pathways to provide an accessible path of travel to the center of the trellis. Reconstruction of portions or all of the tennis courts for safety.	\$1,321,984	Parks Tax & PRW Capital Improvement Fund	\$1,092,499	\$2,414,483	EC	Work bundled with Phase 2 of Trellis reconstruction to leverage additional funding from Parks Tax and Capital Improvement Fund. Coordination with drainage project and LPC is ongoing. Submitted for permit. Construction anticipated to begin in early 2020.
PRW	Citywide Irrigation System	Planning, Design & Construction	Current irrigation system requires individual programming and daily monitoring by City staff. This project includes the replacement of Irrigation Control Software and Controllers and the establishment of wireless software that controls all irrigation clocks, which will conserve water and control costs.	\$591,075			\$591,075	BP	Project has been completed.
PRW	Grove Park Field and Restroom Renovation of ballfield backstop, dugout, lights, and irrigation	Planning, Design & Construction	Improvements to the ballfield, dugouts, site lighting and accessibility for safety and energy savings, including improvements to site drainage; partial renovation of the restroom building.	\$1,101,654			\$1,101,654	TL	Next public meeting on 11/7/2019 to present final design and next steps.
PRW	George Florence Mini-Park Play Equipment Upgrade	Planning, Design & Construction	Renovate age 2-5 play structures and age 5-12 play structures and complete ADA improvements.	\$660,992	Parks Tax	\$125,000	\$785,992	TL	Construction has started and anticipated to be completed in February 2020. . Public meetings were held on 10/20/18 and 11/27/18.
PRW	San Pablo Park Play Equipment Upgrade and Tennis Court Renovations	Planning, Design & Construction	Renovate ages 2-5 and 5-12 play structures and complete ADA improvements. Renovate existing lighted tennis courts.	\$1,156,736	Capital Improvement Fund and Parks Tax	\$400,000	\$1,556,736	WK	Play Equipment Renovation project bundled with San Pablo Park Tennis Renovation and Totlot Renovation to leverage funding and design effort. Coordination ongoing with Civic Arts for inclusion of functional art to the project site. Construction anticipated in 2020.
PRW	Tom Bates (Gilman) Fields Artificial/Synthetic Turf Replacement	Planning, Design & Construction	Replace artificial turf on two existing fields to include organic infill, shock pad and upgraded turf.	\$311,220	JPA, Gilman Reserve Account, Parks Tax, User Fees	\$1,135,772	\$1,447,023	NL	Project has been completed.
<b>GREEN INFRASTRUCTURE PROJECTS</b>				<b>\$821,984</b>			<b>\$821,984</b>		
PW	Page Street, Channing Way, Dwight Way, Grayson Street, Piedmont Avenue Median and Traffic Circle	Planning, Design & Construction	Installation of green infrastructure such as bioswales.	\$821,984			\$821,984	SM	Council approved removal of King School Park project and addition of 12 replacement green infrastructure projects. Design and geotechnical investigation underway.
PW	Jones Street, Heinz Avenue, Tenth Street, Ninth Street, Sacramento Street center median	Planning	Installation of green infrastructure such as bioswales.						
<b>COMPLETE STREETS PROJECTS</b>				<b>\$9,867,625</b>		<b>\$1,160,667</b>	<b>\$10,528,291</b>		
PW	Adeline Street & Hearst Avenue	Planning, Design & Construction	Complete streets projects to include needed upgrades to curbs, sidewalks, storm drains, bicycle/ped improvements, and pavement, as appropriate.	\$3,198,365			\$3,198,365	SM	Construction is underway.
PW	Monterey Avenue, Ward Street	Planning, Design & Construction	Complete streets projects to include needed upgrades to curbs, sidewalks, bicycle/ped improvements, and pavement, as appropriate. Ward Street to include green infrastructure.	\$2,538,060	State Transportation Tax	\$960,667	\$3,274,139	SM	Survey and design is underway.
PW	2nd Street	Planning, Design & Construction	Improvements to pavement condition , sidewalks, storm drain, and curb ramp upgrades from Addison Street to Delaware Street.	\$275,413				SM	Survey and design is underway.
PW	Hopkins Street	Planning	Improvements to pavement condition, bicycle lanes, sidewalks, curb ramp upgrades, and other improvements as identified in the corridor & placemaking study.		Council Referral	\$200,000	\$200,000	SM	Unable to complete construction in Phase 1. Hopkins Corridor & Placemaking Study needs to be completed before design. This study is anticipated to start in 2020.
PW	Bancroft Way	Planning	Improvements to pavement condition and bicycle and bus lanes from Milvia Street to Fulton Street.					SM	Unable to complete construction in Phase 1. Utility coordination is underway and expected to be completed in 2020.
PRW	University Avenue (West Frontage Rd to Marina Blvd), Marina Blvd, and Spinnaker Way Renovation	Planning, Design & Construction	Final design, obtaining permits, and pavement reconstruction. Design will be based on the preferred alternative identified in the Feasibility Study on Mitigation of Undulating Pavement at University Avenue.	\$3,855,787			\$3,855,787	NL	Conceptual design and public process for all three streets have been completed. Final design is in progress. Construction is anticipated to begin May 2020.
<b>TOTAL</b>				<b>\$36,838,226</b>		<b>\$11,835,081</b>	<b>\$48,173,337</b>		

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Actual Cost

Key: Planning and Design Projects  
Construction Projects  
Alternative Funding Source

FY 2020										FY 2021										
<b>Conceptual/ Planning and Design</b>																				
Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	
Veteran's Building/Old City Hall/Civic Center Park Master Plan												85%								
Willard Clubhouse																				
Berkeley Municipal Pier/Ferry Study																				
Frances Albrier Community Center																				
Aquatic Park Tide Tubes																				
Citywide Restroom Assessment																				
Hopkins Street (San Pablo- Alameda) Corridor Study																				
Transfer Station Masterplan																				
West Berkeley Service Center																				
Green Infrastructure* (Jones Street, Heinz Ave., Tenth St., Ninth St., Sacramento St. center median)																				

<b>Construction</b>																				
Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	
North Berkeley Senior Center Seismic Upgrade and Renovation																				
Berkeley Mental Health Services Center Renovation																				
Live Oak Community Center Seismic Upgrade and Renovation																				
Rose Garden Tennis Courts, Pathways, and Pergola																				
Rose Garden: Repair of Erosion																				
San Pablo Park Play Areas Renovation																				
San Pablo Tennis Courts Renovation																				
Grove Park Fields																				
Strawberry Creek Park Restroom																				
George Florence Play																				
Marina Streets: University Avenue, Marina Blvd, and Spinnaker Way																				
Adeline Street (Derby to Ashby)																				
Hearst Avenue (Milvia to Henry)																				
Monterey Avenue (Alameda to Hopkins)																				
Ward Street (San Pablo to Acton)																				
2nd Street (Delaware to Addison)																				
Bancroft Way (Milvia to Shattuck)																				
Corporation Yard Roof/Electrical Upgrade																				
Marina Corporation Yard Electrical Upgrade																				
Green Infrastructure*																				

**Completed**

- Tom Bates Field Synthetic Turf Replacement
- Tom Bates Field House Conceptual Design
- Citywide Irrigation System
- Ann Chandler Health Clinic Electrical Design
- Public Safety Building AC Assessment

\* Project authorized by Council on 7/23/19. Green infrastructure at Page Street, Channing Way, Dwight Way, Graywon Street, Piedmon Ave median and traffic circle will be constructed in Phase 1.





Public Works Department  
Transportation Division

## MEMORANDUM

November 14, 2019

TO: Transportation Commission

FROM: Farid Javandel, Transportation Division Manager  
Beth Thomas, Principal Planner  
Eric Anderson, Senior Planner

SUBJECT: Vision Zero Action Plan

Based on the following information, staff recommends that the Transportation Commission recommend the draft Vision Zero Action Plan for approval by the Berkeley City Council.

Vision Zero is a safety-first approach to transportation that seeks to eliminate all traffic deaths and severe injuries. The Vision Zero approach to traffic safety was first adopted by Sweden's parliament in 1997. By 2015, traffic deaths in Sweden dropped by over 50%, saving approximately 280 lives per year<sup>1</sup>. The first US city to adopt a Vision Zero policy or plan was Chicago in 2012. Since then, other US cities have followed suit, including San Francisco, San Jose, Los Angeles, and Fremont, California. Vision Zero is a paradigm shift that emphasizes a "safe systems" approach to roadway design and engineering, supported by enforcement and public awareness efforts.

### Background

From 2013 to 2017, an average of two people per year were killed in traffic collisions on Berkeley streets and an additional twenty-one people per year were severely injured.<sup>2</sup> Severe injuries are often debilitating or life threatening and require hospitalization. Collisions disproportionately impact people riding bicycles and people walking. Collisions involving someone riding a bicycle or walking make up almost 80% of deaths or severe injuries, despite making up only 40% of trips in Berkeley.<sup>3</sup>

The top five reported traffic violations for collisions in Berkeley that resulted in death or severe injury are traveling at unsafe speeds (21%), violation of pedestrian right-of-way

<sup>1</sup> *Development of Road Safety in Sweden*. Swedish Transport Agency, Swedish Transport Administration, Transport Analysis, and Swedish National Road and Transport Research Institute. See <http://bit.ly/2yLFUmi>; *Global Status Report on Road Safety 2015*. World Health Organization. See <http://bit.ly/2ciLUp7>.

<sup>2</sup> California Statewide Integrated Traffic Records System (SWITRS), 2013-2017

<sup>3</sup> California Statewide Integrated Traffic Records System (SWITRS), 2013-2017; California Household Travel Survey for the City of Berkeley, 2012;

at a crosswalk (18%), failure to yield while making left or U-turns (6%), failure to stop at a red light (5%), and failure to stop at a stop sign (4%).<sup>4</sup> Under a Vision Zero approach, traffic safety efforts would focus on reducing these primary causes of severe and fatal collisions. Reducing vehicle speed is particularly important for reducing pedestrian fatalities, as a pedestrian hit by a vehicle traveling at twenty miles per hour has a 90% chance of survival, but a pedestrian hit by a vehicle traveling at forty miles per hour has a 90% chance of dying.<sup>5</sup>

### **Vision Zero Action Plan Process**

In March 2018 the Berkeley City Council adopted the Vision Zero goal of eliminating traffic deaths and severe injuries by 2028, and directed staff to form a Vision Zero Task Force and develop a Vision Zero Action Plan (Resolution No. 68,371-N.S.). The resolution specified that the multi-disciplinary Task Force include members with expertise in enforcement, education, public health, emergency response, equity, and all modes of transportation; research a minimum of five years of collision data to identify behaviors most associated with traffic deaths and injuries, and geographic locations and populations which bear a disproportionate burden of fatal and severe crashes; engage the community in developing the Plan; develop assurances against racial profiling and targeting as it pertains to Vision Zero enforcement; and ensure that communities of color, the Police Department, and community leadership are included in the development of enforcement plans or policies. This report provides information on the Vision Zero Task Force process and development of a Vision Zero Action Plan.

