



TRANSPORTATION and INFRASTRUCTURE COMMISSION  
**REGULAR MEETING**  
**MINUTES**

Thursday, May 16<sup>th</sup>, 2024, 6:15 pm

North Berkeley Senior Center  
1901 Hearst Avenue  
Berkeley, CA, 94709

**A. PRELIMINARY BUSINESS**

**1. Call to order**

**6:16 pm:** Chair Fixler called the meeting to order.

**2. Roll call**

**6:16 pm:**

Commissioners Present: Noelani Fixler, Barnali Ghosh, Adrian Leung (arrived at 6:20 pm) Liza Lutzker, Karen Parolek, Kim Walton, Ray Yep

Excused: None

Commissioners Absent: Alison Bernstein

Staff Present: Wahid Amiri, Ron Nevels, Noah Budnick, Eric Anderson, Dani Dynes, Sadie Graham (BART), Darin Ranelletti (BART)

**3. Public comment on items not on the agenda**

**6:17 pm:** Two public comments.

**4. Approval of minutes from April 18<sup>th</sup>, 2024**

**6:21 pm Action:** It was Moved / Seconded (Parolek / Lutzker) to approve the minutes.

**6:21 pm: Vote:**

Ayes: Fixler, Ghosh, Leung, Lutzker, Parolek, Walton, Yep

Noes: None

Abstain: None

Absent: Bernstein

Recused: None

**6:21 pm Motion passed 7-0-0-1-0**

**5. Approval and Order of Agenda**

**6:22 pm:** No changes.

**6. Update on administration and staff**

**6:22 pm:** Engineering Manager Ron Nevels provided updates and answered Commissioner questions about the Engineering Division's hiring and the status of the sewer program. Transportation Manager Hamid Mostowfi provided updates and answered Commissioner questions about the Transportation Division's hiring and recruitments.

**7. Announcements**

**6:26 pm:** Commissioner Lutzker wished everyone a happy Bike to Wherever Day. Commissioner Ghosh gave an update on the Watershed Management Plan subcommittee meeting. Vice Chair Parolek announced that two groups are collecting signatures for parcel tax measures that could go on this fall's ballot, and that both groups have collected enough signatures for review. Commissioner Ghosh announced that there will be a measure to support transit on this fall's ballot.

**B. DISCUSSION / ACTION ITEMS**

**1. Active Transportation Program (ATP) grant applications – Action requested**

**6:32 pm:** Public Works staff gave a presentation on two proposed grant applications to the Caltrans Active Transportation Program (ATP) for the following projects: Southwest Berkeley Bike Boulevards for up to \$4 million; Adeline Street Quick-Build for up to \$1.05 million. Staff requested commission action to authorize the chair to write a letter of support for the grant in the Commission's capacity as the City of Berkeley Bicycle and Pedestrian Advisory Committee (BPAC).

**6:43 pm:** Commissioners asked clarifying questions about the projects' budgets and funding sources.

**6:53 pm:** Public comment – One public comment.

**6:55 pm:** Commissioners commented on public outreach and how these projects relate to future projects.

**7:07 pm Action:** It was Moved / Seconded (Parolek / Fixler) for the Transportation and Infrastructure Commission to support the City Manager and Department of Public Works' request to the Berkeley City Council for authorization to submit grant applications to the Caltrans Active Transportation Program (ATP) for the following projects: Southwest Berkeley Bike Boulevards for up to \$4 million; Adeline Street Quick-Build for up to \$1.05-million; authorize the Chair of the Transportation and Infrastructure Commission to write a letter of support for the grant, in the Commission's capacity as the City of Berkeley Bicycle and Pedestrian Advisory Committee (BPAC).

**7:07 pm: Vote:**

Ayes: Fixler, Ghosh, Leung, Lutzker, Parolek, Walton, Yep

Noes: None

Abstain: None

Absent: Bernstein

Recused: None

**7:07 pm Motion passed 7-0-0-1-0**

**2. Informational update on the Link21 Program**

**7:08 pm:** BART staff gave a presentation on Link21, which aims to create a faster, more connected, equitable, and accessible network of train service that focuses on passengers, improving the environment, and our quality of life for generations to come. This includes a new train crossing between Oakland and San Francisco, unlocking better travel possibilities across the 21-county Northern California Megaregion.

**7:15 pm:** Commission Ghosh left.

**7:28 pm:** Commissioners asked clarifying questions about how freight rail traffic affects the Link21 plans; if Link21 is looking at transit oriented development and densification around stations; high speed rail; restoring rail service on the lower deck of the Bay Bridge; rail service under Mission Bay and in relation to UCSF; increasing inter-city travel speed; looking at how other metropolitan rail services are trying to increase economic competitiveness; eminent domain; what “access to job opportunities” means; racial and economic equity; displacement vs. creating new housing; how fare costs would differ in each proposal; how BART tunnel designs have improved in relation to earthquakes.

No public comments.

**C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS**

**Subcommittee reports & assignments: verbal reports form subcommittees**

**8:10 pm:** Commissioner Yep reported on the Watershed Management Subcommittee’s meeting with Public Works staff.

**8:15 pm:** Commissioner Walton left.

**8:15 pm:** Vice Chair Parolek reported on the Bike Plan Update Subcommittee’s meeting with Public Works staff. Commissioner Lutzker reported that the Vision Zero Subcommittee plans to meet with Public Works staff on May 31. Vice Chair Parolek reported that the Paving Policy Subcommittee is waiting to add another member before it schedules a meeting.

**D. COMMUNICATIONS**

None.

**D. FUTURE AGENDA ITEMS**

**8:19 pm:** Chair Fixler stated that they are moving to Oakland and resigning from the Commission effective at the end of May. Commissioners stated that at the start of the June 20 meeting, they will have to elect a commissioner to chair that meeting.

Transportation and Infrastructure Commission  
Thursday, May 16<sup>th</sup>, 2024

**E. ADJOURNMENT**

**8:45 pm:** It was Moved / Seconded (Parolek / Leung) to close the meeting

**8:45 pm: Vote:**

Ayes: Fixler, Ghosh, Leung, Lutzker, Parolek, Walton, Yep

Noes: None

Abstain: None

Absent: Bernstein

Recused: None

**7:07 pm Motion passed 7-0-0-1-0**

*The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, June 20<sup>th</sup>, 2024 at 6:15 pm, at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.*

Administrative Procedures

From the City of Berkeley Commissioners' Manual, 2019 Edition, page 70 regarding minutes:

Although the Brown Act does not require minutes, except for closed sessions, the Commissioners' Manual does require minutes of commission meetings but not for subcommittee meetings. When required, minutes are limited to action minutes only. Minutes are unofficial until approved by the commission. The minutes are converted to PDF and posted on the City's website.

