



TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING AGENDA

Thursday, November 16th, 2023, 7:00 pm

Mission: The Berkeley City Council established this Transportation and Infrastructure Commission to advise the City Council on matters related to transportation and public works infrastructure policies, facilities, and services in the City. In addition, the commission functions as the City of Berkeley's Bicycle and Pedestrian Advisory Committee (BPAC).

**North Berkeley Senior Center
Dining Room
1901 Hearst Avenue
Berkeley, CA 94709**

A. PRELIMINARY BUSINESS

1. Call to order
2. Roll call
3. Public comment on items not on the agenda
4. Approval of minutes from October 19th, 2023 meeting
5. Approval and Order of Agenda
6. Update on administration and staff
7. Announcements

B. DISCUSSION/ACTION ITEMS

* Written material included in packet

** Written material to be delivered at meeting

The public may speak at the beginning of any item.

1. Informational Briefing on AC Transit Realign project *

AC Transit staff

AC Transit, which serves Alameda and Contra Costa counties, will present an update on its Realign project and seeks feedback from the commission. In the first half of this year, AC Transit worked on a market analysis, a service assessment and talked to many people throughout the East Bay to help understand peoples' transit needs. They also encouraged community members to tell them about their thoughts through a community survey, through which they received more than 15,000 valid responses from across the East Bay. This informed their service network redesign process, they are referring to as their "Realign" process to better understand how people move around the region and redesign their service network to better serve their needs. AC Transit is requesting time before the Commission so they can get feedback on their

proposed network designs. This is part of their outreach phase for Realign, which runs from November to December 13, 2023. For more information on the project, please visit: actransit.org/realign. Discussion; no action.

2. Informational Briefing on City of Berkeley Draft Daylighting Policy

Berkeley Public Works staff

Staff to present the City's draft Daylighting Policy. At their April 25, 2023 meeting, the Berkeley City Council prioritized their referrals to staff, and the "Creation of an Intersection Daylighting Policy" was their number one ranked priority. The referral, directed to Public Works and originally introduced at the February 28, 2023 City Council, meeting states:

Refer to the City Manager to develop a comprehensive intersection daylighting policy and make recommendations about the implementation of a citywide intersection daylighting program. Staff should consider criteria for identifying priority areas for daylighting such as high-injury streets, streets and intersections with especially high pedestrian traffic, commercial districts, and streets near schools and colleges. Staff should seek input and feedback on the development of such a policy and program from the Transportation & Infrastructure Commission, and other relevant commissions.

Under state law, all intersections in California with marked or unmarked crosswalks must be daylighted. [AB 413](#), signed into law on October 10, 2023, prohibits stopping, standing, or parking a vehicle within 20-feet of any unmarked or marked crosswalk to increase visibility and reduce potentially lethal collisions. Discussion; no action.

3. Informational Briefing on Community-led Traffic Counts

Commissioners

Demonstration of equipment used for automated traffic counting and discussion of community-led initiatives to collect transportation data, using traffic cameras, manual counts and automated speed measurements. Discussion; no action.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

Information items can be moved to Discussion or Action by majority vote of the TIC

1. Subcommittee reports & assignments: verbal reports from subcommittees
2. TIC [Work Plan](#)
3. TIC Mission Statement (enclosed)
4. Public Works' [Top Goals and Projects](#) and [progress report](#)
5. Council Summary Actions 2022*
6. [Link to Council and Committee Agendas and Minutes](#)

D. COMMUNICATIONS

E. FUTURE AGENDA ITEMS

F. ADJOURNMENT 9:30 pm

Agenda Posted: November 9th, 2023

The next meeting of the Transportation and Infrastructure Commission is scheduled for January 2024 at 7:00 pm, exact date to be determined.

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

ADA Disclaimer

♿ This meeting is being held in a wheelchair accessible location. To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at 981-6418 (V) or 981-6347 (TDD) at least three business days before the meeting date. Please refrain from wearing scented products to this meeting.

SB 343 Disclaimer

Any writings or documents provided to a majority of the commission regarding any item on this agenda will be made available for public inspection at the Public Works Transportation Division offices located at 1947 Center Street, 4th Floor.

Communications Disclaimer

*Communications to Berkeley boards, commissions or committees are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to a City board, commission or committee, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the secretary of the relevant board, commission or committee. If you do not want your contact information included in the public record, please do not include that information in your*

Transportation and Infrastructure Commission
Thursday, November 16th, 2023

communication. Please contact the secretary to the relevant board, commission or committee for further information.

Commission Co-Secretary: Hamid Mostowfi, Transportation Division Manager, Public Works

Commission Co-Secretary: Ron Nevels, Manager of Engineering, Public Works
1947 Center St., 4th Floor, Berkeley, CA, 94704

Telephone (510) 981-7061 / Fax: (510) 981-7060 / TDD: (510) 981-6903

Email: hmostowfi@berkeleyca.gov

Email: rnevels@berkeleyca.gov



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

Thursday, October 19th, 2023, 7:00 pm

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

A. PRELIMINARY BUSINESS

1. Call to order

7:01 pm: Chair Parolek called the meeting to order.

2. Roll call

7:02 pm:

Commissioners Present: Barnali Ghosh, Adrian Leung (arrived at 7:08 pm), Bryce Nesbitt, Karen Parolek, Rick Raffanti, Kim Walton, Ray Yep, Brandon Yung (substitute)

Commissioners Excused: Noelani Fixler, Liza Lutzker

Commissioners Absent: None

Staff Present: Eric Anderson (Acting Co-Secretary), Noah Budnick

3. Public comment on items not on the agenda

7:02 pm: One public comment.

4. Approval of minutes from September 21st, 2023

7:04 pm Action: It was Moved / Seconded (Ghosh/Walton) to approve the minutes.

7:05 pm: Discussion and vote: Commissioners made a friendly amendment that the September meeting minutes be updated to reflect that Public Works staff gave a presentation and participated in the discussion about the 5-Year Paving Plan.

Ayes:, Ghosh, Nesbitt, Parolek, Raffanti, Walton, Yep

Noes: None

Abstain: Yung (was not present at September meeting)

Absent: Leung

Recused: None

7:07 pm Motion passed 6-0-1-1-0

5. Approval and Order of Agenda

7:08 pm: No changes suggested.

6. Update on administration and staff

7:09 pm: Acting Co-Secretary Anderson (Public Works Principal Transportation Planner) and staff provided updates and answered Commissioners' questions on the following: staffing updates, MLK Vision Zero Quick Build, Southside Complete Streets, Ohlone Greenway safety improvements, Sacramento Street pedestrian crossings Vision Zero improvements, bike boulevards on Parker-Addison, Woosley and Addison from the University of California to the waterfront and the Durrant Quick Build project with AC Transit.

B. DISCUSSION / ACTION ITEMS

1. TIC 2023 Work Plan Progress Check

7:44 pm: Commissioners discussed the progress of subcommittees and next steps.

One public comment.

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

8:42 pm: Subcommittee reports.

D. COMMUNICATIONS

E. FUTURE AGENDA ITEMS

8:52 pm: Commissioners discussed agenda items for future meetings.

F. ANNOUNCEMENTS

8:54 pm: Acting Co-Secretary Anderson announced that the Alameda County Transportation Commission (ACTC) will present its San Pablo Corridor Project to the Berkeley City Council on November 14, 2023.