Following the March 2018 City Council meeting, Public Works convened a Vision Zero Task Force and Vision Zero Advisory Committee, and has drafted a Vision Zero Action Plan. The Task Force consisted of government agency representatives from multiple City of Berkeley Departments and partner agencies, including the Berkeley Police Department; Berkeley Fire Department; Department of Public Works; Department of Health, Housing, and Community Services; AC Transit; ; the University of California, Berkeley; the Office of the City Manager. Representatives from the Mayor's Office and interested Council Members' offices also participated. The purpose of the Task Force was to provide an agency perspective on the development of the Vision Zero Action Plan. The Advisory Committee consisted of members of the public representing various parts of the Berkeley community, including City of Berkeley Commissioners, BUSD Board of Directors, Safe Routes to Schools parents, business associations, and pedestrian and bicycle advocates. The purpose of the Advisory Committee was to provide a public perspective on the development of the Vision Zero Action Plan.

In partnership with these two groups, Public Works staff have drafted a Vision Zero Action Plan. The process was structured around a series of five meetings with each group, as well as focus-group meetings with specific Task Force members. Each meeting focused on one step in the Plan development process:

1. Vision: "eliminate traffic deaths and severe injuries on our city streets by 2028";
2. Guiding Principles: values that guide the development of action items, such as safety, equity, sustainability;

---

<sup>4</sup> California Statewide Integrated Traffic Records System (SWITRS), 2013-2017

<sup>5</sup> US Department of Transportation, *Literature Review on Vehicle Travel Speeds and Pedestrian Injuries*, March 2000

3. Draft Actions: specific recommendations including administrative, data analysis, street design, enforcement, and public awareness components;
4. Prioritized Actions: given constrained resources, which actions are first;
5. Draft Action Plan: all above elements in a coherent, actionable policy document.

The draft Vision Zero Action plan presents a set of prioritized actions organized around three pillars:

1. The Vision Zero Program: the administrative and leadership component of Vision Zero, focusing on collaboration; capacity; and transparency and equity.
2. Safer Streets for Everyone: the engineering and design component of Vision Zero, focusing on project planning and development; project design; and project delivery.
3. Safer Streets by Everyone: the safer behaviors component of Vision Zero, focusing on public awareness of traffic safety and enforcement of traffic laws.

The Vision Statement, Guiding Principles, Three Pillars, and Draft Actions were presented to the Berkeley City Council at the November 5, 2019 Work Session meeting.

### **Next Steps**

Based on this information, staff recommends that the Transportation Commission recommend the draft Vision Zero Action Plan for approval by the Berkeley City Council. Following approval of the plan, staff would immediately proceed with the highest-priority Action Items: Establish a standing Vision Zero Coordinating Committee; Conduct a citywide Vision Zero Action Plan assessment of existing staffing and funding capacity; Proactively build quick-build and already-identified capital safety projects.

### **Attachments:**

1. Draft Vision Zero Action Plan



DRIVE  
LIKE  
YOUR  
FRIEND  
DIED  
HERE

# CITY OF BERKELEY VISION ZERO ACTION PLAN

November 2019

# ACKNOWLEDGEMENTS

Thank you to the Task Force and Advisory Committee for helping to shape this plan.

## VISION ZERO PROGRAM

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Beth Thomas, Principal Transportation Planner  
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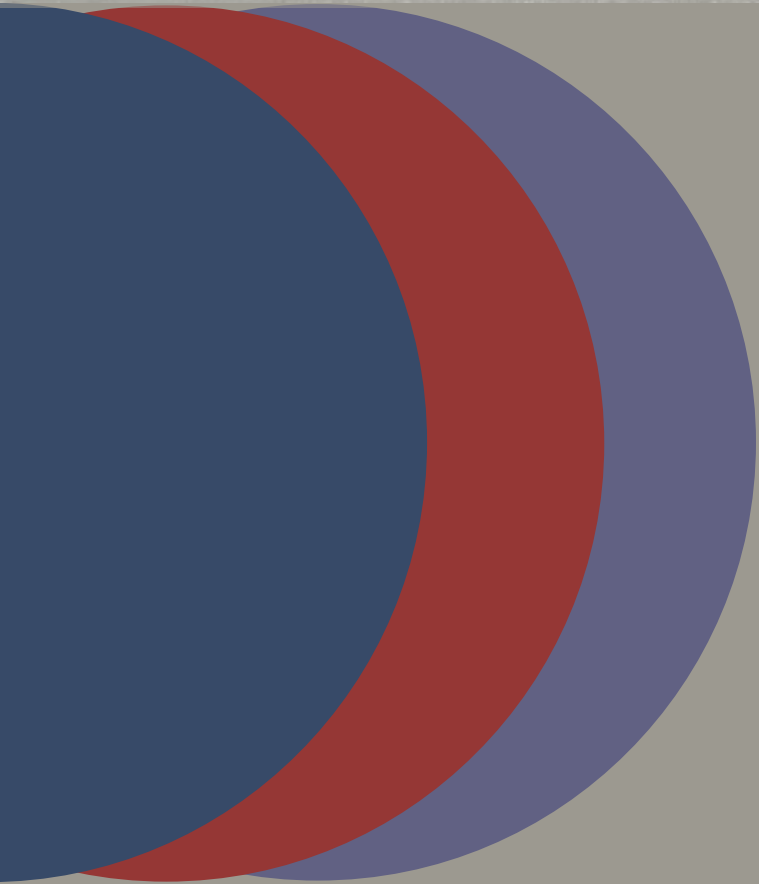
# TABLE OF CONTENTS

<b>Introduction</b> .....	<b>1</b>
Accountability .....	3
Equity .....	3
Priority Actions .....	4
Glossary .....	6
<b>Why We Need Vision Zero</b> .....	<b>7</b>
Berkeley Needs Vision Zero .....	9
Vision Zero is about the 4% .....	9
Vision Zero is about Mode .....	9
Vision Zero is about Traffic Violations .....	10
Locations of Severe and Fatal Collisions .....	12
Map of High Injury Streets .....	13
<b>Vision and Guiding Principles</b> .....	<b>15</b>
<b>Taking Action</b> .....	<b>19</b>
The Vision Zero Program .....	21
Safer Streets for Everyone .....	21
Safer Streets By Everyone .....	21
1.1 The Vision Zero Program: Collaboration .....	22
1.2 The Vision Zero Program: Capacity .....	23
1.3 The Vision Zero Program: Transparency and Equity .....	24
2.1 Safer Streets for Everyone: Project Planning and Development .....	25
2.2 Safer Streets for Everyone: Project Design.....	26
2.3 Safer Streets for Everyone: Project Delivery.....	27
3.1 Safer Streets by Everyone: Public Awareness .....	28
3.2 Safer Streets by Everyone: Enforcement .....	29
<b>Appendices</b> .....	<b>31</b>
Appendix A: Vision Zero Action Plan Timeline & Process Diagram.....	33
Appendix B: Prioritized Vision Zero Actions Matrix .....	35





# INTRODUCTION







## CAPTURING SITES OF FATAL AND SEVERE COLLISIONS

All photos in this plan were taken at locations in Berkeley where someone lost their life or sustained a severe injury in a traffic collision. They demonstrate that there is rarely any way for someone passing by to know that a tragedy took place here, since things often continue as they did before. Vision Zero challenges this status quo and strips away the societal acceptance that fatal and severe traffic collisions are a necessary byproduct of mobility. As part of this plan, rapid-response communications and safety project protocols will be established to help tell victims' stories and deploy quick-build projects where engineering countermeasures could be effective at improving safety.

Every year, an average of two people die and 21 people are severely injured in Berkeley due to traffic violence. Vision Zero is about recognizing that these deaths and severe injuries are preventable and unacceptable – no one should lose their life or experience a life-altering injury while traveling on Berkeley streets, no matter who you are or how you travel.

We began our commitment to Vision Zero in 2018 through the adoption of a Vision Zero resolution to end all traffic-related deaths and severe injuries on City streets by 2028. Since the adoption, we have established two working groups: a Task Force, comprised of key City staff, elected officials, and partner agencies; and an Advisory Committee, comprised of representatives from advocacy groups, the public, Berkeley Unified School District, and City of Berkeley Commissions. The Task Force and Advisory Committee have worked together to craft the Vision, Guiding Principles, and Actions presented in this plan. To learn more about the process, see **Appendix A: Vision Zero Action Plan Development**.

While every action item introduced in this plan is fundamental to the success of Vision Zero, the priority actions presented on the next page are the **near-term focus** of Vision Zero in Berkeley, based on feedback from the Task Force and Advisory Committee on existing resources and staff and community priority. The full list of actions for the City of Berkeley is introduced later in this plan, in “Taking Action”.

Throughout the development of this plan, two key themes were frequently discussed: this plan must be accountable, and this plan must be crafted through an equity lens.

## ABOUT VISION ZERO

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe — and now it’s gaining momentum in major American cities. - *The Vision Zero Network*

## ACCOUNTABILITY

This plan takes strategic and pointed actions to keep Vision Zero front and center in the City of Berkeley – calling for the need for continuous plan updates to remain in line with best practices and trends; an audit conducted by the City Auditor to make sure Vision Zero has the appropriate level of staff and resources to be effective; and building redundancy by integrating Vision Zero actions into other guiding documents, including the Berkeley Strategic Plan and departmental work plans.

## EQUITY

This plan is equity-driven, starting with recognizing that we do not understand the full magnitude of inequities today due to gaps in key safety datasets. This plan addresses this head on by calling for the need to utilize Berkeley Police Department collision report data to gather more holistic information on victims of collisions, performing a robust assessment of other key gaps in safety datasets as part of the first update to this plan, and elevating community voices to understand the perception of safety and personal security in our most vulnerable communities. It doesn’t end there – this plan also includes actions to create a traffic ticket diversion program for bicyclists and pedestrians and calls for the need for partnerships with community-based organizations and culturally-relevant and context-specific outreach and educational campaigns.