The secretary shall keep an accurate record of the commission's proceedings and transactions. The secretary shall provide action minutes similar to those provided to the Council by the City Clerk. Action minutes list the date, time, and place of the meetings; the staff in attendance; the commissioners present and absent; and a clear and concise description of final actions taken. Approved motions are indicated by "moved, seconded, and carried" and include a breakdown of the vote. The vote breakdown includes the commissioners voting yes, no, abstain, absent, recused, and reason for recusal. Reasons for making a motion, debate, content of public comments, and audience reaction are not to be included.

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Divisions, Public Works

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Active Transportation  
Program Cycle 7:

# Adeline Street Cycle Track Quick-Build and Southwest Berkeley Bike Boulevards

Berkeley Public Works Transportation Division

Transportation and Infrastructure Commission

May 16, 2024

# Requested Action

We are requesting that the Commission adopt a motion to:

*"Support the City Manager and Department of Public Works' request to the Berkeley City Council for authorization to submit grant applications to the Caltrans Active Transportation Program (ATP) for the following projects: Southwest Berkeley Bike Boulevards for up to \$4 million; Adeline Street Quick-Build for up to \$1.05 million; authorize the Chair of the Transportation and Infrastructure Commission to write a letter of support for the grant, in the Commission's capacity as the City of Berkeley Bicycle and Pedestrian Advisory Committee (BPAC)."*

# Agenda

- I. Overview of the Active Transportation Program funding cycle 7, goals, timeline
- II. Summary of projects
  - a. Adeline St Quick-Build
  - b. Southwest Bike Boulevards
- III. Community Engagement
- IV. Seeking City Council approval for applications on **June 4, 2024**

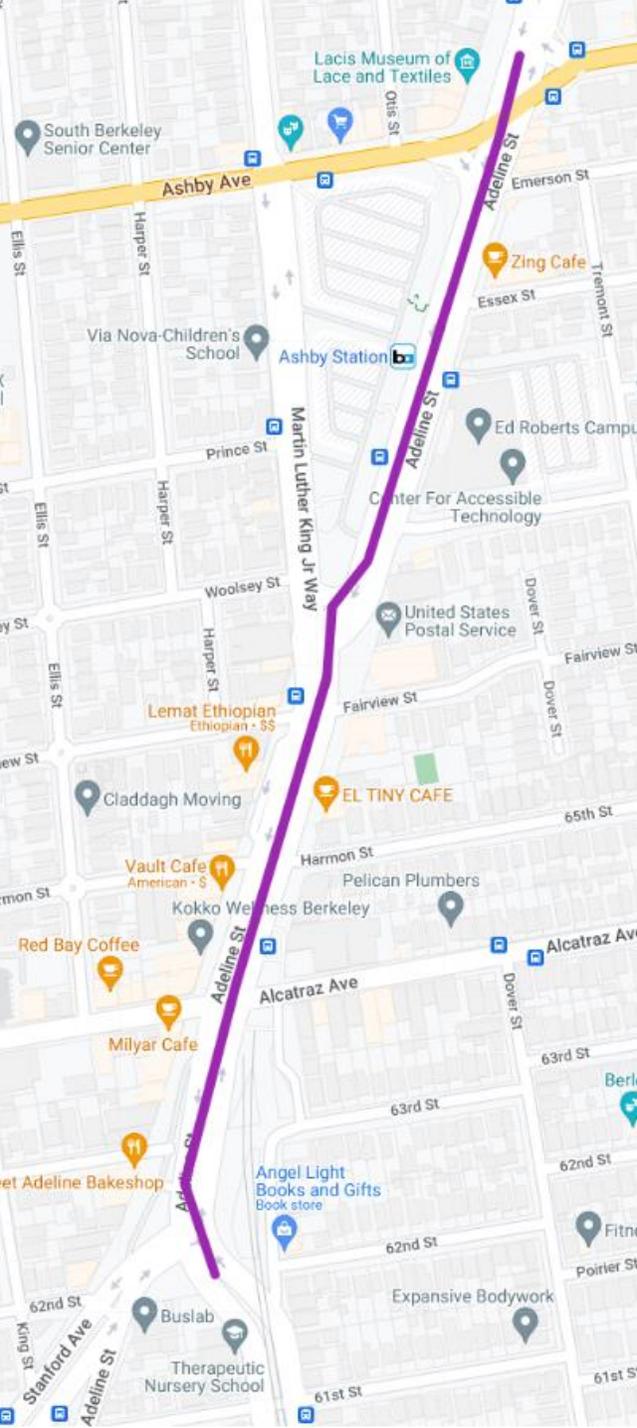


# Active Transportation Program Overview

- ATP is a Caltrans-managed funding program to encourage increased use of active modes of transportation.
- ATP Cycle 7 is expected to include about \$568M made up of Federal, State SB1, and State Highway Account (SHA) funding.
- The funding/programming years include the 25/26, 26/27, 27/28, and 28/29 fiscal years.
- Program categories include plans, infrastructure, non-infrastructure, and quick-build.
  - ***Southwest Berkeley Bike Boulevards*** will be a ***medium infrastructure project***
  - ***Adeline St Quick-Build*** will be a ***quick-build project***, which provides funding for construction only for low to moderate cost materials. This project type allows for some adjustments to be made in response to community input.

# Cycle 7 Timeline

<b>Program Milestones</b>	<b>Program Schedule</b>
Call for projects	March 22, 2024
Project Applications Deadline at 11:49 PM	June 17, 2024
Staff recommendation for Statewide, Small Urban & Rural components, and Quick-Build Pilot Program	November 1, 2024
Commission adopts Statewide, Small Urban & Rural components, and Quick-Build Pilot Program	December 5-6, 2024
Recommendations for MTC Component posted	June 2, 2025
Commission adopts MTC selected projects	June 2025



