



TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING

MINUTES

Thursday, August 20th, 2026, 6:15 pm

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

A. PRELIMINARY BUSINESS

1. Call to order

6:15 pm: Chair Zaro called the meeting to order.

6:16 pm: Five members of the public present

2. Roll call

6:16 pm:

Commissioners Present: Marina Budimir, Barry Fike, Naveen Gattu, Adrian Leung, Liza Lutzker, Kim Walton (arrived at 6:18 pm), Ren Zaro

Staff Present: Mark Helmbrecht, Noah Budnick, Catherine Clark, Elaina Hargraves, Ricardo Salcedo, Terrence Salonga

3. Public comment on items not on the agenda

6:16 pm: Two public comments (one submitted on paper, attached).

4. Approval of minutes from the May 21st, 2026 meeting

6:21 pm Action: It was Moved / Seconded (Lutzker / Gattu) to approve the minutes from the May 21st, 2026 commission meeting.

6:21 pm: Vote:

Ayes: Budimir, Fike, Gattu, Leung, Lutzker, Walton, Zaro

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

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

5. Approval and Order of Agenda

6:23 pm Action: It was Moved / Seconded (Gattu / Budimir) to approve the meeting agenda.

6:23 pm: Vote:

Ayes: Budimir, Fike, Gattu, Leung, Lutzker, Walton, Zaro

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

6:23 pm: Motion passed 7-0-0-0-0-0

6. Update on administration and staff

6:24 pm Action: Transportation Division Manager Mark Helmbrecht provided staffing updates: Jesse Boudart, Transportation Capital Improvement Projects Supervising Civil Engineer has started; New Public Works Director Jamie Parks started; the Transportation division has three new interns; interviews are being conducted for the Parking Services Manager position; retirement notice from Aaron Dieken, Traffic Maintenance Supervisor received – effective November 3rd; the Transportation Division is working to advertise and fill the position before he retires; thermal bike detection has been activated at Adeline and Woolsey streets, as well as new pedestrian hybrid beacons; the Emeryville Greenway crossing at Folger Avenue has received improvements; design drawings for Zachary's Corner are at 100% completion; Claremont Quick Build safety improvements have been implemented.

Engineering Division's Streets and Sidewalks Supervising Civil Engineer, Terrence Salonga, provided staffing updates: one staff member promoted to the Streets division Associate Civil Engineer position from the Assistant Civil Engineer position in Sewers; ongoing recruitment is being conducted to backfill the vacant position.

6:31 pm: Commissioners announced Commissioner Arsh Singh Hothi's resignation from the commission and collectively thanked him for his service.

Commissioners asked the following questions: Who are the new interns; is the bike detection on Adeline and Woolsey located on both sides of the street; what is planned for Zachary's Corner and has the City been in touch with Zachary Cruz' family; and how do the thermo bike detectors work?

Commissioners expressed excitement about Russell Street and Shattuck Avenue HAWK signal (High-Intensity Activated CrossWalk); thanked staff for the important improvements that have been made around Berkeley including the

removal of unauthorized camera signage and the repair of broken traffic signal near the North Berkeley BART station.

7. Announcements

6:41 pm: No announcements.

6:42 pm: Four members of the public present

B. DISCUSSION/ACTION ITEMS

1. Grant Applications: Alameda County Transportation Commission Capital Investment Program 2028/Metropolitan Transportation Commission One Bay Area Grant Program Cycle 4 Complete Streets Checklist Review

6:42 pm: Public Works staff presented the Complete Streets Checklist for the City's Sacramento Street Crossings Improvement Project grant application to the One Bay Area Grant Program Cycle 4 (OBAG) and requested that the Commission, in its capacity as the City of Berkeley Bicycle and Pedestrian Advisory Committee (BPAC) pass a motion supporting staff's determination of compliance with the MTC Complete Streets Policy. This is required by the MTC's Complete Streets Policy (Metropolitan Transportation Commission Resolution 4493, May 2022).

6:57 pm: Commissioners asked the following clarifying questions: Where can they find more details on the specific project improvements; will the improvements be paint and posts; is there a list of the changes to be made; what improvements will be made to Rose Street; can you detail the changes at Ruth Acty elementary school; do median diverters prevent people from driving east-west at those locations; were bicycle boulevard crossings that do not have diverters reviewed; when is the deadline for submission; how long until construction begins; how long does the City have to build and complete the project; is the daylighting at Cragmont more than what is required by law; how does the Sacramento work in the grant relate to the Measure FF Sacramento project; what is the pedestrian improvement being done on Dwight Way?