## PRIORITY ACTIONS

- **Establish a standing Vision Zero Coordinating Committee** consisting of City staff, Commissioners, partner institutions, members of the community, advocacy groups, and community-based organizations who have a role in advancing Vision Zero action items with quarterly meetings organized around a predetermined annual agenda. Seek to establish a funding source to compensate members of the community and community-based organizations when needed to enable their participation.
- **Conduct a citywide Vision Zero Action Plan assessment** of existing staffing and funding capacity to complete Vision Zero action items.
  - **Create a staffing matrix** of existing and proposed staff for the delivery of high-priority Vision Zero action items. New or realigned staff needs are anticipated in: Public Works safety project team; Public Works Vision Zero Program support staff; Public Information Officers in key Vision Zero departments, including Police and Health, Housing, and Community Services; Berkeley Police Department Traffic Enforcement Unit and data analysis; Health, Housing, and Community Service Vision Zero data analysis and public awareness programs.
  - **Establish a milestone staffing and funding schedule** to complete high-priority Vision Zero action items, including City and grant funds.
- **Proactively build capital-intensive and quick-build safety projects** on all Vision Zero High-Injury Streets on a schedule to complete such projects by 2028.

## PRIORITIZATION APPROACH

Action items were prioritized based on feedback from the Task Force and Advisory Committee on existing resources and staff and community priority, as well as the potential transformative impact of each item:

- **Existing Resources:** Actions are prioritized that likely already have the needed resources, both staff and funding, to deliver.
- **Staff Priority:** Actions are prioritized that are of interest and priority to the Task Force and Vision Zero Program staff.
- **Community Priority:** Actions are prioritized that are of interest and priority to the Advisory Committee.
- **Transformative/High Impact:** Actions are prioritized that would have major positive impacts on safety or City collaboration, based on the Institute of Transportation Engineer's *Core Elements of Vision Zero* and ongoing City efforts.

The actions introduced here are the near-term focus for the City of Berkeley. The full list of actions in priority order can be reviewed in **Appendix B: Prioritized Actions Matrix**.

- **Request a Vision Zero Performance Audit** to be performed during the FY21 audit period to evaluate the implementation of the Action Plan and make any additional needed recommendations, including additional and/or realigned staffing and funding, for effective Vision Zero Action Plan implementation. Provide required 6-month updates to City Council.
- **Establish a Vision Zero Rapid Response Safety Communication Protocol.** Employ a communication strategy in response to recent severe and fatal collisions aimed at the human element of traffic safety, including health and prevention messaging to the Berkeley community.
- **Support state-wide traffic safety legislation** allowing automated speed enforcement by local agencies, designation of speed limits on local streets based on desired safety outcomes rather than the existing prevailing speed, and the reduction of local residential street speed limits to below 25 MPH, which would allow for 20 MPH speed limit on local residential streets, consistent with “20 Is Plenty” campaigns.
- **Establish a Complete Streets Repaving and Development Project Checklist** to ensure proactive and reactive Vision Zero safety infrastructure for people of all ages and abilities are included with each repaving project and in the conditions of approval for development projects. With the Vision Zero Coordinating Committee, consider establishing an equity-driven approach to prioritizing repaving projects.
- **Develop and proactively deliver a Vision Zero branding, promotional, and educational campaign** to increase awareness about Vision Zero and the top traffic violations for severe and fatal injuries in Berkeley, elevating victims’ stories. Regularly update the campaign to ensure it is context-specific, accessible, and culturally relevant. Collaborate with community-based organizations to distribute material City-wide and promote messages and public events that normalize active transportation and transit as healthy and responsible transportation choices.
- **Develop a publicly accessible matrix and map to prioritize and track projects.** Prioritize both new/existing requests/referrals and delivery of established infrastructure project lists (e.g. Five Year Repaving Program, BeST Plan, etc.) according to the Vision Zero High-Injury Streets map and equity-driven prioritization from City Council adopted plans such as the Bicycle Plan and forthcoming Pedestrian Plan.
- **Utilize the Berkeley Police Department’s collision report data on parties involved**, such as housing status or whether parties involved are disabled, to help address equity gaps in collision data. Confirm that the Berkeley Police Department report training emphasizes consistent use of these collision report data fields and includes strategies for avoiding transportation mode bias in collision reporting. When necessary, update the Police collision report form to be consistent with emerging mobility modes.
- **Focus traffic enforcement efforts proportionately on the top five traffic violations for severe and fatal collisions:** traveling at unsafe speeds, violation of pedestrian right-of-way at a crosswalk, failure to yield while making left or U-turns, failure to stop at a red light, and failure to stop at a stop sign.

## GLOSSARY

### Equity

Race, ethnicity, gender, age, socioeconomic status, or physical or mental ability can no longer be used to predict access to safe transportation, and safety and access for all groups are improved.

This definition is adapted from the Government Alliance on Race & Equity's *Racial Equity Toolkit*. The City of Berkeley is a core member of the Government Alliance on Race & Equity (GARE).

### KSI (Killed and Severe Injury) Collisions

Collisions resulting in a fatality or severe injury.

### Severe Injury

A severe injury is based on the reporting police officer's visual assessment of a victim at the scene of the collision. The California Highway Patrol's *Collision Investigation Manual* defines a severe injury as an injury other than a fatal injury which results in broken bones, dislocated or distorted limbs, severe lacerations, or unconsciousness at or when taken from the collision scene. It does not include minor lacerations. Some severe injuries may not be classified as such by the reporting officer if they are not visible or otherwise apparent.

### Vulnerable Users

Users of the roadway that are more vulnerable to traffic-related death or injury due to their demographic, socioeconomic status, physical or mental ability, or mode of travel. This may include people of color, people with no or low income, people with no or limited English proficiency, people experiencing homelessness, youth, seniors, people with disabilities, and people who walk and bike.





## WHY WE NEED VISION ZERO.



## BERKELEY NEEDS VISION ZERO

Every year, on average two people die and 21 people sustain severe injuries on Berkeley streets due to traffic violence. This is unacceptable and preventable – no one should lose their life or suffer a life-altering injury when traveling in our city. All statistics presented on this page are based on data between 2013 and 2017 - the most recent five years of collision data available through the Statewide Integrated Traffic Records System (SWITRS).

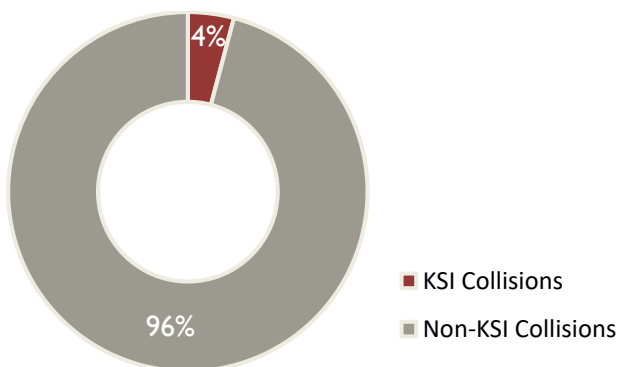
### DISPROPORTIONATE BURDEN

We know that people of color, people with no or low income, people with no or limited English proficiency, people experiencing homelessness, youth, seniors, and people with disabilities are over-represented in fatal and severe injury collisions, but we currently have limited data within collision reports to understand the magnitude of the disproportionate burden. This plan addresses those data gaps head-on and establishes strategies to start collecting more meaningful data to understand inequities on our streets. We also are not waiting for more data to take an equity-driven approach to Vision Zero. Read more about our proposed strategies in “Taking Action”.

## VISION ZERO IS ABOUT THE 4%

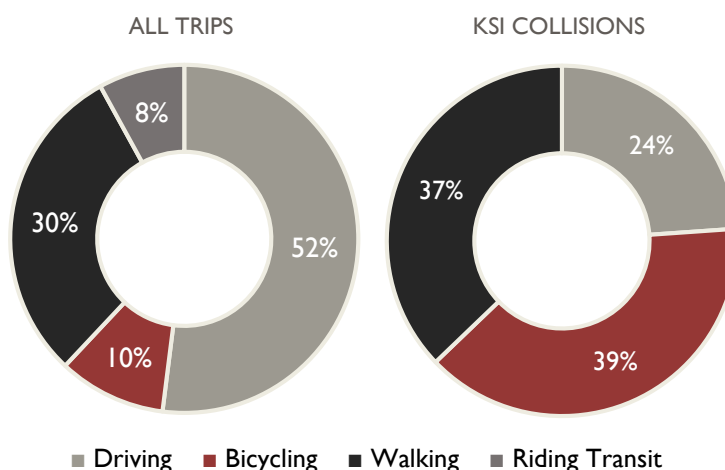
On average, 4% of collisions on Berkeley streets result in a fatality or severe injury.

**That is 4% too many.**



## VISION ZERO IS ABOUT MODE

Collisions disproportionately impact people riding bicycles and people walking. The numbers are stark – collisions involving someone riding a bicycle or walking make up almost **80%** of collisions that result in death or severe injury, despite making up just **40%** of trips in Berkeley.

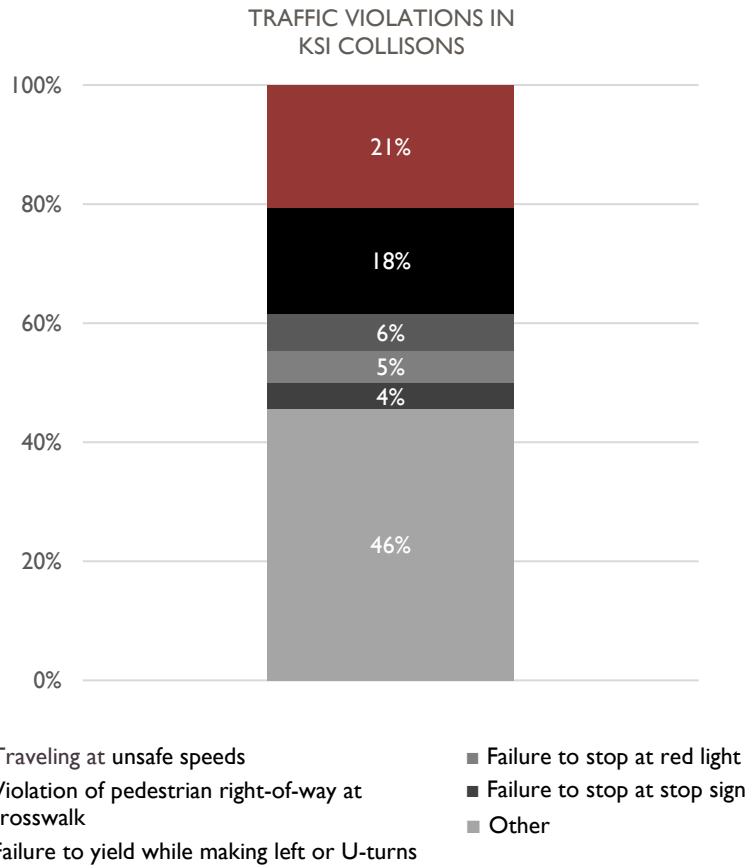


Collision Data: SWITRS five-year injury collision data, 2013-2017  
 Mode Data: California Household Travel Survey for the City of Berkeley, 2012