# Adeline Street Cycle Track Quick-Build

**Location:** Adeline Street from Ashby Ave to Martin Luther King Jr Way/Stanford Ave intersection.

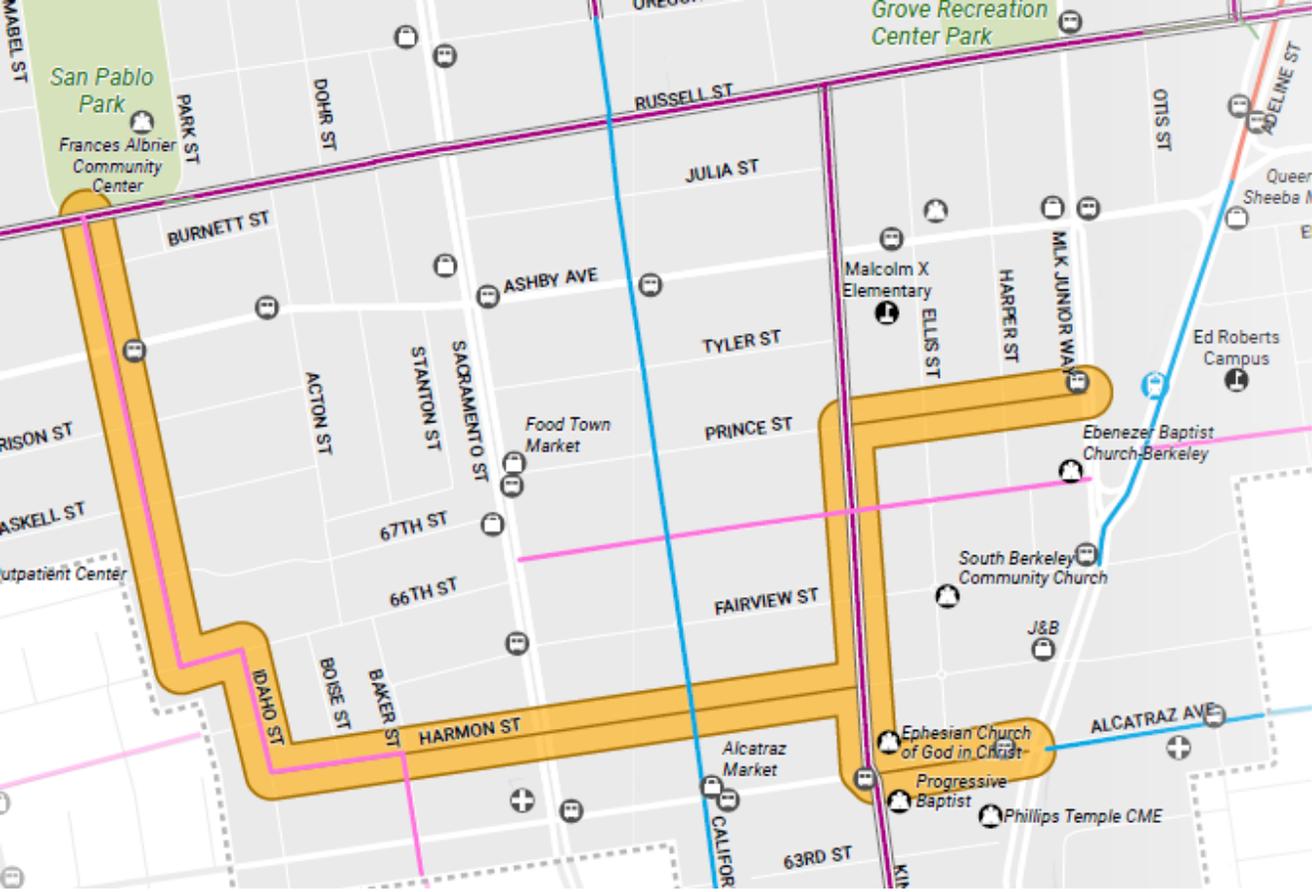
**Construction:** would reduce the number of through lanes from six to four lanes (two in each direction) and accommodate construction of a one-way protected bike lane (“cycle track”) on each side of Adeline Street.

**Background:** Adeline Street is a high-injury street for severe and fatal traffic crashes involving walking and biking (2020 Berkeley Vision Zero Action Plan and the 2020 Berkeley Pedestrian Plan). Oakland DOT is currently planning a cycle track starting at the Berkeley border on Martin Luther King Jr Way that would connect to this project and create a continuous protected bike lane between these cities.

**Other design details:** Includes concrete bus boarding islands at three to four locations in the project area.

## Implements Council-Adopted Plans:

- The 2017 Bike Plan identified Adeline St as a Tier 1 Priority Project
- The 2020 Vision Zero Action Plan and 2020 Pedestrian Plan identified Adeline as a High Injury Street
- The 2020 Adeline Corridor Specific Plan identified key objectives for improving cyclist and pedestrian safety on the corridor, including reducing crossing distances and studying cycle tracks on Adeline
- The 2023 Transit First Implementation Plan identifies bus boarding islands as transit-supportive infrastructure



# Southwest Berkeley Bike Boulevards

Bicycle and pedestrian street safety improvements on:

- Mabel St. from Russell St. to 66<sup>th</sup> Ave.
- 66<sup>th</sup> Ave. from Mabel St. to Idaho St.
- Idaho St. from 66<sup>th</sup> St. to Harmon St.
- Harmon St. from Idaho St. to King St.
- King St. from Prince St. to Alcatraz Ave. (upgrades existing bike boulevard)
- Prince St. from King St. to MLK Jr Way
- Alcatraz Ave. from King St. to Adeline St. (class 2 bike lanes and pedestrian crossing safety improvements)

Includes traffic calming and pedestrian safety measures such as:

- 6 traffic circles
- 1 pedestrian hybrid beacon (Sacramento and Harmon)
- Speed tables
- ADA-compliant curb ramps
- Median refuges
- Hardened centerlines
- Curb extensions

## Implements Council-Adopted Plans:

- Adeline Corridor Specific Plan (2020)
- Berkeley Bicycle Plan (2017)
- Berkeley Pedestrian Plan (2020)
- Berkeley Vision Zero Action Plan (2020)

# Funding Requests and Matching Funds

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Southwest Berkeley Bike Boulevards	\$3,875,100
Adeline Street Quick-Build	\$1,041,000
Total ATP Grant Funding Request	\$4,916,100
<b>City Matching Funds Available</b>	<b>\$563,900</b>
<b>TOTAL ATP Grant and City Match</b>	<b>\$5,480,000</b>

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ATP requires that 11.47% of the total grant funding request be available as local matching funds for projects.

Required matching funds in the amount of \$563,900 are available starting in fiscal year 2028 from Measure BB Fund 134 (Bicycle and Pedestrian) and Fund 134 (Local Streets and Roads).