G. ADJOURNMENT

8:56 pm: It was Moved / Seconded (Walston/Ghosh) to close the meeting

Ayes: Ghosh, Leung, Nesbitt, Parolek, Raffanti, Walton, Yep, Yung

Noes: None

Abstain: None

Absent: None

Recused: None

8:57 pm: Motion passed 8-0-0-0-0

Transportation and Infrastructure Commission
Thursday, September 21st, 2023

The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, November 16th, 2023 at 7:00 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.

Commission Co-Secretary: Hamid Mostowfi, Transportation Division Manager, Public Works

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1947 Center St., 4th Floor, Berkeley, CA, 94704
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Email: hmostowfi@berkeleyca.gov
Email: rnevels@berkeleyca.gov

From: **Ben Gould** <ben@bengould.org>

Date: Wed, Oct 18, 2023 at 15:45

Subject: Letter to the Transportation and Infrastructure Commission - Safe Streets parcel tax

To: Nevels, Ronald <RNevels@berkeleyca.gov>, <HMostowfi@berkeleyca.gov>

Hi Hamid & Ron,

Would you share the following letter with the Transportation & Infrastructure Commission?

Thank you!

Dear Commissioners,

I'm excited to share with you that a new citizen's initiative to fix Berkeley's streets and sidewalks is currently in the works, and to invite you to submit your comments and feedback on the proposed draft language before November 1st, 2023.

Over the past six months, a number of community groups and stakeholders have come together to draft a new parcel tax to fill some of the gap left by the failure of last year's Measure L.

Our proposed tax would aim to improve Berkeley's streets to "good" quality, or a Pavement Condition Index (PCI) of 70; fix the backlog of damaged sidewalks; and work to eliminate fatal and severe traffic crashes on city streets (Vision Zero), all within 12 years.

We're still working out some of the details of the proposed measure, and would love to get input and suggestions from members of this commission before the end of October.

The draft language is available at <https://tinyurl.com/BerkSafeStreets>. Feel free to submit comments and questions directly on the Google Document, or to send them by email to me at ben@bengould.org. I am also happy to set up a 1:1 meeting with any commissioner to review and discuss verbally. I or another representative will also attend the October 19th commission meeting to provide non-agenda public comment and answer any questions.

Thank you, and we look forward to your input!

Ben Gould

Steering Committee member, Berkeley Citizens for Safe Streets

--

Ben Gould

ben@bengould.org

(510) 725-9176



Realign

Check out our
proposals
online!



Realign Draft Service Scenarios

AC Transit Realign Bus Service Network Plan Update

Berkeley City Transportation & Infrastructure Committee

THURSDAY, NOVEMBER 16, 2023



AC Transit At-a-Glance

Rider Demographics:

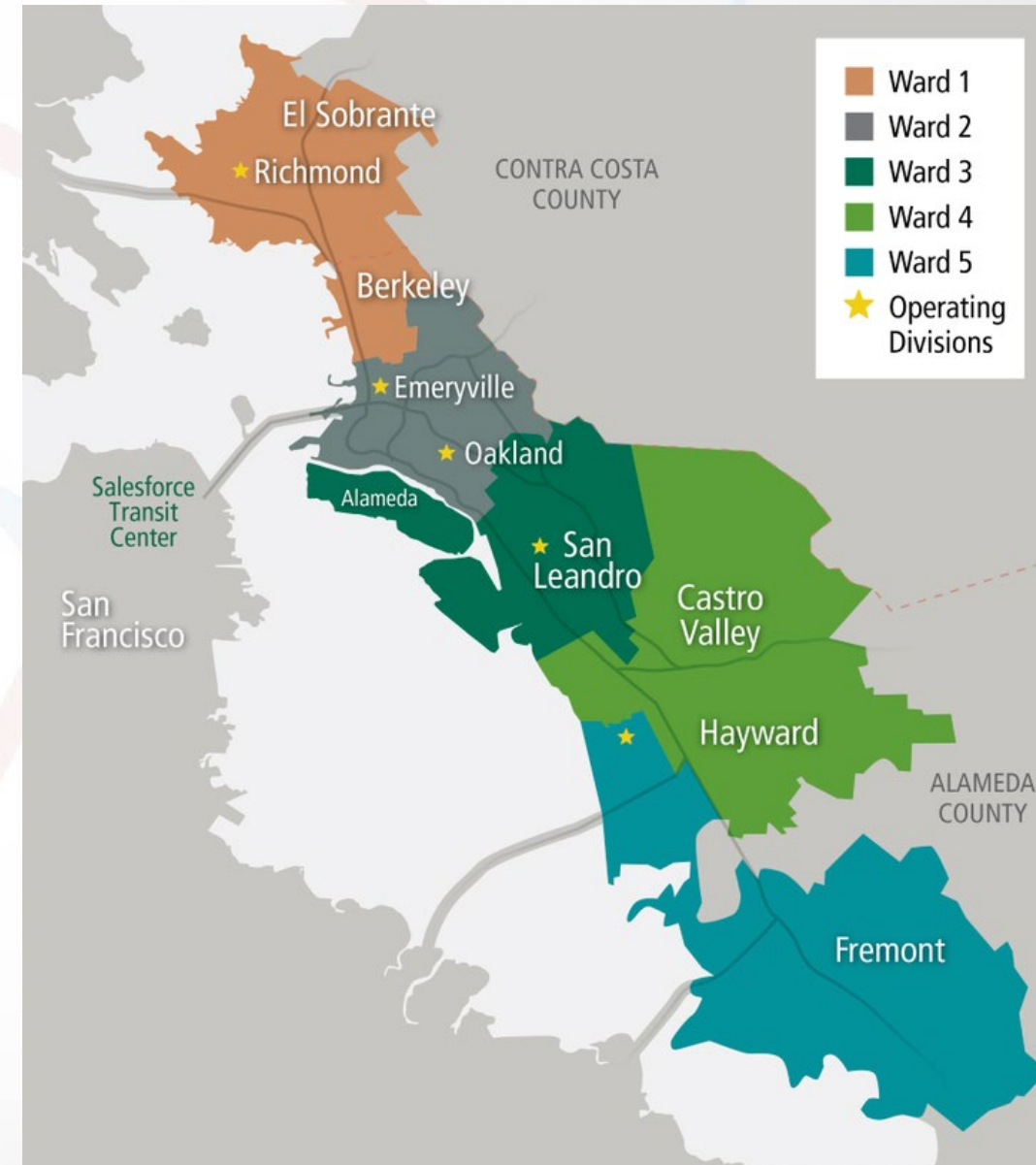
- 65% low income
- 75% people of color
- 29% Limited English Proficiency
- 27% of riders are traveling to work
- 30,000 student trips to and from school every school day

Riders During Pandemic:

- 40% of riders made an essential trip
- 15% of riders identified as an essential worker
- 43% riders do not have access to a car

We serve

Essential workers, students, low-income, seniors, commuters, individuals with disabilities, and anyone wishing to reduce their carbon footprint.



Transit Service in Berkeley Today



Line	Serving	Wkdy Frequency
6	Telegraph	Every 12 min
7	Arlington, El Cerrito, Ashby, Emeryville	Every 30 min.
12	Gilman, Shattuck	Every 24 min.
18	MLK, UC Village, Solano	Every 16 min
36	Dwight, UC, Emeryville, West Oakland	Every 30 min
51B	University, College	Every 12 min
52	Cedar, UC Village	Every 15 min
65	Grizzly Peak, Euclid	Every 40 min
67	Tilden	Every 30 min
72/72M	San Pablo	Every 15 min, combined
72R	San Pablo Rapid	Every 12 min
79	Colusa, Claremont	Every 30 min
88	Sacramento, Market	Every 18 min
F	Adeline, SF	Every 30 min
FS	University, SF	Varies
J	Sacramento, SF	Varies

— 20 mins or less
— 60 mins
— Other (early bird, overnight, commute hours only)

Gateway
 2000 ft

 © Mapbox © OpenStreetMap

What is Realign?