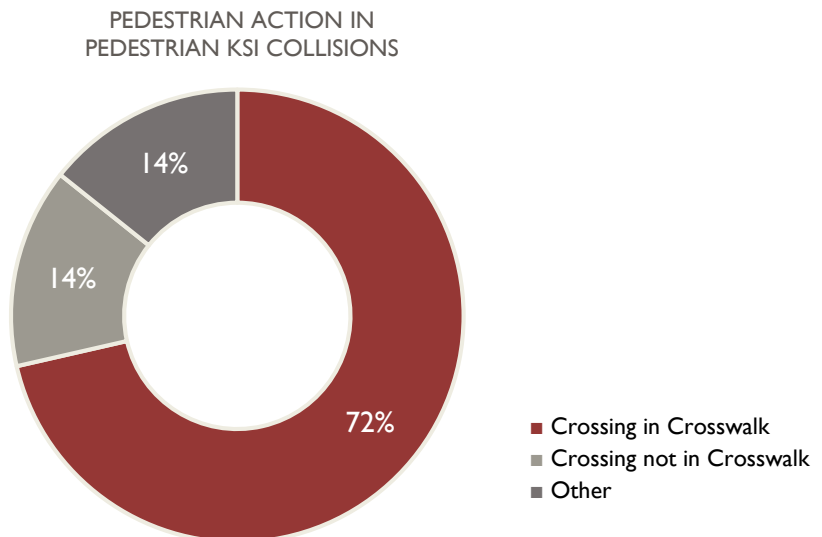


## VISION ZERO IS ABOUT TRAFFIC VIOLATIONS

Every collision has multiple factors – but the top five reported traffic violations for collisions in Berkeley that resulted in death or severe injury are **traveling at unsafe speeds, violation of pedestrian right-of-way at a crosswalk, failure to yield while making left or U-turns, failure to stop at a red light, and failure to stop at a stop sign.** Vision Zero focuses on these factors to make the most significant impact.



For pedestrian KSI collisions, the numbers tell the story – **72%** of pedestrians involved in KSI collisions were struck when crossing the street in a marked crosswalk.



Collision Data: SWITRS five-year injury collision data, 2013-2017

**WHY DO WE FOCUS ON SPEED?  
BECAUSE SPEED KILLS.**

HIT BY A VEHICLE TRAVELING AT:

**20  
MPH**



9 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT:

**30  
MPH**



5 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT:

**40  
MPH**



1 out of 10 pedestrians survive

Source: US Department of Transportation, Literature Review on Vehicle Travel Speeds and Pedestrian Injuries March 2000

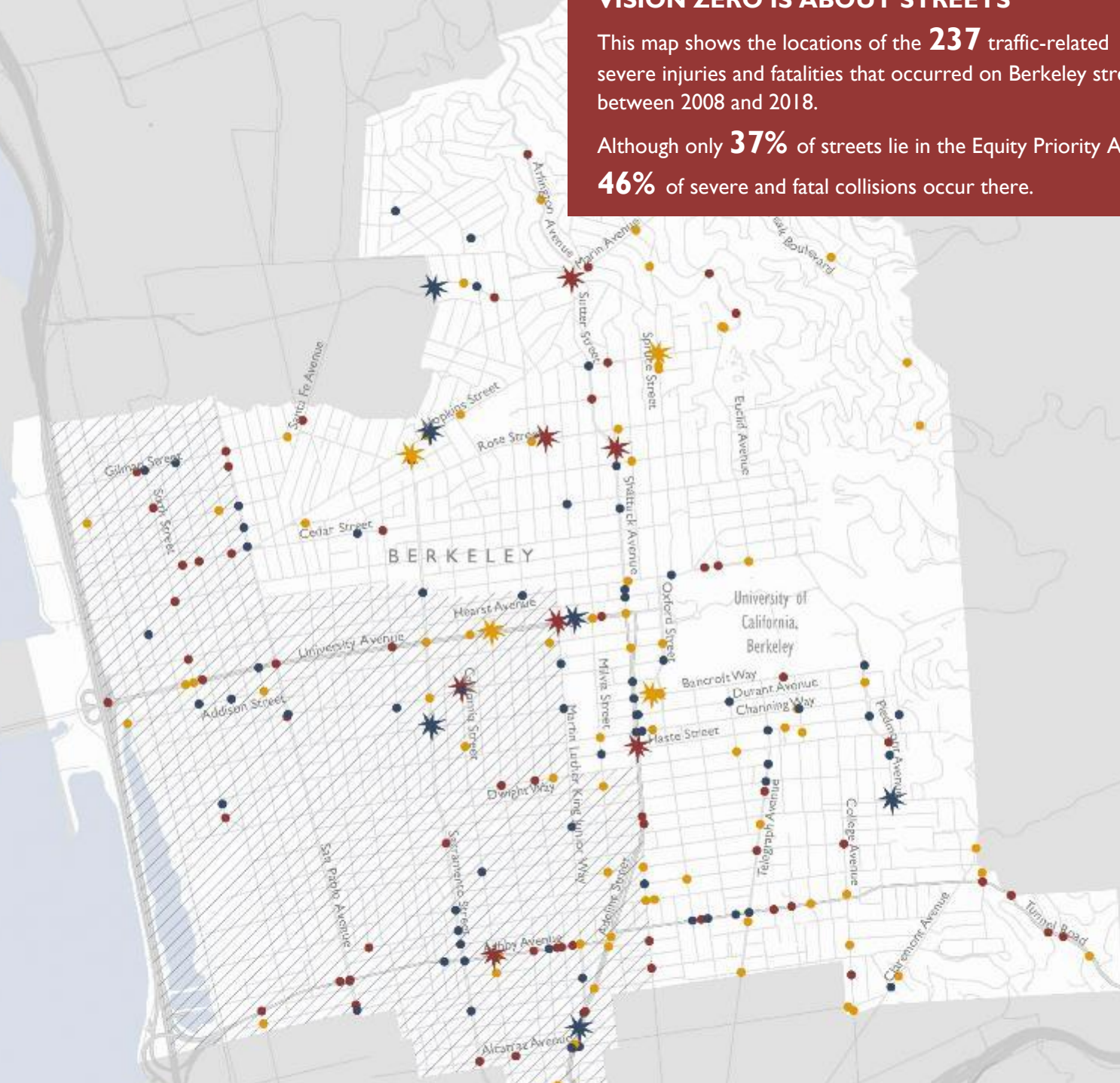


# LOCATIONS OF SEVERE AND FATAL COLLISIONS

## VISION ZERO IS ABOUT STREETS

This map shows the locations of the **237** traffic-related severe injuries and fatalities that occurred on Berkeley streets between 2008 and 2018.

Although only **37%** of streets lie in the Equity Priority Area, **46%** of severe and fatal collisions occur there.



## PRIORITIZING EQUITY

Lower income residents and people of color are disproportionately impacted by the risk of traffic injuries and fatalities. The Equity Priority Area considers historic Home Owners' Loan Corporation "redlining", racial/ethnic composition, property value, and cultural centers to guide the City of Berkeley in prioritizing projects that remedy systemic inequity. A full description of the Equity Priority Area methodology can be found in the City of Berkeley Pedestrian Plan.

Equity Priority Area

### Collision Type

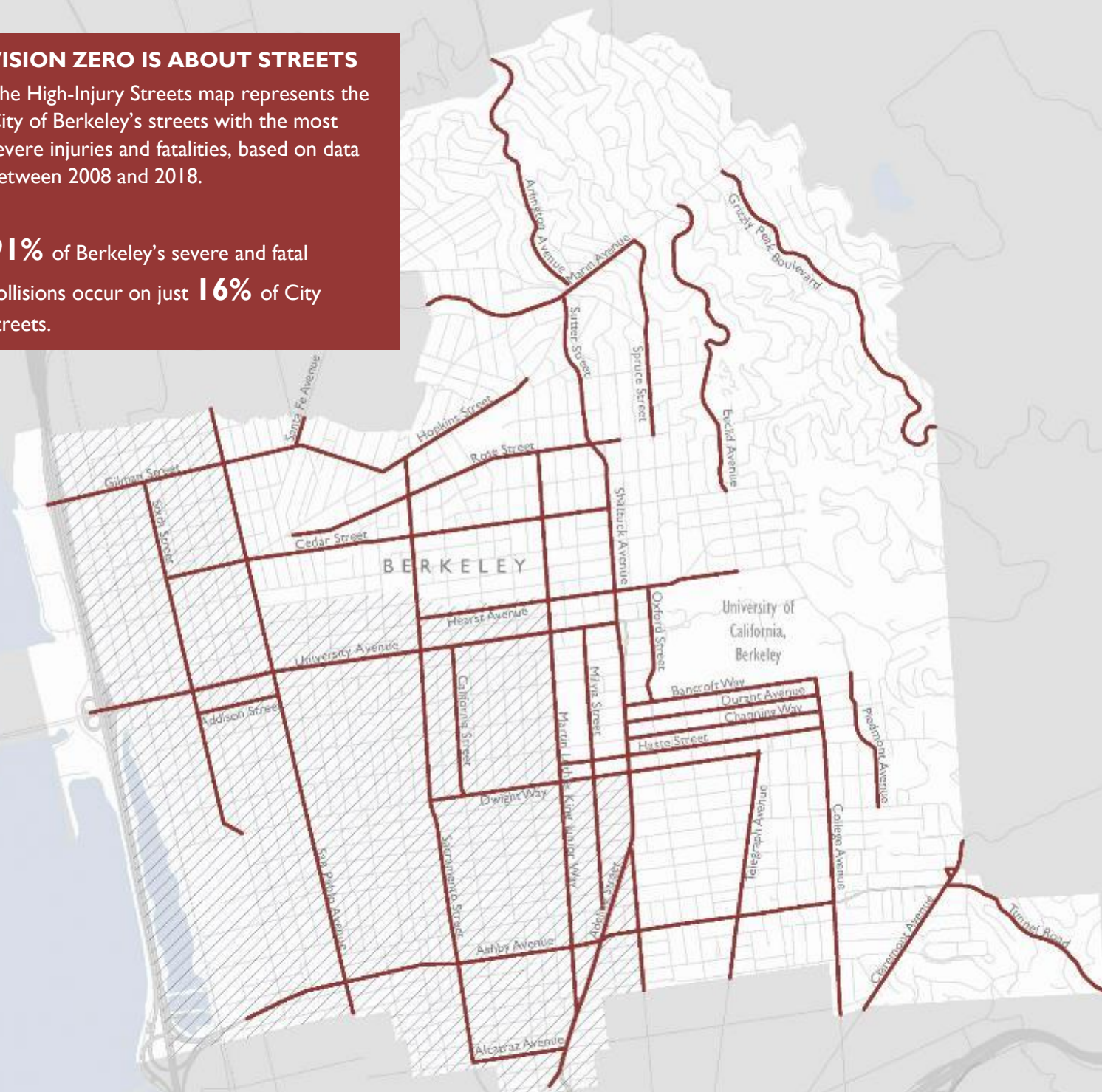
- Bicycle - Fatal
- Pedestrian - Fatal
- Driver - Fatal
- Bicycle - Severe Injury
- Pedestrian - Severe Injury
- Driver - Severe Injury

# HIGH-INJURY STREETS

## VISION ZERO IS ABOUT STREETS

The High-Injury Streets map represents the City of Berkeley's streets with the most severe injuries and fatalities, based on data between 2008 and 2018.