# Community Engagement

- Previous Community Engagement:
  - Adeline Corridor Specific Plan (2020)
  - Berkeley Bicycle Plan (2017)
  - Berkeley Pedestrian Plan (2020)
  - Berkeley Vision Zero Action Plan (2020)
- Proposed Community Engagement:
  - Citywide project open houses
  - Pop-ups and tabling at events and locations in the neighborhood
  - Stakeholder meetings with neighbors, merchants, and community organizations
  - Ongoing engagement during the design process per the ATP Quick Build requirements
  - TIC review and Council Approval of conceptual designs

# Requested Action

We request that the Commission adopt a motion to:

*"Support the City Manager and Department of Public Works' request to the Berkeley City Council for authorization to submit grant applications to the Caltrans Active Transportation Program (ATP) for the following projects: Southwest Berkeley Bike Boulevards for up to \$4 million; Adeline Street Quick-Build for up to \$1.05 million; authorize the Chair of the Transportation and Infrastructure Commission to write a letter of support for the grant, in the Commission's capacity as the City of Berkeley Bicycle and Pedestrian Advisory Committee (BPAC)."*

# LINK21

CONNECT NORTHERN CALIFORNIA

## City of Berkeley Transportation and Infrastructure Commission

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May 16, 2024



# Today's Meeting

## Purpose:

Information item for feedback and discussion

## Topics:

1. Overview of the Link21 Program
2. Upcoming Key Milestone: Technology/Network Decision for New Train Crossing Between San Francisco and Oakland
  - **Standard-gauge** that connects to Regional Rail network and destinations in larger megaregion; or
  - **Broad-gauge** that connects to BART network and regional destinations
3. Considerations for Berkeley
4. Next Steps



# Link21: Planning A Better Future

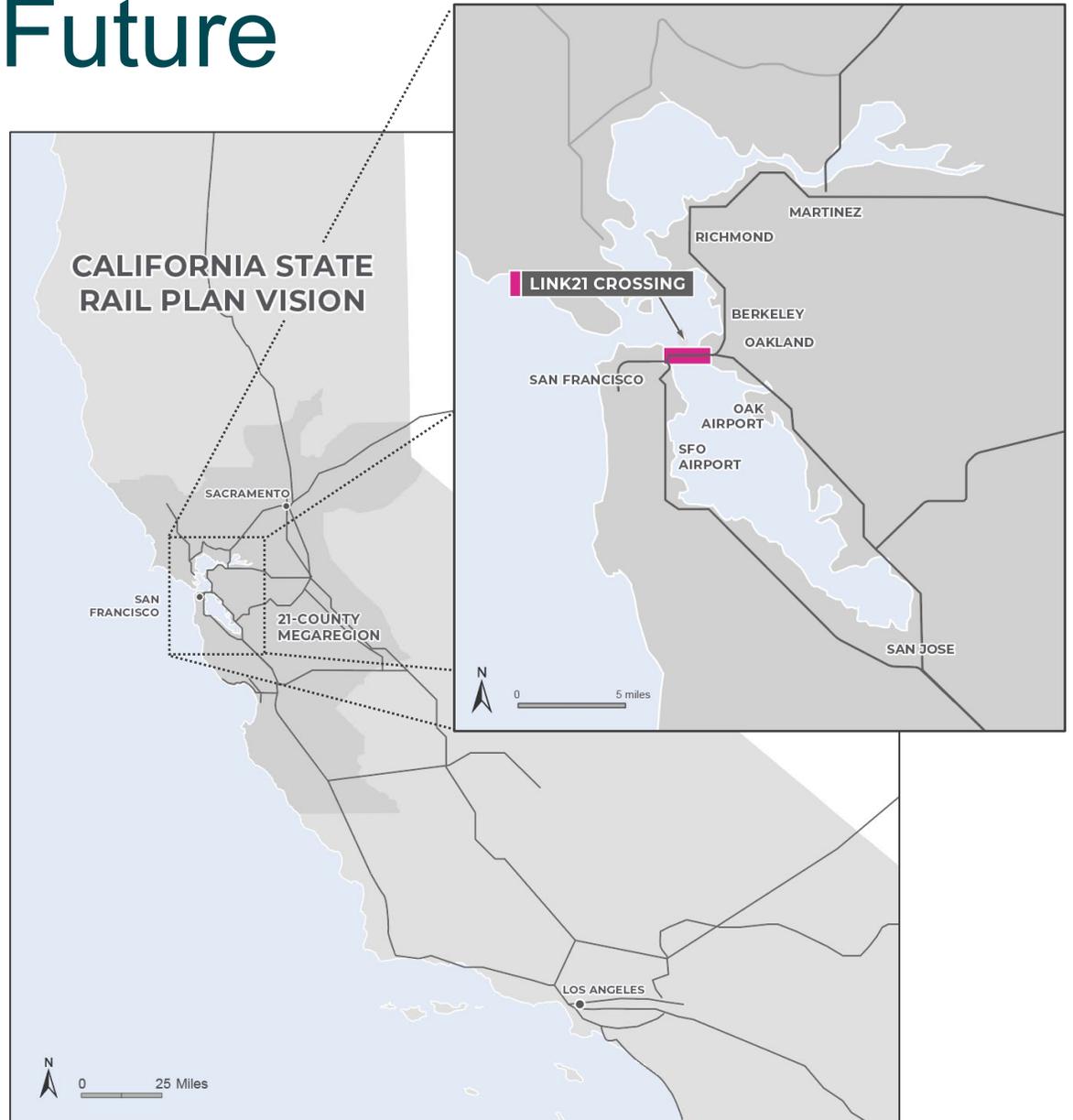
## Connecting People & Places

### The Vision:

Link21 & its partners will provide faster, more connected, equitable, affordable, & accessible train service for the megaregion

### The Program:

- Construct new Transbay rail crossing
- Improve BART & Regional Rail service connections



# Finding The Right Solution

## The Challenge (Problem Statement):

### Megaregional Access

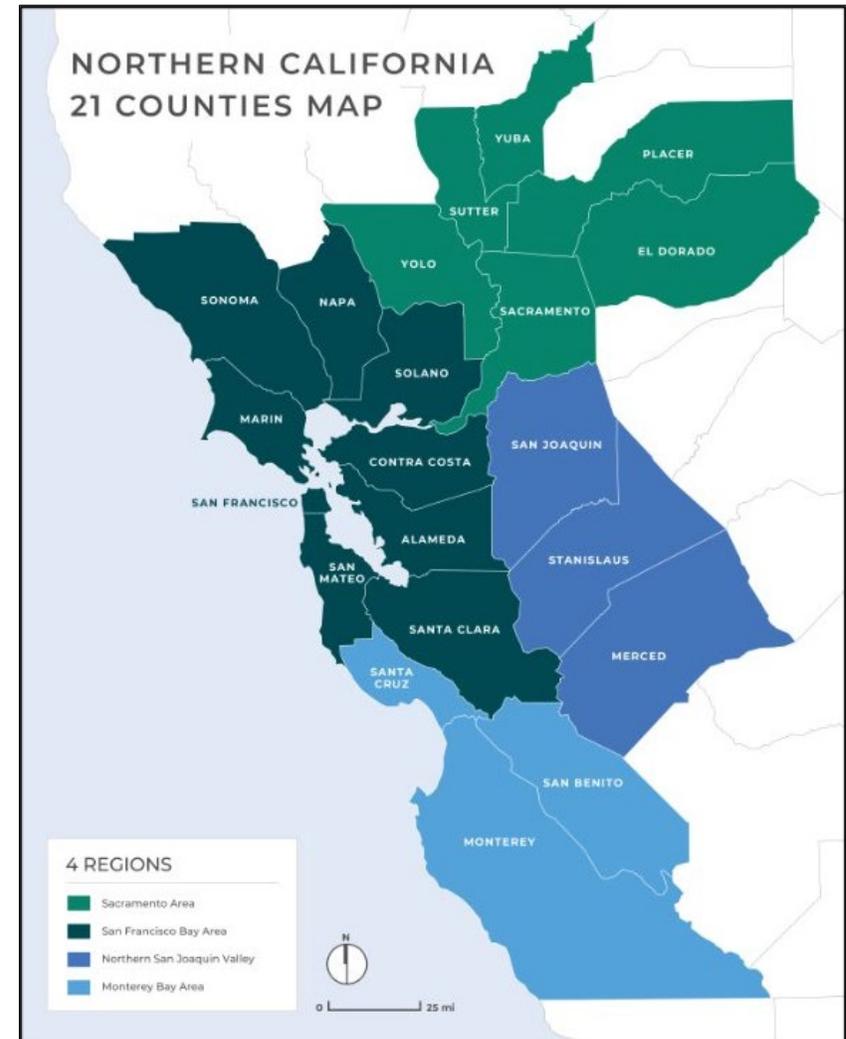
- Rail provides insufficient access to:
  - Frequent, reliable, time-competitive service
  - Travel options beyond driving
  - Jobs, destinations, opportunities

