

Jacob, Melinda

From: Zoning Adjustments Board (ZAB)
Subject: FW: ZAB meeting August 13 project 2298 Durant Ave. use permit #ZP2026-0039
Attachments: ZAB August 13 2026 meeting.pdf

From: Erik Knaresboro <streetsofequality@gmail.com>
Sent: Monday, August 10, 2026 1:24 PM
To: Zoning Adjustments Board (ZAB) <Planningzab@berkeleyca.gov>
Cc: info@walkbikeberkeley.org
Subject: ZAB meeting August 13 project 2298 Durant Ave. use permit #ZP2026-0039

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We are writing to express our concerns about the proposed project for 2298 Durant Avenue. This is a collaboration with Walk Bike Berkeley.

Respect and kindness
Erik Knaresboro & Guide Vito
1-619-648-9288
Graduate of Berkeley City College
Student at UC Berkeley

Founder of Streets of Equality



Subject: Request for circulation and access protections for 2298 Durant Ave. project, Use Permit #ZP2026-0039

To the Zoning Adjustments Board,

Streets of Equality, in cooperation with Walk Bike Berkeley, write to express concerns regarding the proposed project at 2298 Durant Ave., Use Permit #ZP2026-0039, and its potential impacts on circulation and access along the Durant Avenue corridor. Durant Avenue is a heavily used public right of way and transit corridor serving neighborhood residents, UC Berkeley students, pedestrians, bicyclists, and disabled members of the community, including blind and low-vision travelers who depend on continuous, detectable, and predictable routes through this area.

We request that any ZAB approval of the proposed project be conditioned on the preparation and implementation of a city-approved Temporary Traffic Control Plan that specifically addresses circulation and access for pedestrians, transit riders, bicyclists, and disabled people, including blind and low-vision travelers. At a minimum, that plan should identify the temporary pedestrian route, explain how continuous and detectable routing will be maintained, preserve access to transit stops, protect APS-related crossing access as public-right-of-way infrastructure, and ensure that construction staging does not leave pedestrians to navigate unsafe or inaccessible detours.

There have been many recent and ongoing problems with pedestrian and bicycle access through construction zones in the city. ZAB engagement on this issue can help ensure that thoughtful Temporary Traffic Control Plans are developed before project approval.

This letter focuses on known existing conditions in the area and on the cumulative effects of multiple nearby construction sites already impacting travel along Durant Avenue.

The Board regularly considers circulation and access impacts as part of project review. For that reason, this request is not simply about inconvenience or generalized opposition to development. It is about how construction staging, sidewalk disruption, bus stop access, APS-related crossing conditions, and continuous pedestrian routing in the public right of way affect the ability of people to move safely and independently through the corridor during construction.

Durant Avenue is already under strain from multiple construction sites in the surrounding area. Existing conditions near Durant and Fulton have already narrowed or obstructed pedestrian movement, generated heavy construction noise, and made travel through the corridor less predictable. For blind and low-vision pedestrians, including residents who rely on auditory information to cross safely, that noise can interfere with the ability to hear APS infrastructure and other important environmental cues. Additional disruption near

Durant and Ellsworth could further affect access to the bus stop east of Ellsworth and make travel through the area even more difficult for pedestrians, transit riders, and students traveling to and from campus and housing in the neighborhood.

These concerns are not theoretical. They reflect ongoing lived experience navigating a corridor where temporary barriers, inconsistent routing, unclear detours, and construction noise can create genuine circulation and access problems. When accessible pathways are disrupted without a usable alternative, the result is not merely delay. It is loss of equal access to the public right of way and to essential destinations, including transit, school, housing, and neighborhood services.

California's temporary traffic control standards require more than a sign pointing elsewhere. The California MUTCD provides that when existing pedestrian facilities are disrupted, closed, or relocated in a temporary traffic control zone, temporary facilities must be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. It also states that access to transit stops should be maintained, that temporary pathways should provide a smooth and continuous hard surface, and that blocked routes, alternate crossings, and other information should be communicated to pedestrians with vision disabilities through accessible and detectable means.

The California MUTCD also emphasizes that continuity of accessible pedestrian paths should be incorporated into the temporary traffic control plan, and that temporary pedestrian routing should not rely on printed signs alone where those signs are not usable by pedestrians with vision disabilities. The standards further describe detectable barriers, continuous detectable edging, and other features needed so that temporary pedestrian routes are usable by people traveling with a long cane or otherwise relying on nonvisual wayfinding.

Given these requirements and the corridor's existing conditions, there is serious reason to question whether circulation and access are currently being maintained adequately along Durant Avenue. The present conditions experienced at nearby sites do not inspire confidence that additional construction activity will protect continuous pedestrian routing, bus stop access, or the accessibility of the public right of way unless such protections are made explicit and enforceable as permit conditions.

We also urge the Board to consider the cumulative impact of multiple nearby construction sites within the same corridor. Even if each project is reviewed individually, the combined effect on circulation and access is what people actually experience on the ground. If multiple work zones together reduce accessible travel, interrupt access to bus

stops, or undermine continuous pedestrian movement, then circulation is not being meaningfully preserved for the public.

Thus, we ask the Board to ensure that this project does not worsen already significant circulation and access impacts on Durant Avenue. The Board should require enforceable construction-stage protections before any permit for this project is approved. Circulation and access cannot be treated as preserved if they are preserved only for able-bodied travelers while disabled residents, students, and transit users are left with unsafe, confusing, or inaccessible routes.

Thank you for your consideration of these concerns.

Sincerely,

Streets of Equality in cooperation with Walk Bike Berkeley