**91%** of Berkeley's severe and fatal collisions occur on just **16%** of City streets.







# VISION AND GUIDING PRINCIPLES



*The City of Berkeley is committed to an equity-focused, data-driven effort to eliminate traffic deaths and severe injuries on our city streets by 2028.*

1. **Safety is our highest priority.** Human life is more important than speed, convenience, or property. We will evaluate tradeoffs and make both proactive and reactive engineering decisions about street design based on this value.
2. **Traffic deaths and severe injuries are preventable and unacceptable.** Using a holistic, data-driven, systems-level approach to street design, we will treat fatal and severe collisions as preventable and unacceptable incidents that can and must be addressed.
3. **People make mistakes.** We will design our streets so that mistakes do not result in death or severe injury.
4. **Slower streets are safer streets.** We will design, construct, and operate our streets for slower speeds with the goal of eliminating all fatal and severe collisions and of protecting our most vulnerable street users.
5. **We will create safer transportation options for people who walk, bike, and take transit.** Creating safer and more comfortable transportation options for people to walk, bike, and take transit can make these modes more attractive and reduce the number of car trips in Berkeley. Fewer car trips can mean fewer severe and fatal collisions.







6. **Street safety must be achieved equitably.** We will respond to the disproportionate burden of traffic deaths and severe injuries on people of color, people with no or low income, people with no or limited English proficiency, people experiencing homelessness, youth, seniors, people with disabilities, and people who walk and bike. Enforcement strategies will target the specific safety violations that disproportionately impact these vulnerable street users to best utilize scarce resources. Enforcement strategies will be designed to minimize racial profiling.
7. **Vision Zero will be accountable, transparent, and data-driven.** Actions will be data-driven to respond to the causal factors of deaths and severe injuries on Berkeley streets. This response will utilize both proven methods and innovative strategies. We will perform annual monitoring, reporting, and evaluation through an equity lens. We will communicate clearly what resources are necessary to achieve Vision Zero, why street design modifications are proposed, and the basis by which competing improvements are prioritized.





## TAKING ACTION



The City of Berkeley's Vision Zero action items described on the following pages demonstrate a **comprehensive, integrated approach** to get the City to zero. They rest on three pillars: 1) The Vision Zero Program, 2) Safer Streets for Everyone, and 3) Safer Streets by Everyone.



## THE VISION ZERO PROGRAM

### 1.1 Collaboration

Collaborate with City departments, regional and community partners, and mobility providers to achieve Vision Zero goals. Continue commitment from Berkeley elected officials.

### 1.2 Capacity

Build sustainable funding and staffing to complete Vision Zero action items, including program management, data analysis, infrastructure projects, and education, engagement, and enforcement.

### 1.3 Transparency and Equity

Establish a milestone reporting schedule. Incorporate equity into data collection, analytics, evaluation, engagement, and reporting.



## SAFER STREETS FOR EVERYONE

### 2.1 Project Planning and Development

Prioritize high injury streets and the most vulnerable street users.

## ACTION ITEM DEVELOPMENT

These actions represent months of collaboration and coordination between the Task Force and Advisory Committee and build on opportunity areas established through a comprehensive review of best practices and Berkeley's current safety efforts.

### 2.2 Project Design

Design for vulnerable users of the transportation network, including people of all ages and abilities.

### 2.3 Project Delivery

Deliver Vision Zero traffic safety infrastructure improvements both reactively and proactively.



## SAFER STREETS BY EVERYONE

### 3.1 Public Awareness

Create a culture of traffic safety by promoting awareness through public information programs and campaigns.

### 3.2 Enforcement

Develop an equitable and data-driven enforcement strategy focused on the most critical safety violations contributing to fatalities and severe injuries.



## I.1 THE VISION ZERO PROGRAM: COLLABORATION

Priority	Action	Lead Department	Timeline
☆	<p><b>Establish a standing Vision Zero Coordinating Committee</b> consisting of City staff, Commissioners, partner institutions, members of the community, advocacy groups, and community-based organizations who have a role in advancing Vision Zero action items with quarterly meetings organized around a predetermined annual agenda. Seek to establish a funding source to compensate members of the community and community-based organizations when needed to enable their participation.</p>	City Manager's Office	
	<p><b>Incorporate Vision Zero goals and actions into plan and policy updates</b> of all departments and partner institutions, including the upcoming City of Berkeley Zoning Ordinance update and General Plan Update, UC Berkeley's Long-Range Development Plan, Berkeley Unified School District's Sustainability Plan, the City's Strategic Plan, Departmental Priority Projects Lists, and departmental and individual staff work plans.</p>	City Manager's Office	
	<p><b>With the Metropolitan Transportation Commission, Alameda County Transportation Commission, and Alameda County Department of Public Health, establish a peer-to-peer Bay Area Vision Zero Network</b> for information-sharing and collaboration on countywide and regional initiatives such as a public health analysis of collision victim hospital data.</p>	Mayor's Office	
	<p><b>Develop a targeted, strategic Vision Zero staff training plan</b> to send key staff responsible for implementing the Vision Zero Action Plan, such as Public Works, Police, Health, Housing, and Community Services, and City Manager's Office and elected officials, to Vision Zero-related conferences and trainings.</p>	City Manager's Office	

## I.2 THE VISION ZERO PROGRAM: CAPACITY

Priority	Action	Lead Department	Timeline
☆	<p><b>Conduct a citywide Vision Zero Action Plan assessment</b> of existing staffing and funding capacity to complete Vision Zero action items.</p> <ul style="list-style-type: none"> <li>• <b>Create a staffing matrix</b> of existing and proposed staff for the delivery of high-priority Vision Zero action items. New or realigned staff needs are anticipated in the areas listed below: <ul style="list-style-type: none"> <li>○ Public Works safety project team</li> <li>○ Public Works Vision Zero Program support staff</li> <li>○ Public Information Officers in key Vision Zero departments, including Police and Health, Housing, and Community Services</li> <li>○ Berkeley Police Department Traffic Enforcement Unit and data analysis</li> <li>○ Health, Housing, and Community Services Vision Zero data analysis and public awareness programs</li> </ul> </li> <li>• <b>Establish a milestone staffing and funding schedule</b> to complete high-priority Vision Zero action items, including City and grant funds.</li> </ul>	City Manager's Office; Public Works	
☆	<p><b>Request a Vision Zero Performance Audit</b> to be performed during the FY21 audit period to evaluate the implementation of the Action Plan and make any additional needed recommendations, including additional and/or realigned staffing and funding, for effective Vision Zero Action Plan implementation. Provide required 6-month updates to City Council.</p>	Public Works	

## I.3 THE VISION ZERO PROGRAM: TRANSPARENCY AND EQUITY

Priority	Action	Lead Department	Timeline
☆	<b>Utilize the Berkeley Police Department’s collision report data on parties involved</b> , such as housing status or whether parties involved are disabled, to help address equity gaps in collision data. Confirm that the Berkeley Police Department report training emphasizes consistent use of these collision report data fields and includes strategies for avoiding transportation mode bias in collision reporting. When necessary, update the Police collision report form to be consistent with emerging mobility modes.	Public Works; Police	
	<b>Provide an annual Vision Zero Progress Report</b> , reviewed by the City Auditor, to City Council, City Department Directors, Vision Zero Coordinating Committee, and Transportation Commission, on progress on reducing fatal and severe collisions, including in historically underserved neighborhoods, equity in traffic enforcement, and on meeting the funding, staffing, and Vision Zero program delivery schedules. Include an updated Vision Zero High-Injury Streets map. Utilize Berkeley Police Department collision data to supplement the Statewide Integrated Traffic Records System dataset to avoid lag in data availability.	Public Works	
	<b>Complete a full update of the Vision Zero Action Plan every three years</b> to ensure continued relevancy of the Action Plan by integrating advancements in best practices and technologies. The first update will include an equity evaluation to identify gaps in safety and collision datasets and develop milestones to address inequities, as well as identify strategies to include hospital data provided by Alameda County Department of Public Health, linked to emergency medical services data and police reports, in Vision Zero analyses and maps.	Public Works	
	<b>Maintain an understanding of the Berkeley community’s perception of safety and personal security.</b> Focus direct public engagement to residents of Berkeley’s historically underserved neighborhoods and other vulnerable users.	Health, Housing, and Community Services	

## 2.1 SAFER STREETS FOR EVERYONE: PROJECT PLANNING AND DEVELOPMENT

Priority	Action	Lead Department	Timeline
☆	<b>Develop a publicly accessible matrix and map to prioritize and track projects.</b> Prioritize both new/existing requests/referrals and delivery of established infrastructure project lists (e.g. Five Year Repaving Program, BeST Plan, etc.) according to the Vision Zero High-Injury Streets map and equity-driven prioritization from City Council adopted plans such as the Bicycle Plan and forthcoming Pedestrian Plan.	City Manager's Office	
☆	<b>Establish a Complete Streets Repaving and Development Project Checklist</b> to ensure proactive and reactive Vision Zero safety infrastructure for people of all ages and abilities are included with each repaving project and in the conditions of approval for development projects. With the Vision Zero Coordinating Committee, consider establishing an equity-driven approach to prioritizing repaving projects.	Public Works	
	<b>Establish a Vision Zero Rapid Response Safety Project Protocol</b> that utilizes data from the to be renamed Fatal Accident Investigation Team (FAIT), to identify quick-build projects if engineering countermeasures could be effective at improving safety. The protocol should outline a path forward for Public Works staff to be a part of the immediate, on-the-ground response to and investigation of severe and fatal collisions.	Public Works; Police	
	<b>Conduct before and after studies</b> of a sample of Vision Zero quick-build projects to evaluate countermeasure effectiveness where existing understanding is insufficient.	Public Works	
	<b>Undertake a Standards of Coverage/Response Time Study</b> to provide a data-driven understanding of how safety improvements impact emergency response times.	Fire	
	<b>Establish a pre-approved toolbox of traffic safety infrastructure design treatment improvements</b> with the Vision Zero Coordinating Committee to streamline the implementation of projects.	Public Works	