### Equity

- Priority populations face challenges related to transportation, housing, access to jobs & essential non-work destinations

### Transbay Capacity

- Transbay rail capacity may be insufficient in future
- Congested freeways & limited rail alternatives negatively impact regionwide travelers, air quality & health



# Link21 Goals & Objectives

## Transform the Passenger Experience

- Provide better service
- Improve reliability and system performance
- Build ridership and mode share



## Promote Equity and Livability

- Connect people and places
- Improve safety, health, and air quality
- Advance equity and protect against community instability and displacement



## Support Economic Opportunity and Global Competitiveness

- Improve access to opportunity and employment
- Connect major economic, research, and education centers
- Enable transit-supportive and equitable land use



## Advance Environmental Stewardship and Protection

- Increase climate change resilience
- Reduce greenhouse gas emissions
- Conserve resources



# Link21 Commitment to Equity & Engagement

## Advancing Equitable Outcomes

- Community Partnerships & Co-Creation
- Equity Advisory Council
- Targeting Priority Populations
- Equity Metrics & Analysis

## Program Shaped by Public Input

- Briefings, presentations, large events & meetings
- Community events and in-station outreach
- In-person & digital communications



# What We Have Heard (Since 2021)

## Common Themes – All Audiences

- Faster, direct, convenient megaregional connections to San Francisco & Peninsula (direct connections)
- Improved reliability & greater frequency of service
- Increased late night & weekend service
- Bicycle & pedestrian facilities at stations to reduce personal vehicle usage
- Improved safety & security, ADA accessibility, & minimized displacement / gentrification
- Fare equity & affordability



# Link21 Program Key Milestone

## Phase 1 Work Completed:

- ✓ Concept Development & Analysis
- ✓ Service Planning
- ✓ Options Evaluation
- ✓ Engagement & Outreach

## Next Steps:

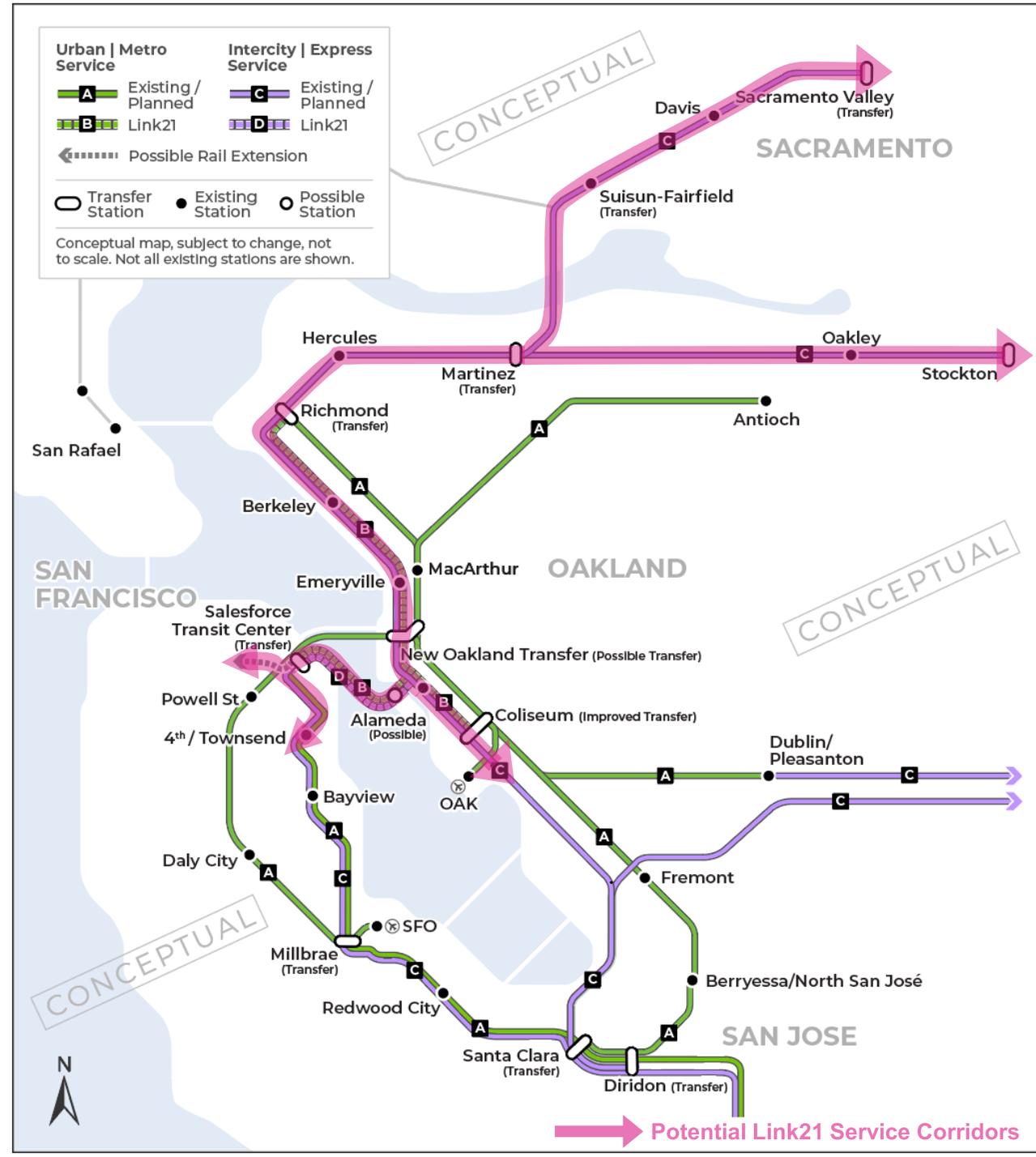
- Decision on Train Technology in the crossing
  - Standard-gauge (Regional Rail)
  - Broad-gauge (BART)
- Further planning to define project (alignment, station locations, etc.)