It's a review of AC Transit's
routes and schedules.

Where do
routes go to and
from?

How often do
buses run along
each route?

What times of
day are routes
running?

Why is Realign Happening?

Challenges with hiring and retaining enough bus operators

AC Transit rider habits have shifted

Ridership is at 72% of pre-pandemic levels

Challenging budget outlook due to fare and tax revenue losses.

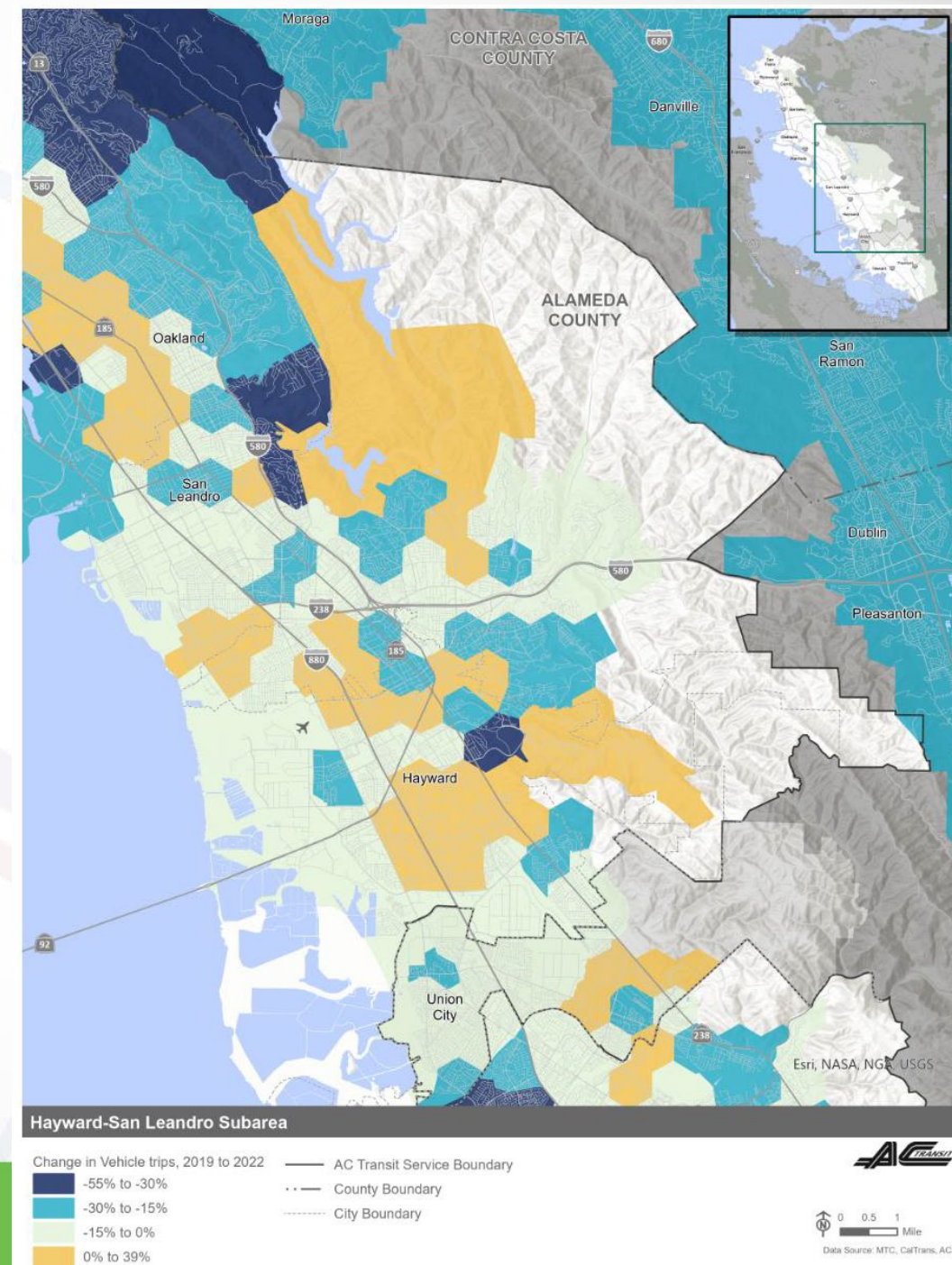
Realign Project Phasing



On-going emphasis on equity and transparency in all project phases and communications

Demand Trends

- **Over the Past Decade:**
 - Aging population, fewer youth, fewer low-income households, fewer zero-vehicle households
- **Since the Pandemic:**
 - Demand up in select locales with lower incomes, more diversity
 - Job center demand down most significantly



Guiding Principles

Equity

Provide a network that prioritizes services for communities who need it the most.

Reliability

Provide bus service that is reliable and predictable.

Frequency

Provide frequent service to the most people; frequency's importance will vary by location and be balanced against geographic coverage and community needs.

Engagement

We heard you!



Service Scenarios Overview

Cost-Neutral

Stay the Course



Balanced Coverage Scenario

More Frequency,
Less Coverage



Frequent Service Scenario

Unconstrained

(Pending funding availability)