## 2.2 SAFER STREETS FOR EVERYONE: PROJECT DESIGN

Priority	Action	Lead Department	Timeline
	<b>Establish Vision Zero Design Guidelines that consolidate policies and design guidelines from Council-adopted plans</b> such as the Pedestrian Plan, Bicycle Plan, and Complete Streets Policy to guide Berkeley's street design, traffic, and parking procedures in order to prioritize safety and reduce the incidence of severe and fatal collisions. Ensure revisions and updates are reviewed by the Vision Zero Coordinating Committee to maintain accessibility for people of all ages and abilities.	Public Works	
	<b>Develop Curbside Management Guidelines</b> and incorporate them into the Vision Zero Guidelines to ensure Berkeley addresses safety concerns at the curb due to existing and emerging mobility options.	Public Works	
	<b>Update the Berkeley Municipal Code</b> to be consistent with the Vision Zero Design Guidelines.	Public Works	
	<b>Refine the existing traffic calming toolbox</b> to include design guidelines for all street types, utilizing Council-adopted plans where applicable. Ensure the traffic calming toolbox is reviewed by the Vision Zero Coordinating Committee to streamline the implementation of projects.	Public Works	

## 2.3 SAFER STREETS FOR EVERYONE: PROJECT DELIVERY

Priority	Action	Lead Department	Timeline
☆	<b>Proactively build capital-intensive and quick-build safety projects</b> on all Vision Zero High-Injury Streets on a schedule to complete such projects by 2028.	Public Works	
	<b>Reactively build newly identified quick-build projects</b> at locations with recent severe and fatal collisions if engineering countermeasures could be effective at improving safety, based on Rapid Response Safety Project Protocol.	Public Works	
	<b>Continue to deliver traffic calming projects.</b> Utilize the traffic calming toolbox and evaluate requests based on an equity- and data-driven approach to implementation for both residential and Vision Zero High-Injury Streets. Increase public awareness of the traffic calming program.	Public Works	

### 3.1 SAFER STREETS BY EVERYONE: PUBLIC AWARENESS

Priority	Action	Lead Department	Timeline
☆	<b>Develop and proactively deliver a Vision Zero branding, promotional, and educational campaign</b> to increase awareness about Vision Zero and the top traffic violations for severe and fatal injuries in Berkeley, elevating victims' stories. Regularly update the campaign to ensure it is context-specific, accessible, and culturally relevant. Collaborate with community-based organizations to distribute material City-wide and promote messages and public events that normalize active transportation and transit as healthy and responsible transportation choices.	Health, Housing, and Community Services	
☆	<b>Establish a Vision Zero Rapid Response Safety Communication Protocol.</b> Employ a communication strategy in response to recent severe and fatal collisions aimed at the human element of traffic safety, including health and prevention messaging to the Berkeley community.	Public Works	
	<b>Partner with UC Berkeley, Berkeley City College, and Berkeley Unified School District</b> to distribute targeted Vision Zero messaging for students.	Public Works	
	<b>Integrate Vision Zero traffic safety awareness and education into training for City employees</b> who drive City vehicles or drive while on City business, including Police, Fire, Public Works, and all City departments and divisions.	City Manager's Office	

### 3.2 SAFER STREETS BY EVERYONE: ENFORCEMENT

Priority	Action	Lead Department	Timeline
☆	<b>Focus traffic enforcement efforts proportionately on the top five traffic violations for severe and fatal collisions:</b> traveling at unsafe speeds, violation of pedestrian right-of-way at a crosswalk, failure to yield while making left or U-turns, failure to stop at a red light, and failure to stop at a stop sign.	Police	
☆	<b>Support state-wide traffic safety legislation</b> allowing automated speed enforcement by local agencies, designation of speed limits on local streets based on desired safety outcomes rather than the existing prevailing speed, and the reduction of local residential street speed limits to below 25 MPH, which would allow for 20 MPH speed limit on local residential streets, consistent with “20 Is Plenty” campaigns.	City Manager’s Office	
	<b>Rename the Fatal Accident Investigation Team</b> to replace the word “accident” with “collision” and include reference to near-fatal and major collisions, to acknowledge that most collisions are preventable, and to be in line with Vision Zero philosophies.	Police	
	<b>Continue and regularly update a collision data-driven enforcement strategy</b> focusing on collision reports from the renamed Fatal Accident Investigation Team (FAIT), and the High-Injury Streets map, to supplement collision data from SWITRS. Conduct traffic enforcement consistent with the City of Berkeley’s Fair and Impartial Policing policy.	Police	
	<b>Seek opportunities to educate before issuing citations</b> during traffic enforcement.	Police	
	<b>Develop a traffic ticket diversion program</b> for bicycle and pedestrian traffic tickets to promote access to bicycle and pedestrian safety courses and programs.	Police	



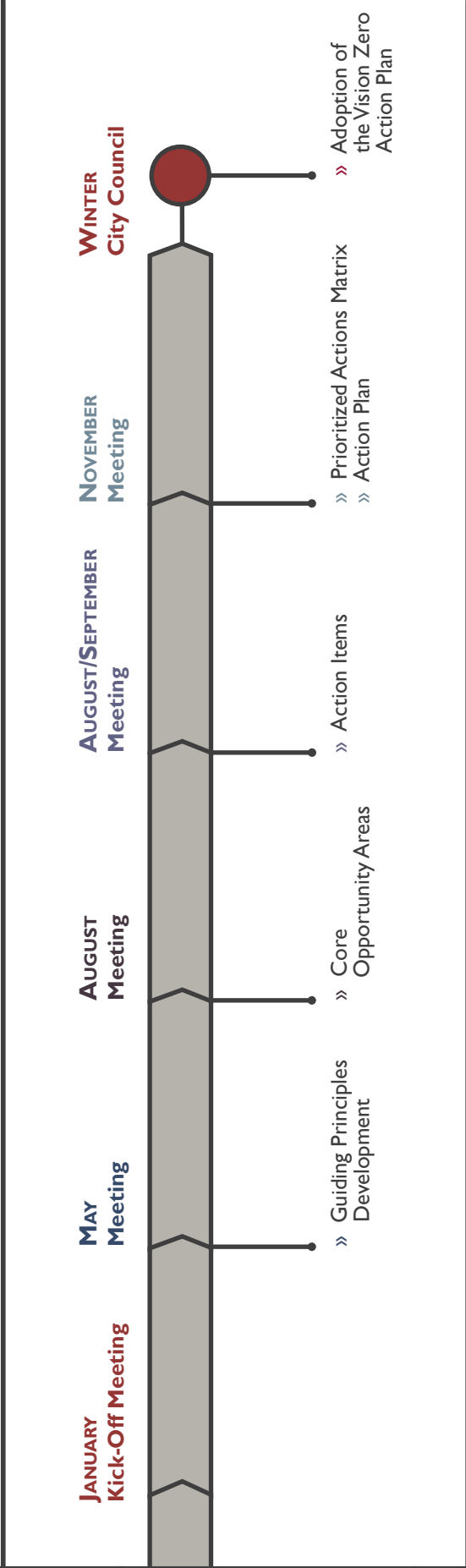


# APPENDICES



# APPENDIX A: VISION ZERO: ACTION PLAN TIMELINE & PROCESS DIAGRAM

The Vision Zero Action Plan development was facilitated by a series of five Task Force and Advisory Committee meetings to build consensus on areas of focus and priority for Vision Zero in Berkeley. This graphic introduces the timeline and key deliverables reviewed at each meeting.



## DETAILS & DELIVERABLES

### GUIDING PRINCIPLES DEVELOPMENT

An introduction to key Vision Zero concepts that resonate in the City of Berkeley. Meetings included a group exercise to develop Guiding Principles for the Vision Zero Action Plan.

### CORE OPPORTUNITY AREAS

A best practices review and benchmarking assessment summarized as core opportunity areas for Berkeley Vision Zero. The best practices review focused on systemic safety strategies from other U.S. cities, while the benchmarking assessment provided an understanding of baseline safety conditions and practices in the City of Berkeley.

### ACTION ITEMS

A list of actions to address the identified safety needs, as documented in the Core Opportunity Areas memo.

### PRIORITIZED ACTIONS MATRIX

A matrix of prioritized Vision Zero actions for the City of Berkeley, based on input provided throughout the Task Force and Advisory Committee meeting series.

### ACTION PLAN

The final summarizing document, documenting the significance of Vision Zero in Berkeley and introducing the City's Vision Zero action items.





## APPENDIX B: PRIORITIZED VISION ZERO ACTIONS MATRIX

This matrix documents the action item prioritization for Berkeley's Vision Zero Action Plan. The intention of this prioritization is to help the City determine the list of near-term, immediate actions the City should embark on to achieve Vision Zero. The matrix is not intended to be static – it can be used for each Vision Zero Action Plan update to re-evaluate the near-term focus of Vision Zero for the City. The criteria the prioritization utilizes are:

- **Transformative/High Impact:** Actions are prioritized that would have major positive impacts on safety or City collaboration, based on the Institute of Transportation Engineer's Core Elements of Vision Zero and ongoing City efforts.
- **Existing Resources:** Actions are prioritized that likely already have the needed resources, both staff and funding, to deliver.
- **Staff Priority:** Actions are prioritized that are of interest and priority to the Task Force.
- **Community Priority:** Actions are prioritized that are of interest and priority to the Advisory Committee.

These criteria are based on the existing priorities of the City of Berkeley. The criteria are meant to be fluid and re-evaluated with each new Vision Zero Action Plan update. Each action item will receive a point for each criterion it fulfills. The top performing actions should be the near-term focus of Vision Zero efforts.

## PRIORITIZATION RUBRIC

All actions that have a score of 3.5 or greater are considered near-term priorities for the City of Berkeley.