# Concept: Standard-gauge (Regional Rail) Crossing Accommodates multiple train services

## Example Concepts help to understand trade-offs

- New Urban | Metro service at new & existing stations
- Improved travel times & more direct megaregional trips
- Complements existing BART crossing
- Provides redundancy and alleviates crowding
- Utilizing existing rail corridors – new track alignment is underground

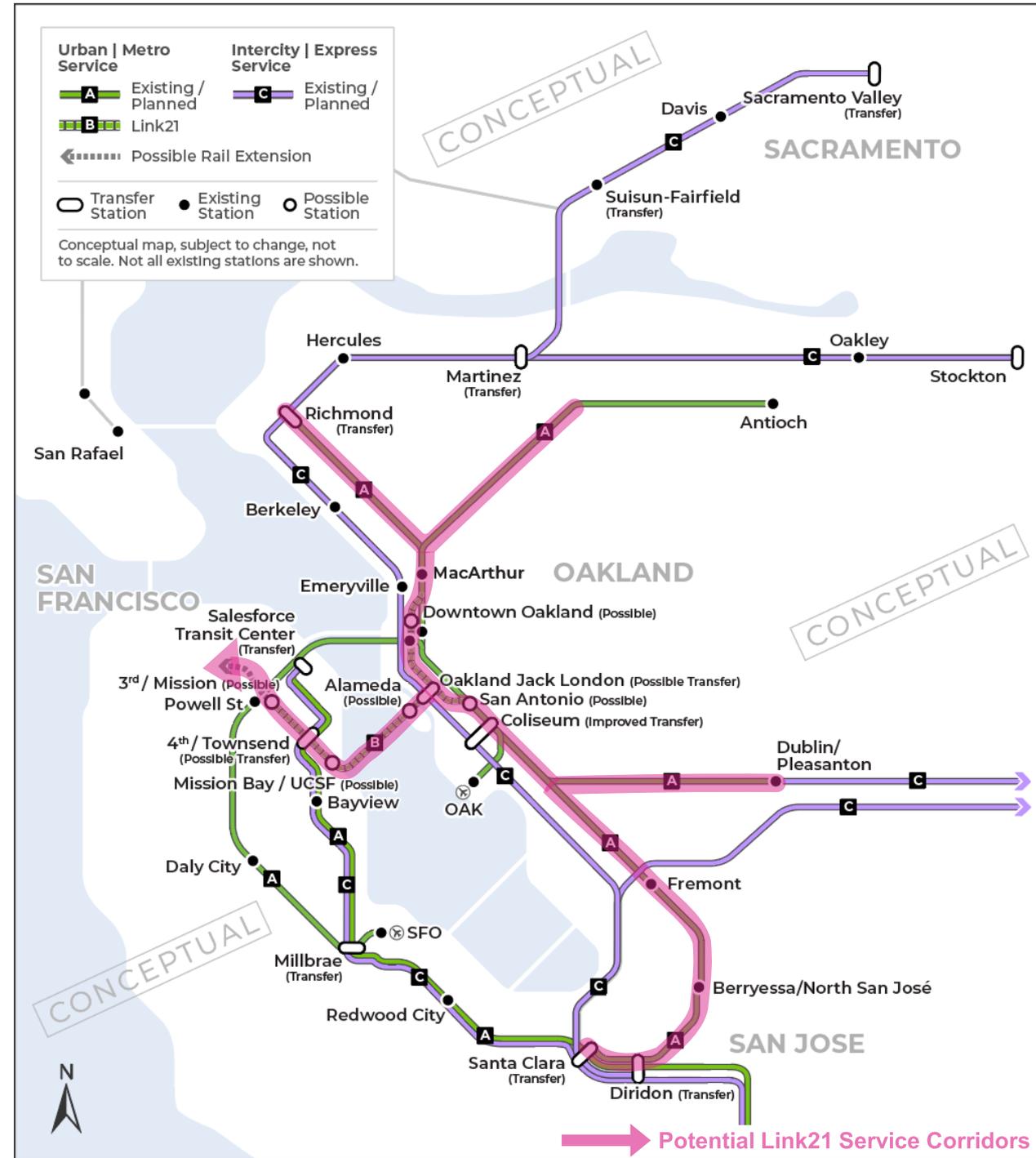


# Concept: Broad-gauge (BART) Crossing

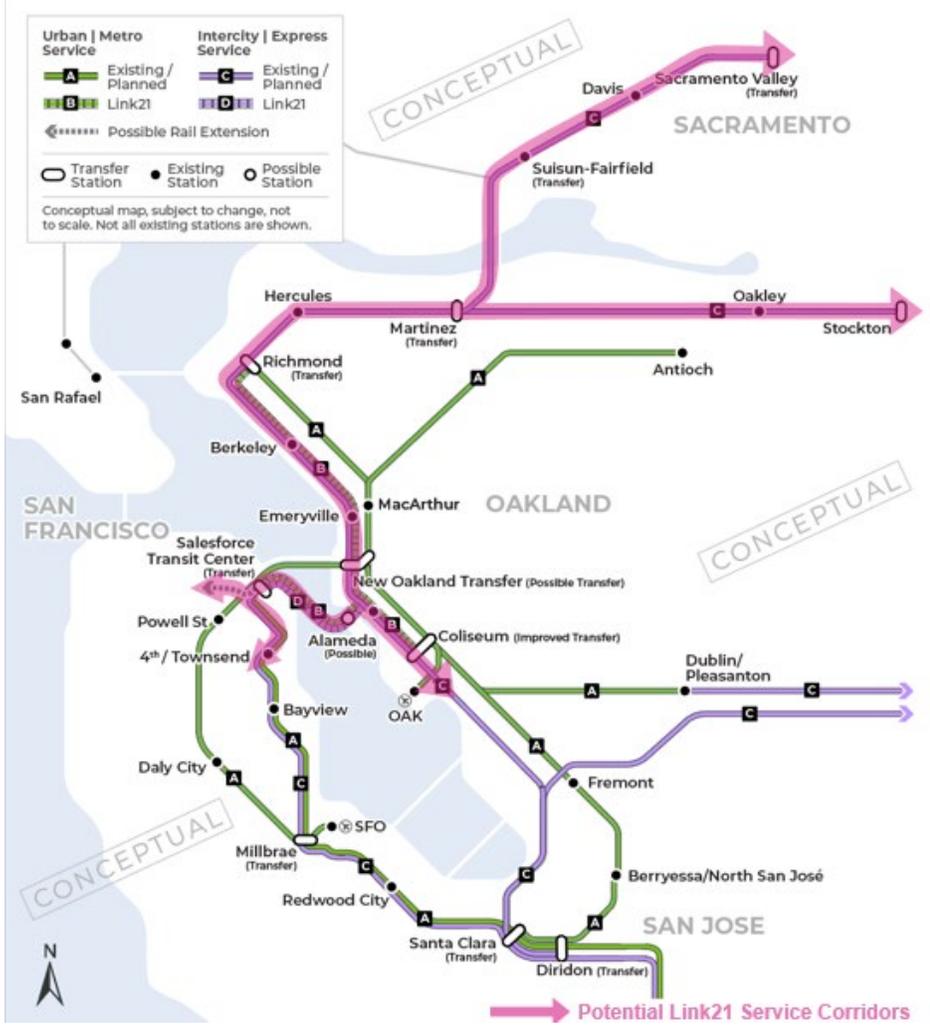