More Frequency,
More Coverage

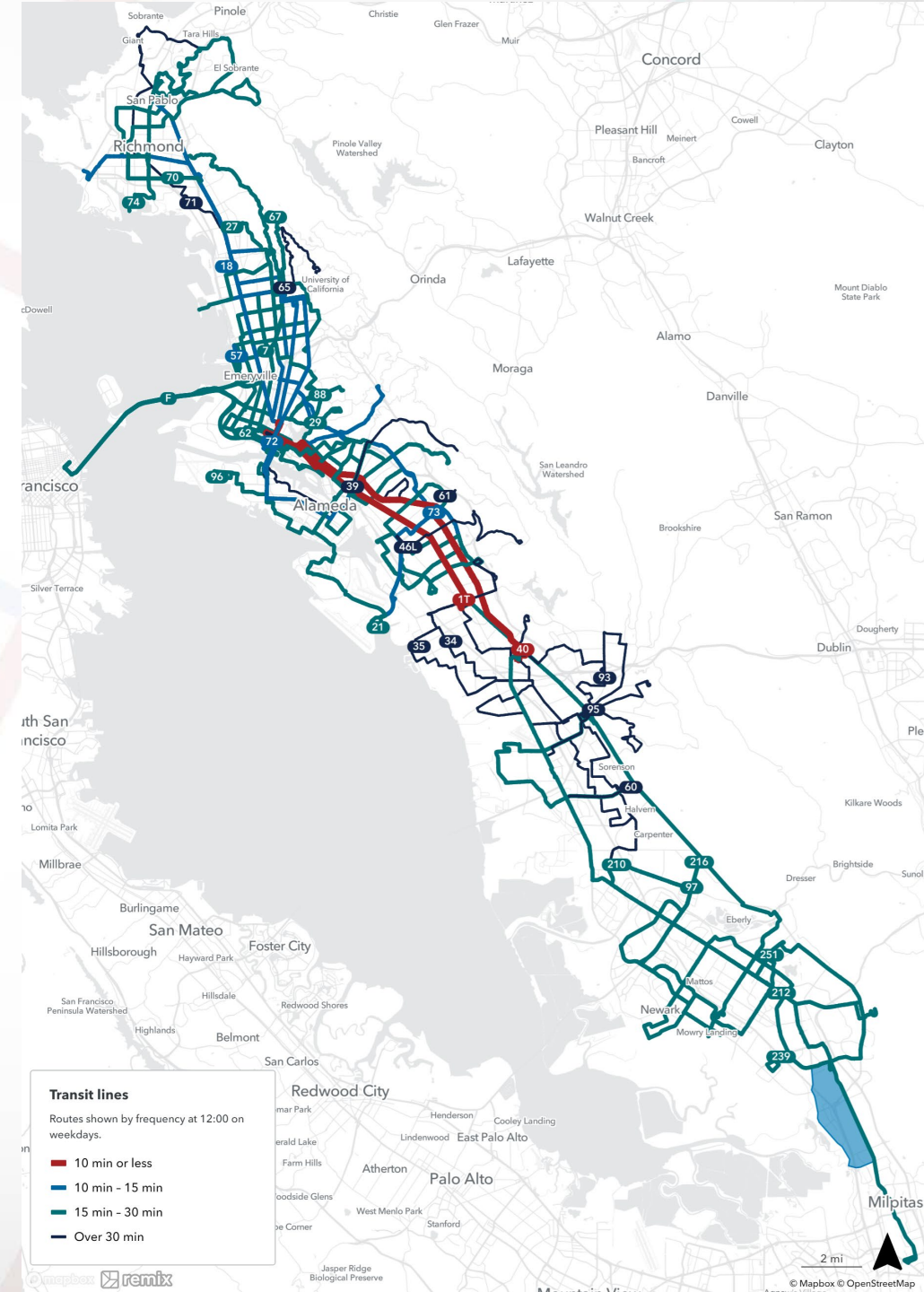


**Unconstrained Vision
Scenario**



Balanced Coverage Scenario

- Keeps today's balance between core service and providing network coverage.
 - Improves access to many destinations
 - New coverage to areas with high transit demand
 - Simplifies routes to improve reliability and travel time
 - Better matches service frequency to customer demand





Frequent Service Scenario

- Focuses more frequent service in denser areas at the cost of network coverage.
 - All local routes provide weekday service at least every 30 minutes
 - Better frequency on busier trunk routes
 - Simplifies routes to improve reliability and travel times
 - Eliminates less productive local lines and route segments.





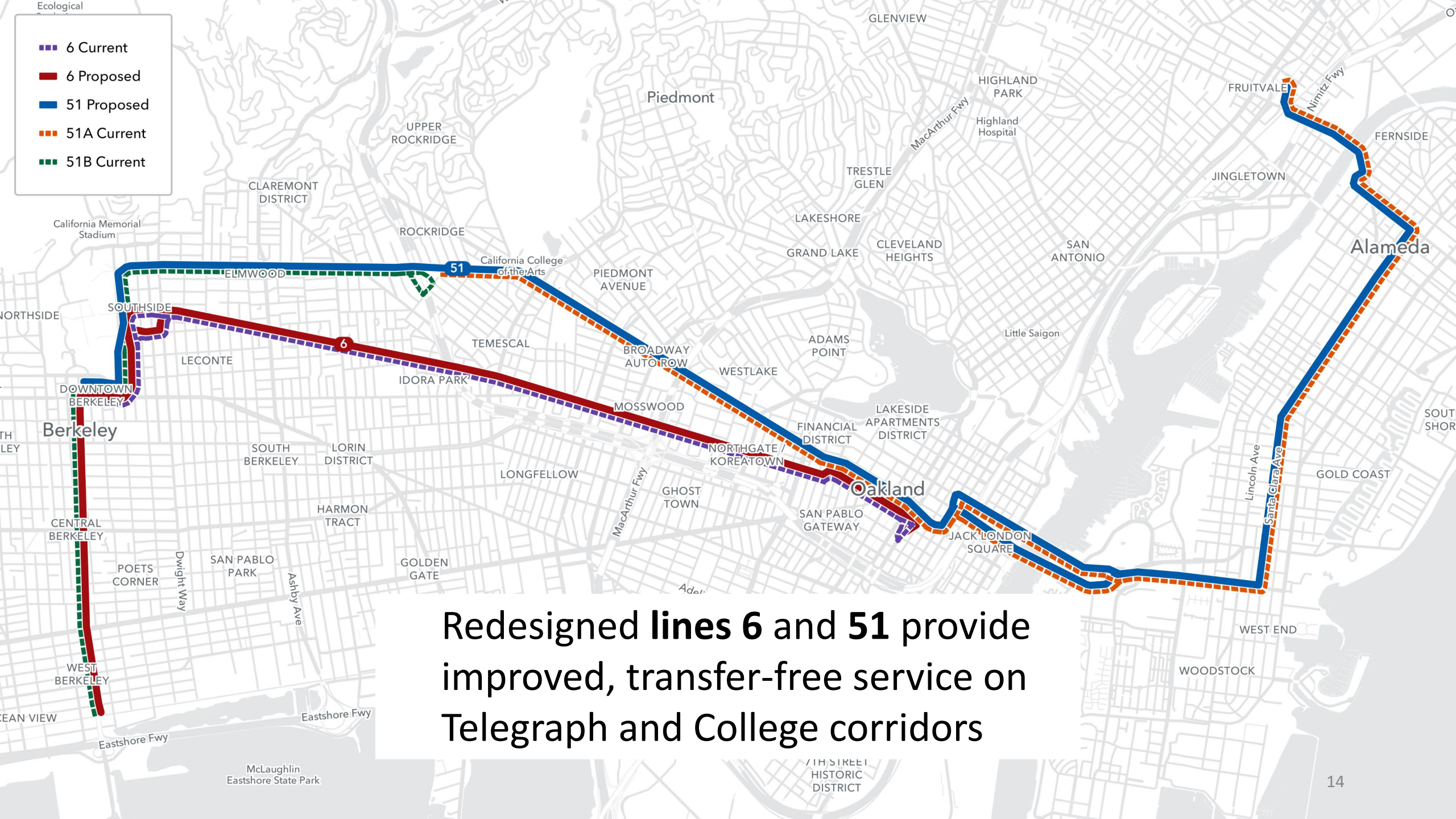
Unconstrained Vision Scenario

- Expanded frequent service, expanded coverage, more revenue, operators, buses, bus garages needed.
- Restores pandemic suspensions, with some changes to support equity and reflect new travel patterns.
- Proposed on-demand microtransit zones where fixed route service expansion is less practical.