Commissioners made the following suggestions: Build curb extensions in daylighting zones; close the slip lane at Rose and Sacramento; add traffic signals and real divertors; the project should coordinate with approved capital projects fund by Measure FF.

7:18 pm: One public comment.

7:19 pm: Commissioners asked additional clarifying questions: how were the four school locations chosen; which schools are in the equity priority zones?

Commissioners commented stating old assessments may not be relevant anymore; staff should revisit schools to assess current needs, including reviewing more recent SafeTREC reports on Berkeley schools.

Commissioners applauded signal upgrades on Sacramento Street; are not in favor of 30 mph speed limits on Sacramento Street and suggested it be changed to 25 mph under AB 43; speed limit changes for nearby schools should also be reduced to 20 mph by 2031 which can be achieved through Council approval.

Commissioner Walton suggested that Chair Zaro consider placing time limits on commissioners when speaking to allow equal time for commissioners' comments and questions.

7:31 pm Action: It was Moved / Seconded (Gattu / Budimir) to support the City Manager and Department of Public Works' statement of compliance that the Sacramento Crossings Improvement Project meets the Metropolitan Transportation Commission (MTC) Complete Streets Policy (MTC adopted Resolution 4493) for the Metropolitan Transportation Commission's One Bay Area Grant cycle 4 Program, in the Commission's capacity as the City of Berkeley Bicycle and Pedestrian Advisory Committee (BPAC).

7:31 pm: Vote:

Ayes: Budimir, Fike, Gattu, Leung, Lutzker, Walton, Zaro

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

7:31 pm: Motion passed 7-0-0-0-0-0

7:36 pm: Four members of the public present.

2. Informational presentation on the Stormwater treatment requirements for regulated street reconstruction projects under Provision C.3 of the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Stormwater Permit (aka the "Green Infrastructure Mandate)

7:36 pm: Staff provided an informational presentation on stormwater treatment requirements for regulated street reconstruction projects under Provision C.3 of the Municipal Regional Stormwater Permit (MRP 3). Staff explained that MRP 3 is the third reissuance of the Municipal Regional Stormwater Permit under the National Pollutant Discharge Elimination System (NPDES), issued by the San Francisco Bay Regional Water Quality Control Board to Bay Area municipalities to regulate stormwater discharges into local creeks and San Francisco Bay. The

presentation focused on how Provision C.3 applies to regulated street reconstruction projects: thresholds, treatment options, and sizing criteria.

8:00 pm: Commissioners asked the following clarifying questions: Does “contiguousness” mean contiguous soil disruption or the contiguousness of the project itself; what determines off-site vs. on-site; are there other examples of pervious surfaces in Berkeley besides Allston Way; what is the weight limit for the pavers; did you consider restricting right turns; what is sweeping?

8:05 pm: No public comments.

8:06 pm: Commissioners made the following comments: The new and very interesting stormwater treatments near Emeryville were noted; the depth and detail of the presentation was exactly what the Commission requested.

Commissioners asked additional clarifying questions: Does the requirement apply to the entire City – e.g. Parks’ projects; does Santa Fe Park project trigger these requirements; are there other options available; are creeks filters or does the filtration happen before the water reaches the creek; how would the filtration affect Hopkins Street paving;

8:12 pm: *Three members of the public present*

8:13 pm: Commissioners asked additional clarifying questions: How does pervious treatment work in bike lanes; is there a way to save money through this work; has removing parking been considered; is there flexibility; what is the significance of clay soil in Berkeley; how much does staff weigh the loss of cost effectiveness versus the cost of green infrastructure; what does pervious pavement pilots mean; how does Public Works study pilots; what’s the status of the Stormwater Master Plan; Allston Street was closed, could a Car-Free Telegraph use permeable paver; would paving science support this idea?

Commissions made additional suggestions and comments: Piggyback on the bioretention in with Parks’ projects, BUSD projects, railroad quiet zones, medians and daylighting areas; Berkeley is penalized for cost-efficiently paving long stretches of roads in one paving project; it is beneficial that cape seal does not trigger the green infrastructure mandate, but a cape seal is not great to bike on; Allston Street was closed to traffic and the City survived; commissioners commended the presentation because it talked about tradeoffs; a pilot to modify stressors to reduce impact was encouraged.

8:30 pm Action: It was Moved / Seconded (Fike / Leung) to extend the meeting to 8:40 pm.

8:31 pm: Vote:

Ayes: Budimir, Fike, Gattu, Leung, Lutzker, Zaro

Noes: Walton

Abstain: None

Absent: None

Excused: None

Recused: None

8:31 pm: Motion passed 6-1-0-0-0-0

8:31 pm: Commissioners asked additional clarifying questions: Would removing cars off Allston Way save a lot of money; if the goal is to reduce car runoff, could removing cars from streets help achieve that goal; does the City receive credits for creating car-free space?