## Accommodates only BART service

### Example Concepts help to understand trade-offs

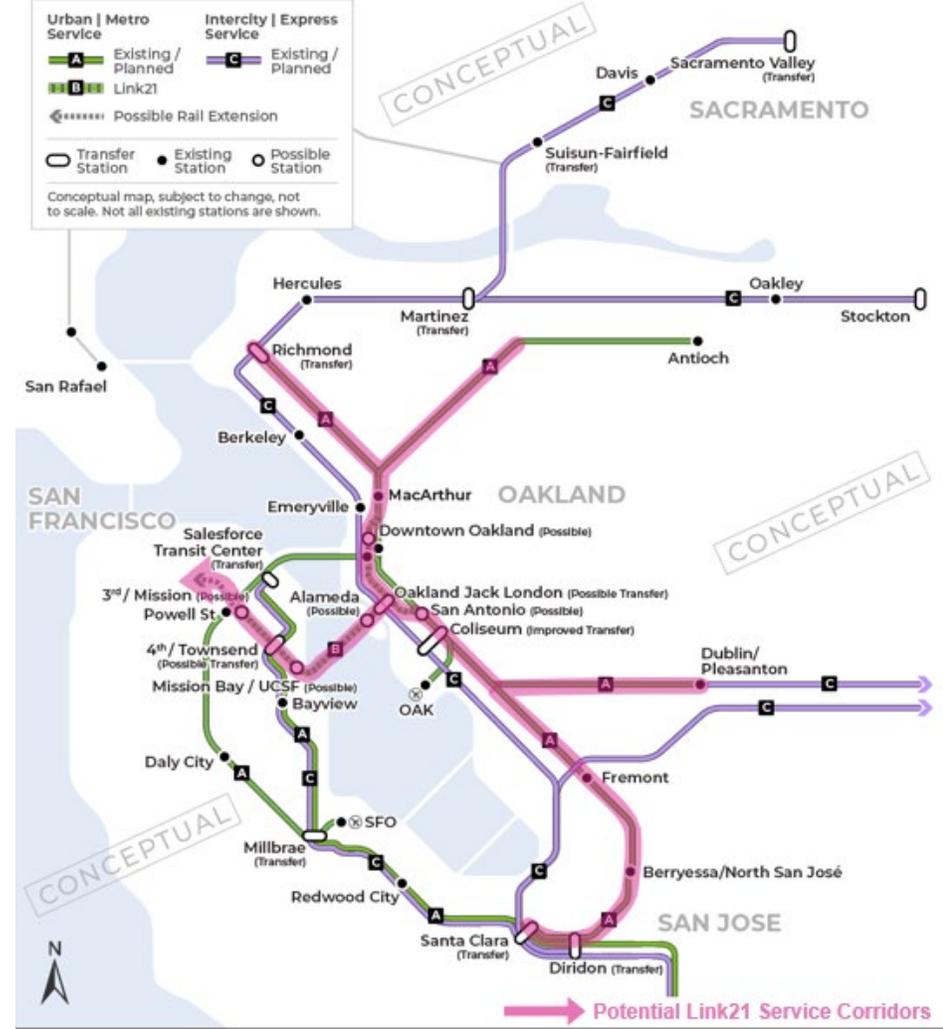
- New Urban | Metro service at new stations
- Includes Oakland transfer between BART & Regional Rail
- Improved service on existing BART lines
- BART trains could use either crossing (provides service redundancy and reduces crowding)
- Utilizing existing rail corridors – new track alignment is underground



# Comparison: Standard-gauge vs. Broad-gauge



OR



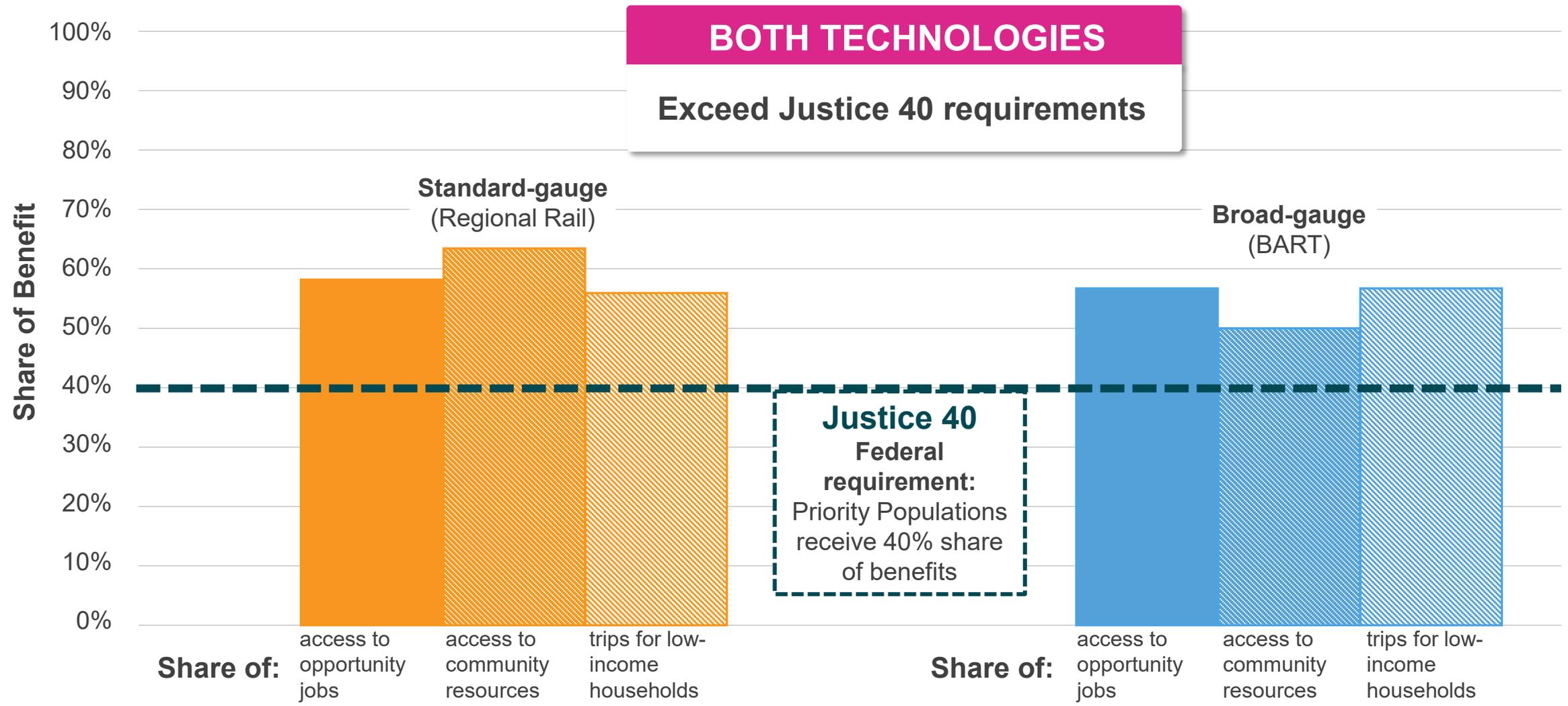
**Standard-gauge** connects to the Regional Rail Network and Megaregional Destinations