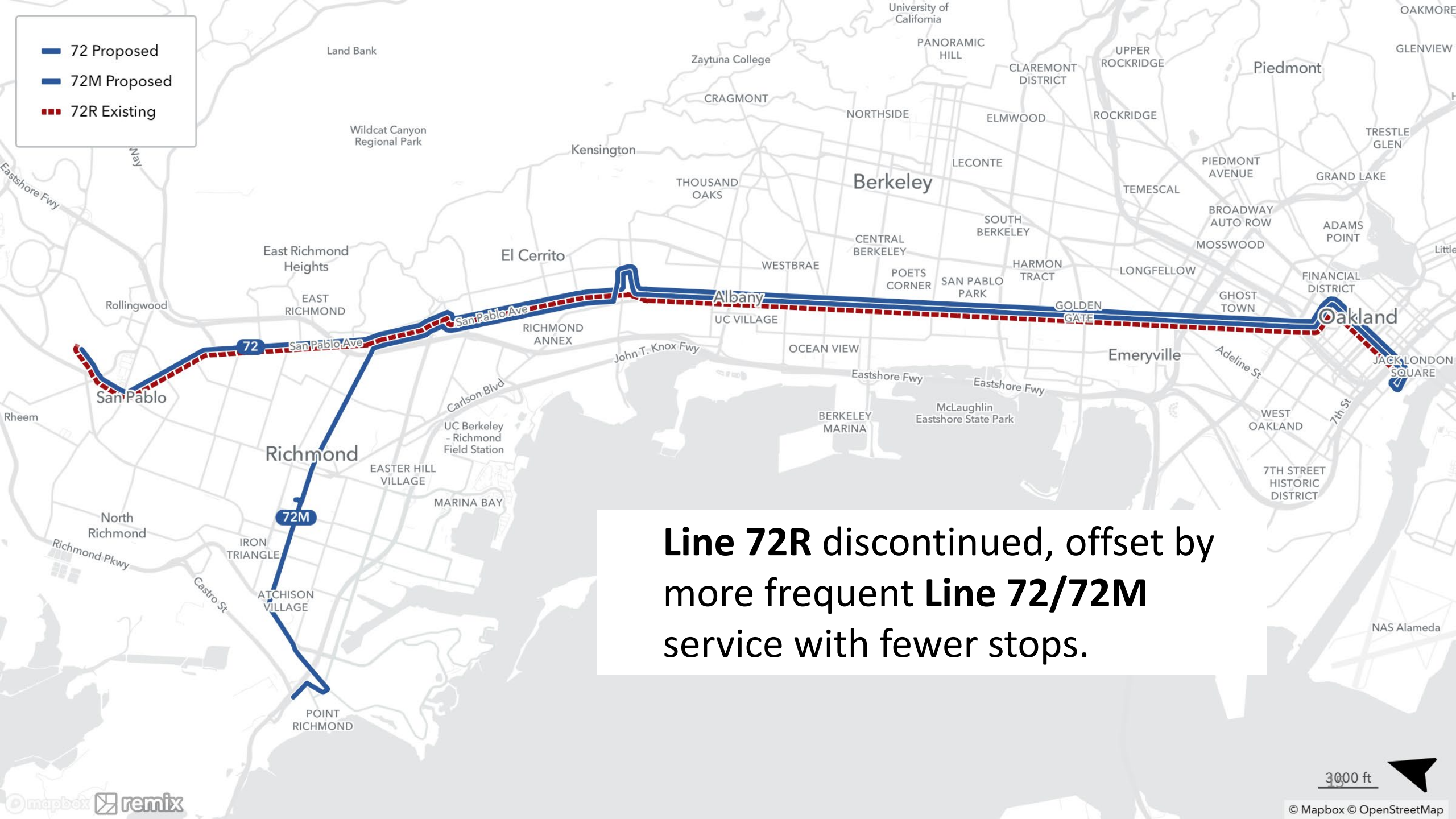
Key Highlights

Consistent between
Balanced Coverage and
Frequent Service scenarios



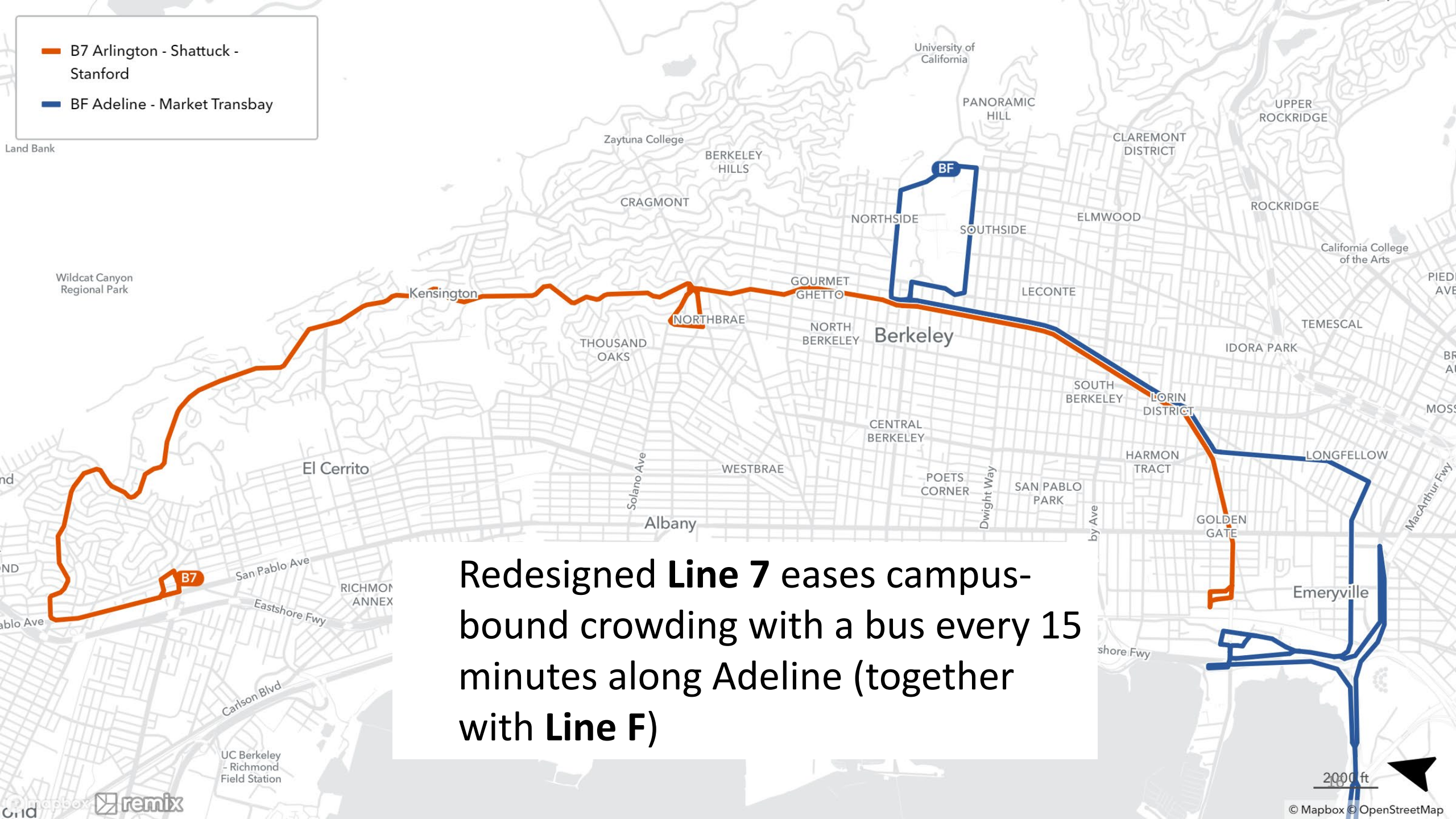
Redesigned lines 6 and 51 provide improved, transfer-free service on Telegraph and College corridors

- 72 Proposed
- 72M Proposed
- 72R Existing



Line 72R discontinued, offset by more frequent Line 72/72M service with fewer stops.