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

8:33 pm: Commissioner Lutzker requested to close the Bike Plan subcommittee; create Pedestrian Plan subcommittee; form a construction mitigation subcommittee; plan for an upcoming Vision Zero subcommittee meeting.

8:35 pm: Two members of the public present

D. COMMUNICATIONS

8:35 pm: No communications

E. FUTURE AGENDA ITEMS

8:35 pm: SAFE STREETS Citizens Oversight Committee (SSCOC) representative nomination and election; Commissioner Gattu's paving question; Vision Zero Action Plan update.

F. ADJOURNMENT

8:36 pm Action: It was Moved / Seconded (Gattu / Walton) to adjourn the meeting.

8:36 pm: Vote:

Ayes: Budimir, Fike, Gattu, Leung, Lutzker, Walton, Zaro

Noes: None

Abstain: None

Absent: None

Excused: None

Recused: None

8:36 pm: Motion passed 7-0-0-0-0-0

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, September 17, 2026, at 6:15 pm, at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.

Administrative Procedures from the City of Berkeley Commissioners' & Board Members' Manual, 2025 Edition, pages 62-63 regarding minutes:

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

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.

Commission Secretary, Mark Helmbrecht
Manager of Transportation, Public Works
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August 20, 2026

Good evening. I'm still Susan Schwartz, head of Friends of Five Creeks for more than 25 years, here to remind you of things that don't get onto the agenda of the Transportation and Infrastructure Commission. These things mostly started before anyone now on staff was here. But as commissioners, part of your job is to be watchers and keep at least your appointing Councilmembers informed.

It's obvious that Public Works, only a few short months after a devastating fire that our volunteers cleaned up, has not been able to keep its promise to keep camp off the banks of our only trout stream, although Albany and UC Berkeley manage. This is not your staff's fault, but you might ask questions about what it means for other seriously delayed grant-funded opportunities and commitments. These include keeping the undercut north end of Ninth Street from collapsing into the creek, or building the Channing Way rain garden at Aquatic Park.

Other things not happening are sewer and storm-drain rehabilitation. These boring, buried pipes are critical to keeping our city running. In getting the budget passed, the City Manager showed Council slides claiming the Strawberry Creek stormwater culvert repair was complete. I have the slide. This was not true; I am told that contractors will resume next week. You might ask for a report at your next meeting.

We face possible deluges and prolonged local sea level rise in a near-record El Nino year. Our Bay outfalls for storm runoff are undersized, having been built in the late 1920s when Berkeley had much less paving and roofs. If water can't get out, streets and eventually buildings flood.

Mo Further work apparently is even being planned. You might point this out to your appointing Councilmembers.

Again in the face of this winter, the contract for a watershed plan update was signed by 2024, with approval scheduled for this spring. I believe another public meeting is contemplated this fall, but you might ask when the city will have even a basic geodatabase showing what pipes are where. Important elements in Wood Rodgers original proposal, extended to include sea-level rise, have been dropped, but the city still claims it

can't afford a cheap drone mapping of the depth of Aquatic Park. That means flood risk for much of West Berkeley is unknown, because the city uses the lagoons as a side door to keep storms and high tides from backing up. Parks has a grant, but it hasn't begun work and important things that grant says are fictional – for example that pipes between Aquatic Park and the Bay are level and horizontal. Everyone seems to be looking for more money for planning grants, but largely blocked circulation pipes in the park apparently have been cleaned at most five times since the park was built in 1937, one of those paid by CalTrans. The city won't pay for maintenance.

Sanitary sewer work apparently is not being done for a different reason. Berkeley may be close to fixing the sewer-pipe leaks that let storm runoff overwhelm the stuff that comes from your sinks and toilets, and that stuff flow to creeks and Bay. So the money to meet the EPA's lawsuit consent decree would be better spent on bigger but shorter pipes. This takes discussion with several cities and EBMUD. Why not ask how it's going?

I appreciate that staff fixed the tide-level sensors at Aquatic Park's main gates; these are critical to let water move in and out so deeper water doesn't become dead and airless. I appreciate that staff I believe has taken a look at the dangerous crushed lid of the deep tank at Heinz. But it's important to understand that those pollution-spewing tanks probably are still there, and large parts of the wetland that purifies West Berkeley's polluted runoff for free may be lost, because both Public Works and Parks for years missed or ignored notifications that the Santa Fe Railroad intended to take back its tracks and land. Not this current staff, but still....

Please attend to the broad spectrum of what Public Works does.

Thank you for your attention,

Susan Schwartz, President
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