**Broad-gauge** connects to the BART Network and Regional Destinations



# Similarities: Benefits Share to Priority Populations

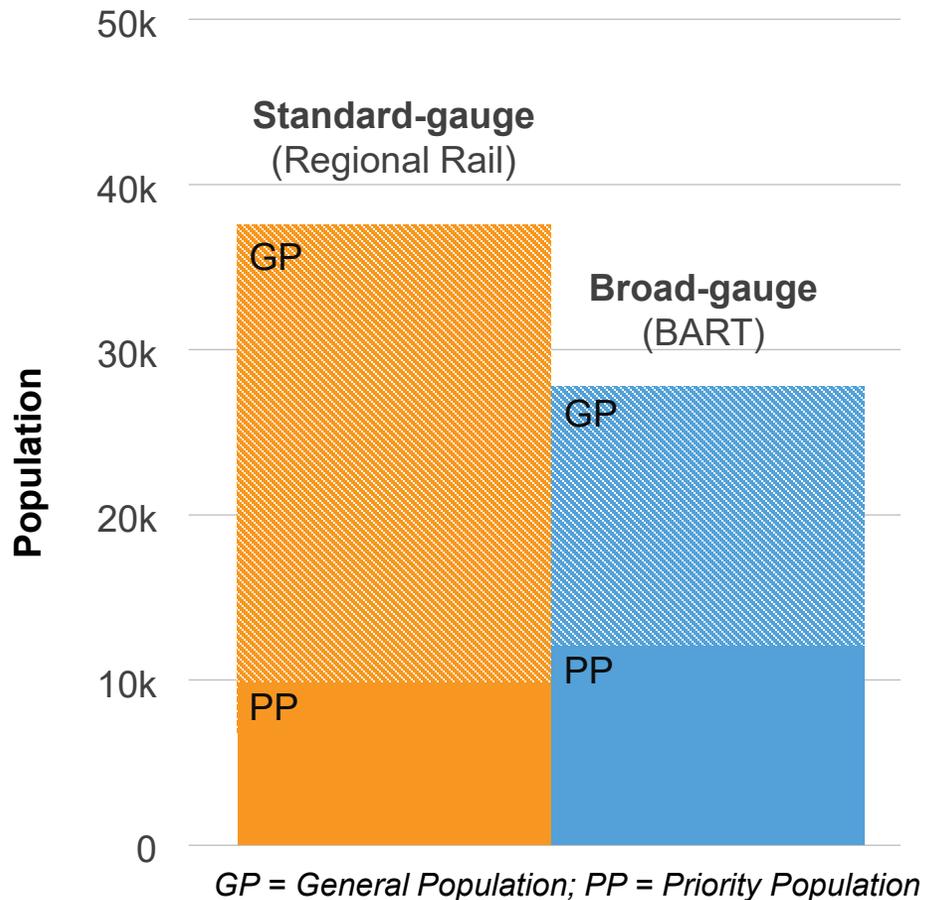
## Promoting Equity and Livability



# Similarities: Access to Stations & Jobs

## Supporting Economic Opportunity & Livability

### Access within ½ Mile of Station



### Jobs within 1 hour commute

- Approximately **45,000 more jobs will be accessible** for the average person with either crossing
- Approximately **80,000 more jobs will be accessible** for the average person within priority population areas with either crossing

### BOTH TECHNOLOGIES

support economic opportunity & livability by improving access to stations and jobs

# Berkeley Considerations

## **Benefits of Standard-gauge (Regional Rail):**

- Potential new urban metro service (10 min frequency or better) at existing West Berkeley station that connects to the inner East Bay, San Francisco, and the Peninsula
- Complementary to new and existing land use development in West Berkeley
- Faster travel times between West Berkeley, Oakland, potentially Alameda, and San Francisco
- Connect West Berkeley to BART network at new transfer station in Downtown Oakland
- Potential for improvements to existing at-grade rail crossings along Union Pacific rail corridor

## **Benefits of Broad-gauge (BART):**

- Increased frequency of BART service at Berkeley BART Stations
- Potential new service to Alameda and Mission Bay in San Francisco

# Berkeley Considerations (cont'd)

## **Benefits of both technologies:**

- Improved access to jobs and destinations for Berkeley residents
- Supports Berkeley land use and transportation goals
- Improved safety, health, and air quality
- Substantial investment to advance equity

# Upcoming Activities

## Working towards a Board Action

Technology/Network Decision for New Train Crossing: Standard-Gauge or Broad-Gauge

### May – Update

- Formation of Capitol Corridor Board Ad Hoc Committee
- BART Board: May 23 Informational
- Ongoing Agency Briefings

### June – Recommend

- **Virtual Community Meetings: June 6 & 10**
- **Public Online Open House: Launch in early June (TBD)**
- BART Board: June 27 – Staff Recommendation
- Capitol Corridor Ad Hoc Committee meeting: TBD – Staff Recommendation

### Sept. – Action

- BART Board: September 12 – Action
- Capitol Corridor Board: September 18 – Action





Thank you