- B7 Arlington - Shattuck - Stanford
- BF Adeline - Market Transbay



Redesigned **Line 7** eases campus-bound crowding with a bus every 15 minutes along Adeline (together with **Line F**)

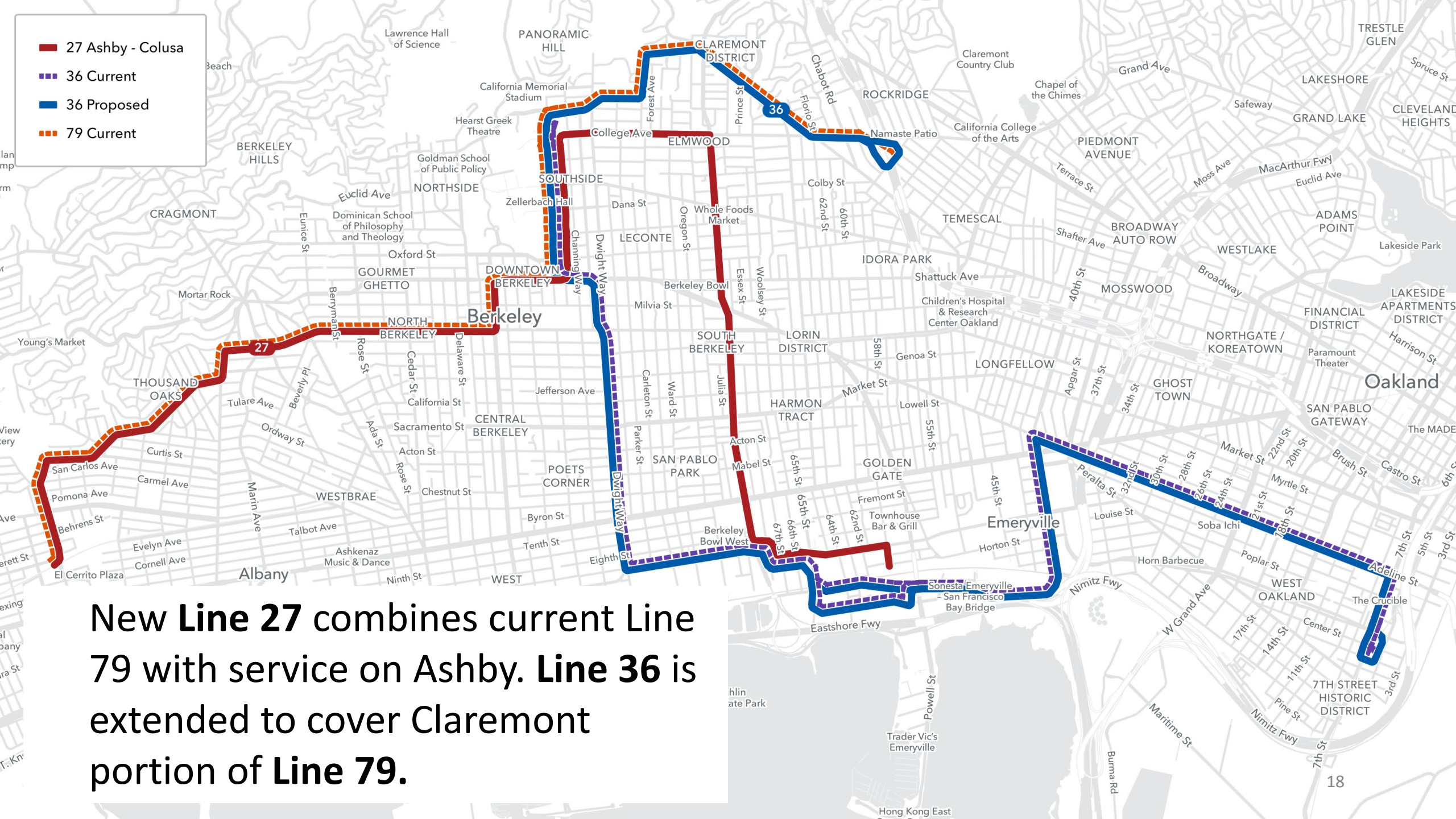
2000 ft



- 52 Existing
- 52 Proposed



New Line 52 provides more direct service to North Shattuck

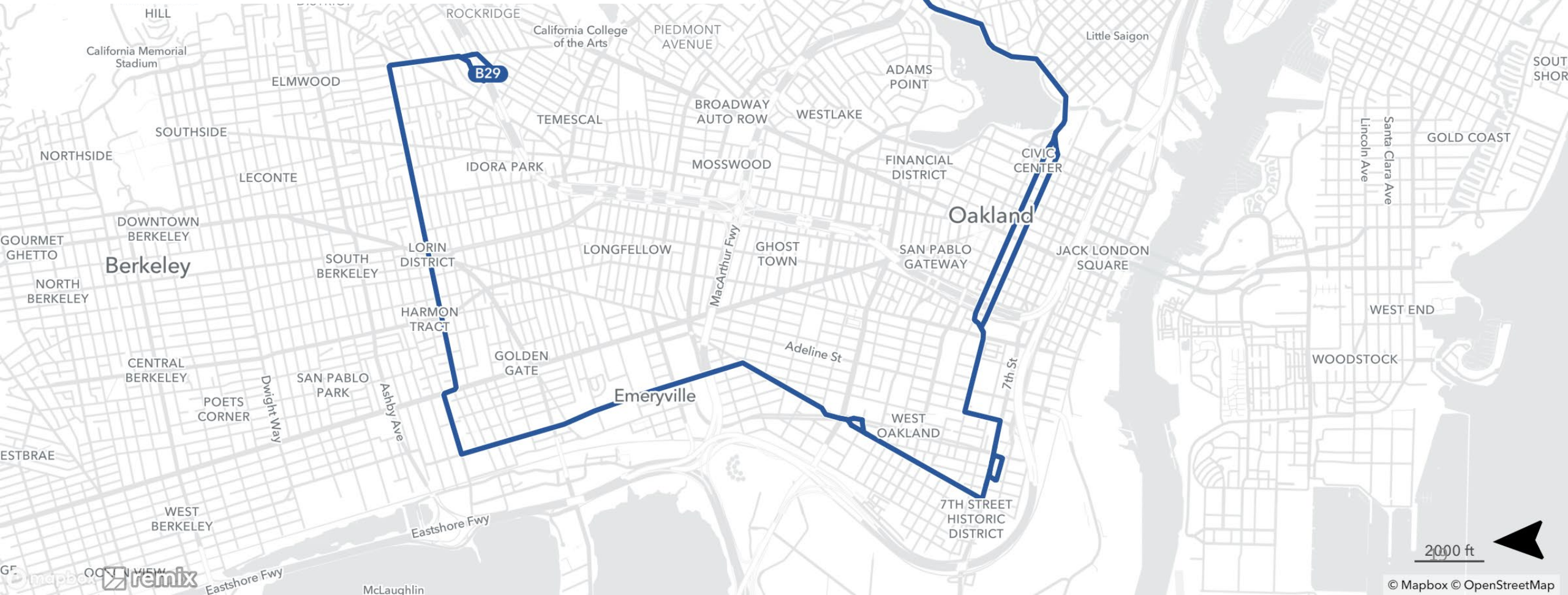


New Line 27 combines current Line 79 with service on Ashby. **Line 36** is extended to cover Claremont portion of **Line 79**.