Metric	1	0.5	0
<b>Transformative/ High Impact</b>	Action directly correlates to an ITE Vision Zero Core Element <i>and</i> is an item the City is not currently doing	A Core Element, but lesser transformative impact because the City is already undertaking this effort	Not a Core Element
<b>Existing Resources</b>	High existing staff availability (based on Task Force and Vision Zero Program staff feedback)	Medium existing staff availability	Low existing staff availability
<b>Staff Priority</b>	High priority item (based on Task Force and Vision Zero Program staff feedback)	Medium priority item	Low priority item
<b>Community Priority</b>	High priority item (based on Advisory Committee feedback)	Medium priority item	Low priority item

Berkeley Vision Zero Action Plan

Pillar	Opportunity Area	Action	Transformative/ High Impact	Existing Resources	Staff Priority	Community Priority	Score
VZ Program	Collaboration	Establish a standing Vision Zero Coordinating Committee	1	1	1	1	4
VZ Program	Capacity	Conduct a citywide Vision Zero Action Plan assessment	1	1	1	1	4
Safe Streets for Everyone	Project Delivery	Proactively build capital-intensive and quick-build safety projects	1	0.5	1	1	3.5
VZ Program	Capacity	Request a Vision Zero Performance Audit	1	1	0.5	1	3.5
Safe Streets by Everyone	Public Awareness	Establish a Vision Zero Rapid Response Safety Communication Protocol	1	0.5	1	1	3.5
Safe Streets by Everyone	Enforcement	Support state-wide traffic safety legislation	1	0.5	1	1	3.5
Safe Streets for Everyone	Project Planning & Development	Establish a Complete Streets Repaving and Development Project Checklist	1	0.5	1	1	3.5
Safe Streets by Everyone	Public Awareness	Develop and proactively deliver a Vision Zero branding, promotional, and educational campaign	1	0.5	1	1	3.5
Safe Streets for Everyone	Project Planning & Development	Develop a publicly accessible matrix and map to prioritize and track projects	1	0.5	1	1	3.5
VZ Program	Transparency & Equity	Utilize the Berkeley Police Department's collision report data on parties involved	1	0.5	1	1	3.5
Safe Streets by Everyone	Enforcement	Focus traffic enforcement efforts proportionately on the top five traffic violations for severe and fatal collisions	1	1	1	0.5	3.5
VZ Program	Collaboration	Incorporate Vision Zero goals and actions into near-term plan and policy updates	1	1	0	1	3
Safe Streets for Everyone	Project Delivery	Reactively build newly identified quick-build projects	1	0.5	0.5	1	3
Safe Streets for Everyone	Project Planning & Development	Establish a Vision Zero Rapid Response Safety Project Protocol	1	0.5	0.5	1	3
Safe Streets for Everyone	Project Design	Establish Vision Zero Design Guidelines that consolidate policies and design guidelines from Council-adopted plans	0.5	0.5	1	1	3
VZ Program	Transparency & Equity	Provide an annual Vision Zero Progress Report	0.5	1	0.5	1	3
VZ Program	Transparency & Equity	Complete a full update of the Vision Zero Action Plan every three years	0.5	1	0.5	1	3
VZ Program	Collaboration	Develop a targeted, strategic Vision Zero staff training plan	0.5	0.5	1	1	3
Safe Streets by Everyone	Enforcement	Continue and regularly update a collision data-driven enforcement strategy	0.5	0.5	1	1	3
Safe Streets for Everyone	Project Planning & Development	Conduct before and after studies	1	0.5	1	0.5	3
Safe Streets by Everyone	Enforcement	Seek opportunities to educate before issuing citations	0.5	0.5	0.5	1	2.5

Pillar	Opportunity Area	Action	Transformative/ High Impact	Existing Resources	Staff Priority	Community Priority	Score
Safe Streets by Everyone	Enforcement	<i>Rename the Fatal Accident Investigation Team</i>	0.5	1	0.5	0.5	2.5
VZ Program	Transparency & Equity	<i>Maintain an understanding of the Berkeley community's perception of safety and personal security</i>	1	0	0.5	1	2.5
Safe Streets by Everyone	Public Awareness	<i>Partner with UC Berkeley, Berkeley City College, and Berkeley Unified School District</i>	0.5	0.5	0.5	1	2.5
Safe Streets for Everyone	Project Delivery	<i>Continue to deliver traffic calming projects</i>	1	0.5	0.5	0.5	2.5
Safe Streets by Everyone	Public Awareness	<i>Integrate Vision Zero traffic safety awareness and education into training for City employees</i>	0.5	0.5	0.5	1	2.5
Safe Streets for Everyone	Project Design	<i>Update the Berkeley Municipal Code</i>	0.5	0.5	0.5	0.5	2
Safe Streets for Everyone	Project Planning & Development	<i>Undertake a Standards of Coverage/Response Time Study</i>	0	0.5	0.5	0.5	1.5
Safe Streets by Everyone	Enforcement	<i>Develop a traffic ticket diversion program</i>	0	0	0.5	1	1.5
VZ Program	Collaboration	<i>With the Metropolitan Transportation Commission, Alameda County Transportation Commission, and Alameda County Department of Public Health, establish a peer-to-peer Bay Area Vision Zero Network</i>	0	1	0	0.5	1.5
Safe Streets for Everyone	Project Design	<i>Refine the existing traffic calming toolbox</i>	0.5	0	0.5	0.5	1.5
Safe Streets for Everyone	Project Planning & Development	<i>Establish a pre-approved toolbox of traffic safety infrastructure design treatments</i>	0	0.5	0	0.5	1
Safe Streets for Everyone	Project Design	<i>Develop Curbside Management Guidelines</i>	0	0	0.5	0.5	1

**September 24 – Regular Meeting**

- 18. Contract No. 10485 Amendment: Fehr & Peers, Inc. for On-Call Transportation Planning Services**  
**From: City Manager**  
**Recommendation:** Adopt a Resolution authorizing the City Manager to amend Contract No. 10485 with Fehr & Peers, Inc. for On-Call Transportation Planning Services, increasing the contract by \$225,000, for a total amount not to exceed \$725,000.  
**Financial Implications:** See report  
**Contact:** Phillip Harrington, Public Works, (510) 981-6300  
**Action:** Adopted Resolution No. 69,116–N.S.
- 34. Referral: Develop a Bicycle Lane and Pedestrian Street Improvements Policy**  
**From: Councilmembers Robinson, Droste, Harrison, and Mayor Arreguin**  
**Recommendation:** Refer to the City Manager to develop a comprehensive ordinance governing a Bicycle Lane and Pedestrian Street Improvements Policy that would: 1. Require simultaneous implementation of recommendations in the City’s Bicycle and Pedestrian Plans when City streets are repaved, if one or more of the following conditions are met: (a) Bicycle Plan recommendations can be implemented using quick-build strategies that accommodate transit operations. (b) Pedestrian Plan recommendations can be implemented using quick-build strategies that accommodate transit operations. (c) The Bicycle Plan recommends studying protected bike lanes as part of a Complete Street Corridor Study in the Tier 1 Priority list. (d) Improvements are necessary to comply with the Americans with Disabilities Act. 2. Prioritize bikeways and Vision Zero high-fatality, high-collision streets under the five-year Paving Plan by requiring that 50 percent of the repaving budget go towards such streets until they meet a minimum surface standard established with input from the Public Works and Transportation Commissions. 3. Encourage the use of quick builds by expediting quick-build projects under \$1 million. (a)“Quick-build” is defined as projects that a) require non-permanent features such as bollards/paint/bus boarding islands, b) make up less than 25 percent of the total repaving cost for that street segment, and c) can be a component of a Complete Street Corridor Study that includes evaluation after installation. 4. Require staff to report progress back to Council every two years. Furthermore, refer to the City Manager to draft a revised version of the City’s Complete Streets Policy that would clarify that the presence of an existing or planned bikeway parallel to an arterial does not exempt projects along said arterial from bicycle and micromobility improvements under the Policy.  
**Financial Implications:** Staff time  
**Contact:** Rigel Robinson, Councilmember, District 7, (510) 981-7170  
**Action:** Item 34 held over to October 15, 2019.

**September 10 – Regular Meeting**

- 24. Contract: DC Electric Group, Inc., for On-Call Electronic Traffic Calming Devices Maintenance Project**  
**From: City Manager**

- Recommendation:** Adopt a Resolution authorizing the City Manager to execute a contract and any amendments with DC Electric Group, Inc., for the on-call general maintenance of electronic traffic calming devices for the period October 16, 2019 to June 30, 2024, with an option of up to three one-year extensions, for an amount not to exceed \$250,000.  
**Financial Implications:** State Transportation Tax Fund - \$250,000  
**Contact:** Phillip Harrington, Public Works, (510) 981-6300  
**Action:** Adopted Resolution No. 69,086–N.S.
25. **Contract No. 10298 Amendment: C. Overaa & Co. for the Center Street Parking Garage**  
**From: City Manager**  
**Recommendation:** Adopt a Resolution authorizing the City Manager to amend Contract No. 10298 with C. Overaa & Co. for the Center Street Parking Garage Project, increasing the contract amount by \$473,835 for a total amount not to exceed \$38,944,818.  
**Financial Implications:** Off Street Parking Fund - \$473,835  
**Contact:** Phillip Harrington, Public Works, (510) 981-6300  
**Action:** Adopted Resolution No. 69,087–N.S.
32. **Calling for State Action on Parking Enforcement Vehicle Emissions**  
**From: Community Environmental Advisory Commission**  
**Recommendation:** Refer to the City Manager to send the letter attached to the report, calling for the State of California to require 100% all-electric parking enforcement vehicles by 2030 or earlier, to Berkeley’s elected State-level representatives and the Chair of the California Air Resources Board.  
**Financial Implications:** See report  
**Contact:** Viviana Garcia, Commission Secretary, (510) 981-7460  
**Action:** Approved recommendation.
44. **Pavement of Derby Street and Ward Street between Telegraph Ave and Shattuck Ave**  
**From: Councilmember Bartlett**  
**Recommendation:** That the Council refers consideration of the paving of Derby St. and Ward St. between Shattuck Ave and Telegraph Ave to the Public Works Commission in order to repair these deteriorating streets that serve as a part of a major commuter corridor which both individual drivers and buses use in their daily commute.  
**Financial Implications:** See report  
**Contact:** Ben Bartlett, Councilmember, District 3, (510) 981-7130  
**Action:** Councilmember Robinson added as a co-sponsor. Approved recommendation as revised in Supplemental Communications Packet #2.  
**Vote:** Ayes – Kesarwani, Davila, Bartlett, Harrison, Wengraf, Robinson, Droste, Arreguin; Noes – None; Abstain – Hahn.
45. **Funding the Construction of a Pedestrian Signal at Ashby Street and Fulton Street**  
**From: Councilmember Bartlett**  
**Recommendation:** That the Council refers to the November Budget Annual Appropriations Ordinance to fund the construction of a pedestrian crossing signal at the intersection of Ashby and Fulton Street in order to address inadequate traffic control and stopping, reduce traffic accidents, and further safeguard the community.  
**Financial Implications:** See report

**Contact:** Ben Bartlett, Councilmember, District 3, (510) 981-7130

**Action:** Approved recommendation revised to refer the item to the Vision Zero process for analysis.

**46. Funding for Pedestrian Crossing Signal at the intersection of Shattuck and Prince  
From: Councilmember Bartlett**

**Recommendation:** That the Council refers to the November Budget Annual Appropriations Ordinance to fund pedestrian crossing signals on all directions of the Shattuck Avenue and Prince Street intersection in order to address inadequate traffic control and ensure the safety of travelers along these streets.