— B29 Hollis - Peralta - Lakeshore

Ecological
Study Area

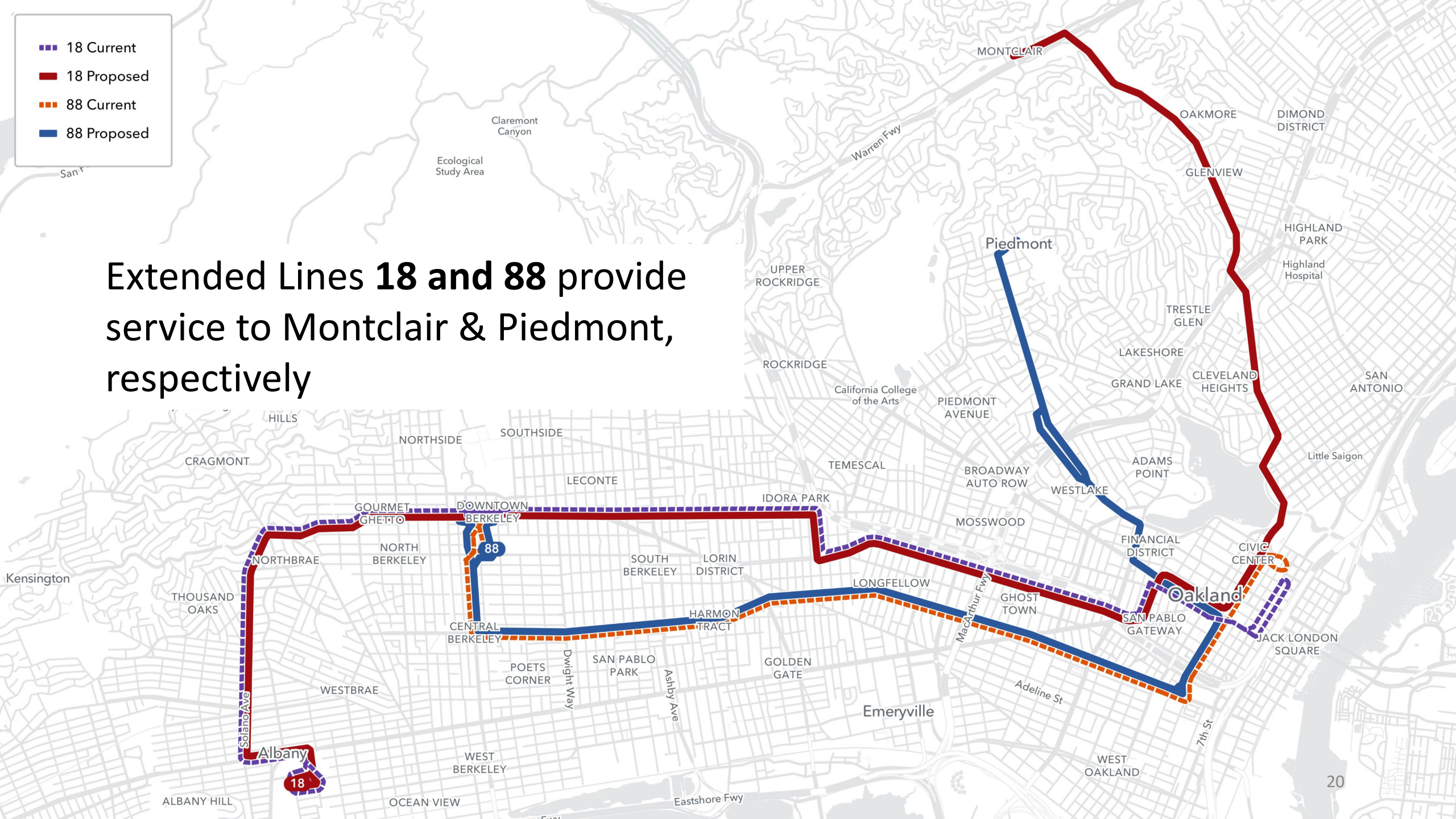
Extended Line 29 provides service on Alcatraz



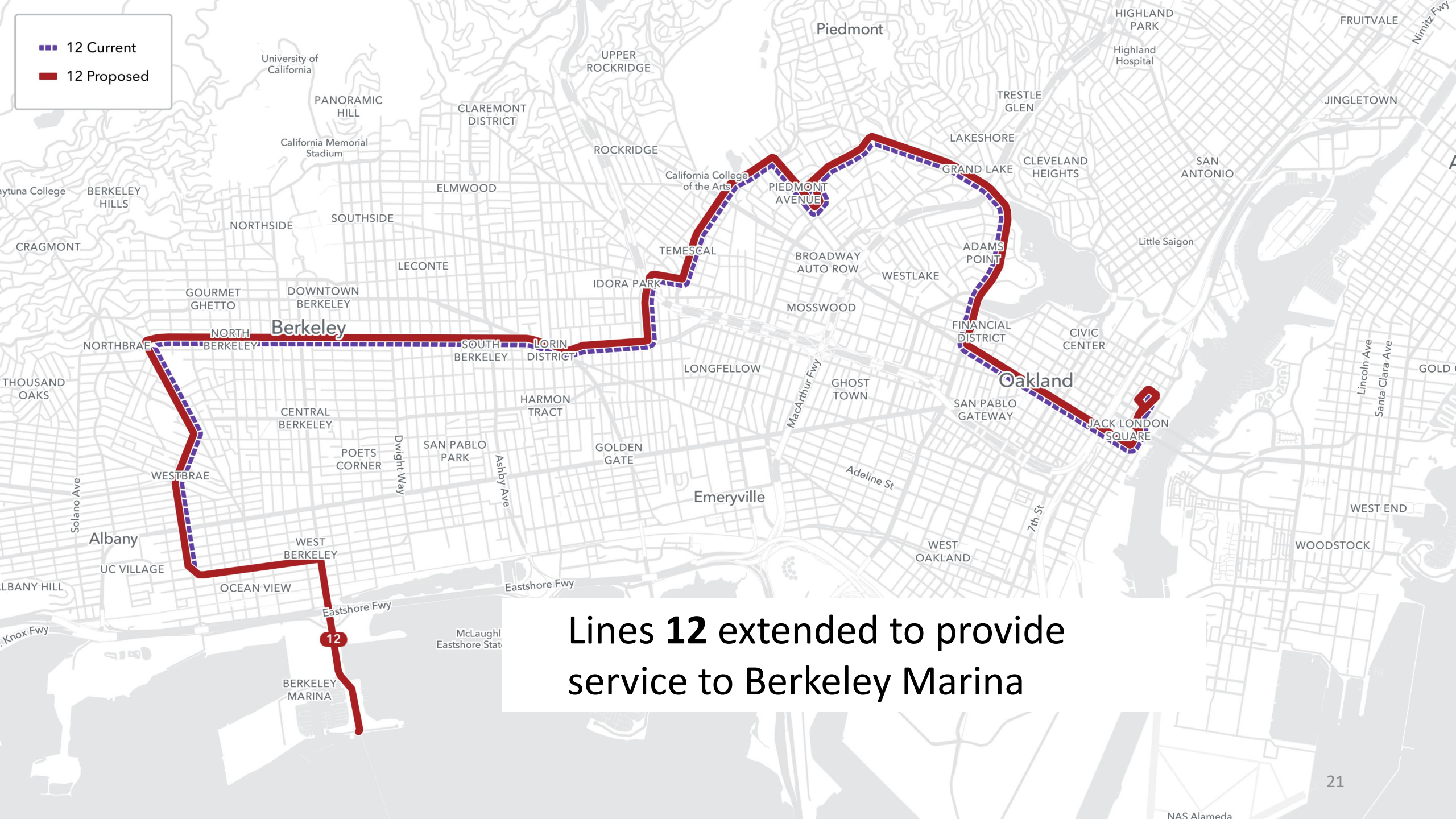
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- 18 Current
- 18 Proposed
- 88 Current
- 88 Proposed