**Financial Implications:** See report

**Contact:** Ben Bartlett, Councilmember, District 3, (510) 981-7130

**Action:** Approved recommendation revised to refer the item to the Vision Zero process for analysis.

**47. Funding Streetlight Near South East Corner of Otis Street  
From: Councilmember Bartlett**

**Recommendation:** That the Council refers to the City Manager to fund construction of a streetlight on the corner of Otis near Ashby.

**Financial Implications:** See report

**Contact:** Ben Bartlett, Councilmember, District 3, (510) 981-7130

**Action:** Approved recommendation revised to change the item to a budget referral and refer an assessment of feasibility to the City Manager.

**48. Request for Information Regarding Current Status and Progress on Traffic Mitigations  
at Dwight Way and California Street**

**From:** Councilmembers Bartlett and Harrison

**Recommendation:** Refer to the City Manager a request for information regarding the current status and progress on traffic mitigations and pedestrian safety improvements at the intersection of Dwight Way and California Street.

**Financial Implications:** See report

**Contact:** Ben Bartlett, Councilmember, District 3, (510) 981-7130

**Action:** Approved recommendation.

**58. Implement Residential Preferential Parking (RPP) Program on Sections of McGee Street  
and Rose Street**

**From:** City Manager

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

**Financial Implications:** See report

**Contact:** Phillip Harrington, Public Works, (510) 981-6300

**Public Testimony:** The Mayor opened the public hearing. 0 speakers. M/S/C (Robinson/Davila) to close the public hearing.

**Vote:** All Ayes.

**Action:** M/S/C (Hahn/Davila) to adopt Resolution No. 69,102–N.S.

**Vote:** All Ayes.



59. **Residential Preferential Parking (RPP) Program: Summer 2019 Update (Continued from July 23, 2019)**  
**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, (510) 981-6300  
**Action:** 0 speakers. Presentation made and discussion held.
60. **Funding for Street Rehabilitation Capital Improvement Program in Berkeley**  
**From:** City Manager  
**Recommendation:** In response to Council comments at the December 11, 2018 Council Meeting, this report provides information on current and future funding sources for street rehabilitation. Staff is requesting feedback on the funding available, including current expenditures, projected expenses, and plans, for the City's current and future Street Rehabilitation Capital Improvement Program (CIP).  
**Financial Implications:** See report  
**Contact:** Phillip Harrington, Public Works, 981-6300

**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.

## **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)

## Work Plan FY19-20

Mission: Advises the Council on transportation policies, facilities, and services.

Goals – Ongoing projects/UPDATES		Resources	Program activities	Outputs	Outcomes
1.	goBerkeley Program	Staff updates	Public meetings	Policy guidance FY 2019	Next Update April
2.	I-80 Gilman Interchange & Pedestrian Overcrossing Project Northwest Berkeley	Staff updates	Public meetings	Policy guidance on technical decisions	Successful project delivery (Ongoing)
3.	Safe Routes to Schools Projects (John Muir redesign)	Staff updates	Public meetings	Pedestrian Subcommittee	Successful project delivery (Ongoing)
4.	Bike Share – Phase 2 Expansion beyond Berkeley/Oakland/Emeryville	MTC project funding	Policy Guidance	Recommendations for Council approval	Expanded Bike Share resource
5.	Adeline Corridor Specific Plan (grant planning) Est. 1 year to complete process	Staff updates	Coordination between Berkeley BEST Plan & Adeline Specific Plan	Guidance on funding opportunities	Ensure successful grant funding \$ and encourage equitable stakeholder involvement
6.	Grants – Annual Updates; Comprehensive discussion of all grant applications (includes: Measure BB Grants); RR Safety/Quiet Zone funding in FY 19 for scoping	Staff updates	Commission will review language to improve outcomes	Policy guidance on technical decisions	Ensure successful grant funding \$500k for RR Safety
7.	Traffic Calming – Update with annual table of projects	Staff Updates	Policy guidance on technical decisions	Recommendations to Council if needed	Successful delivery of calm streets projects
8.	ACTC annual report showing Measure BB fund distribution (May 2017 and every January)	Staff updates	Policy guidance on technical decisions	Funding transparency	Successful project funding

## Work Plan FY19-20

Goals – TC Work Items		Resources	Program Activities	Outputs	Outcomes
9.	Vision Zero + Complete Streets Policy Development- Transit/Bike/ Pedestrians First, Parking Removal	Subcommittee	Public meetings Review Crash Data (SWITRS report) & annual safety goals; Coordinate w/PWC on Paving Plan & Opportunities for Complete Streets; Prioritize Citywide access to Schools policy via all modes; Simplify parking removal	Make recommendations to Council	Adoption of Vision Zero policy Action Plan; augment Pedestrian Plan & Complete Streets Policy
10.	Two-way Telegraph Avenue & Southside (Complete Streets) 2018: Telegraph Yellow zones Ph. 2: Design Telegraph/Dana Couplet; Ph. 3: Upper Bancroft	Staff Updates Monthly	Policy guidance on language	Make recommendations to Council	Consensus on Telegraph by TBID/AC Transit/COB
11.	Bike Plan Implementation (Using Complete Streets Filter)	Assigned to Bike subcommittee	Review of bike grant funding; Track Projects e.g. monitor Milvia	Consultation with staff	Successful completion of goals; Bike project funding \$
12.	Pedestrian Plan Update	Pedestrian subcommittee	Public meetings	Recommendations to Council	Comprehensive Pedestrian Plan
13.	Prepare for new/emerging mobility technologies & services, incl. <i>Equitable TNCs</i>	Subcommittee	Research data and policy	Recommendations to Council	<i>Respond to Council referral</i>
14.	Council Referral: Stop Sign Criteria (1/18/18)	Subcommittee	Research to data and policy	Recommendation to Council	Successful completion of Council assignment
15.	ACTC/MTC Review Grant Proposals	Subcommittee	Review ACTC/MTC grant-proposals	Provide comments to staff	Ensure successful grant funding
16.	Climate Action Plan and <i>Fossil Fuel Free Berkeley</i> ; Collaborate with other relevant commissions e.g. Energy, Housing, PWC)	Subcommittee	Clarify CAP goals and timelines. Conduct transportation emissions and analysis reviews.	Recommendation to Council	<i>Respond to Council referral; Achieve timely Climate Action Plan goals</i>
17.	Transit First Policy – Review and report (Transportation Element of General Plan and Transit First Policy)	Subcommittee Staff provided links	Review current policy and language	Recommend updates if needed	Reaffirm Transit 1 <sup>st</sup> Policy priorities to Council

## Work Plan FY19-20

18.	Traffic Calming – Reassessing Traffic Calming Policy	Subcommittee	Policy guidance on technical decisions	Recommendation to Council	Successful delivery of revised calm streets policy
19.	Scooter Share Program - 90-day Council Referral to CM	Council Report 7/10/18; Consider staff input	Develop TC Recommend ordinance/permit process for Scooter Sharing in PROW	Recommendation to Council	<i>Completed</i>
20.	<i>On street parking: Appropriate regulation of parking in residential areas to restrict # of cars parked on the street</i>	Subcommittee	Review current policy; provide guidance	Recommendation to Council	<i>Respond to Council Referral</i>



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October 29, 2019

To: Mayor Arreguín and Berkeley City Council  
 2180 Milvia Street  
 Berkeley, CA 94704

**Subject: Item 31: Bicycle Lane and Pedestrian Street Improvement Policy - SUPPORT**

Dear Mayor Arreguín and Members of the Berkeley City Council

The Sierra Club expresses its conceptual support for Item 31 – Referral: Develop a Bicycle Lane and Pedestrian Street Improvement Policy.

Our longstanding national guidelines support “promot[ing] alternative modes of transportation by encouraging compact mixed-use land use patterns that prioritize walking and biking over vehicles.” Ensuring the safety of bicyclists and pedestrians is of utmost importance toward achieving the goal of carbon reductions in Berkeley’s transportation sector.

In addition, our national guidelines place an emphasis on ensuring that “access to clean transportation solutions, such as walking [and] biking ... should be distributed equitably throughout communities and neighborhoods.” To that end, we are in full support of the proposal to spend 50 percent (or more) of future repaving budgets on bikeways and Vision Zero high-injury streets. Doing so will ensure that the city’s limited repaving resources are focused on improving the safety and well-being of people who walk or bike – which is essential to getting more users out of their cars.

We also support building and evaluating quick-build protected bike lanes along arterials as part of the complete street corridor studies recommended in the Berkeley Bike Plan. Doing so will go a long way toward achieving Berkeley’s Vision Zero goals.

Berkeley must focus on implementing every aspect of a Sustainable Communities Strategy. To that end, we recommend that the referral go beyond targeting “accommodation” of transit service, but that the Council insert stronger language such as “maintaining” or “ensuring” quality transit operations. In building out the elements of this proposal, conflicts between transit services and bicyclists or pedestrians should be eliminated or, at least, minimized.

Sincerely,

A handwritten signature in black ink, appearing to read "Igor Tregub". The signature is fluid and cursive, written over a white background.

Igor Tregub

Conservation Chair, Sierra Club Bay Chapter Northern Alameda County Group



## Gard, Alisha

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**From:** Bernard Marszalek <ztangi@lmi.net>  
**Sent:** Monday, October 14, 2019 8:36 PM  
**To:** transportation  
**Subject:** Grant St cul-de-sac alert for cyclists

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Greetings,

I wish to alert the commission that the constant traffic in and out of our cul-de-sac b those searching for a parking space near the dog park is a hazard for the number of cyclists using Grant St as thoroughfare for parents of Washington School kids who twice a day take and bring back their kids. And it is a hazard for the number of cyclists at all times who use it to access Hearst St.

So far there have been near misses that all the neighbors have seen especially from cars making three point turns at the end of the cul-de-sac.

Consider this an alert that this street as it is presently used is a hazard for cyclists in my opinion.

Thanks.

-bernard

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Bernard Marszalek • 1804 Grant St • 510-693-5760 • Berkeley, CA 94703