Extended Lines **18** and **88** provide service to Montclair & Piedmont, respectively

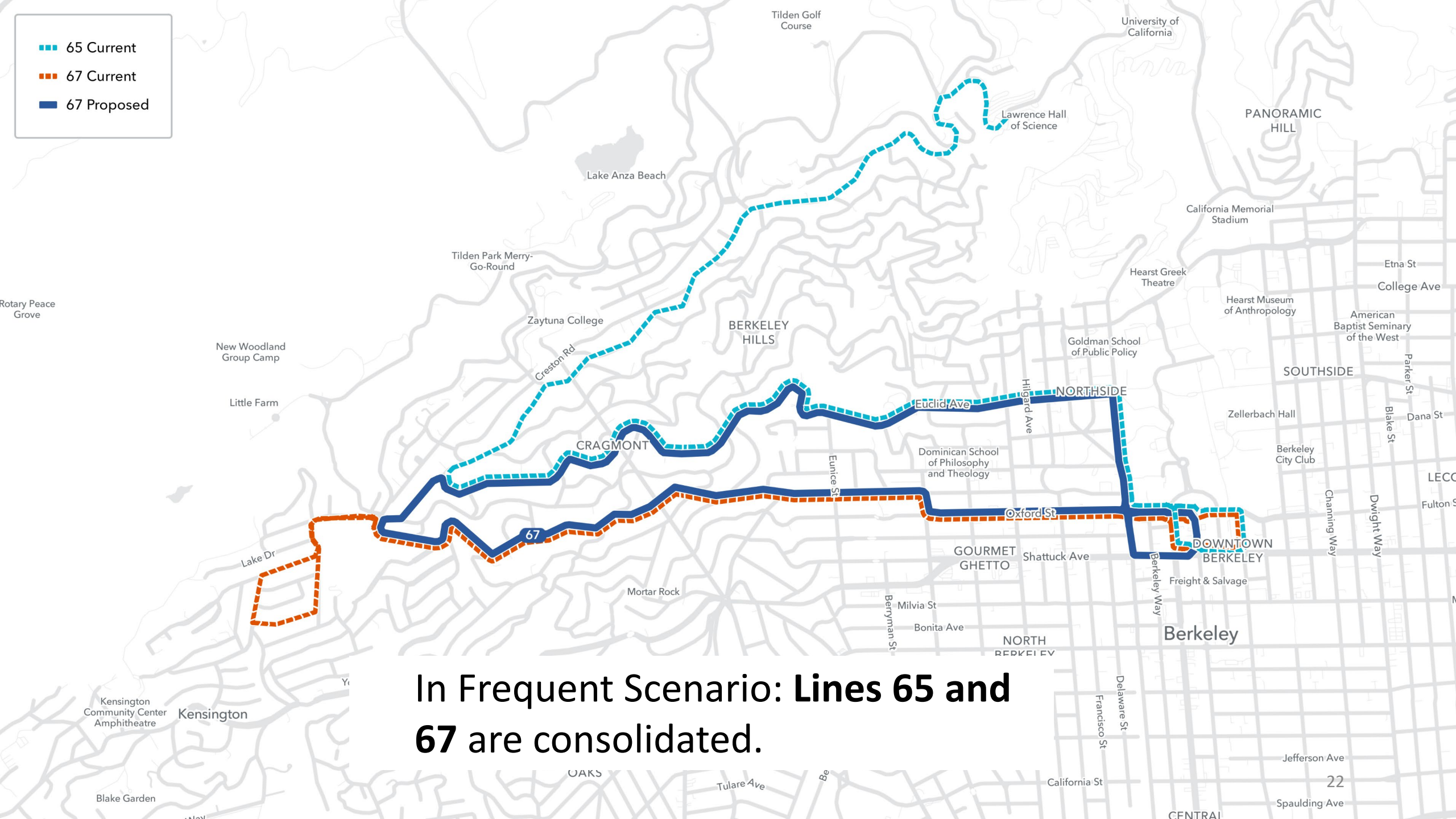


- 12 Current
- 12 Proposed



Lines **12** extended to provide service to Berkeley Marina

- 65 Current
- 67 Current
- 67 Proposed



In Frequent Scenario: **Lines 65 and 67** are consolidated.

Key Tradeoffs

Balanced Scenario:

- Existing lines will be longer to free up resources for new service
 - 6, 12, 18, 29, 36, 51, 88
- Added service on Alcatraz
- Continual service from UC to Oakland on 6 and 51
- 72R discontinued, replaced by more frequent 72/72M with fewer stops

Frequent Scenario

- Coverage in Berkeley Hills reduced to improve frequency on high-ridership lines

System-wide Summary

	Existing Network	Balanced Coverage Scenario	Frequent Service Scenario	Unconstrained Vision Scenario
10 minutes or less	2 routes	2 routes	4 routes	20 routes
10 - 15 minutes	9 routes	9 routes	10 routes	17 routes
15 – 30 minutes	28 routes	34 routes	39 routes	26 routes
Over 30 minutes	23 routes	14 routes	0 routes	0 routes
Total	62 routes	59 routes	53 routes	63 routes



Public Engagement: Phase 3

November 1 – December 13, 2023

Shape the
future of
AC Transit's
bus
network

Review and comment on
bus service proposals
online, in person, or at a
local library.

Visit: actransit.org/realign



Public Engagement: Phase 3

November 1 – December 13, 2023

- **20+** Community Pop-Ups and Pop-Ins*
- **30+** City Council/Commission Presentations
- **2** Lived Experience Advisory Group (LEAG) Meetings
- **10** CBO Partnerships
- **7** CBO-led Open House events
- **1** Community Virtual Workshop on December 7, 2023
- **2** updates to AC Transit Board on November 1 and December 13

A large green circle containing white text, positioned on the right side of the slide.

Shape the
future of
AC Transit's
bus
network

Public Engagement: Phase 3

Print and Digital Collateral

Digital Interactive
Maps/Feedback

Static Maps/Feedback

Downloadable PDF/Print
Maps/Feedback





Realign



more info at
[Actransit.org/realign](https://actransit.org/realign)

Email us at
realign@actransit.org

Staff Contacts

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Acting Senior Transportation Planner

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cmlee@actransit.org

Check out our
proposals
online!



TRANSPORTATION and INFRASTRUCTURE COMMISSION

November 16th, 2023

D. COMMUNICATIONS

TIC: MRP C.3 (for forwarding to the commissioners)

Bryce Nesbitt <bryce2@obviously.com>

Fri 10/20/2023 5:44 PM

To: Budnick, Noah <NBudnick@berkeleyca.gov>

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Fellow Commissioners & Public Participants

As we've learned, updates to the regional stormwater regulations have loomed large over the recent paving discussions, as projects over one acre will apparently need to comply with regulations that Staff has said they don't yet fully understand.

For those interested in details: *"The San Francisco Bay Regional Water Quality Control Board has adopted the third reissuance of the Municipal Regional Stormwater Permit, or MRP 3.0. This reissuance includes significant changes and additional requirements in Provision C.3."*

Regarding cost

*This analysis considers a range of costs running from \$50,000 per treated impervious acre as a potentially low cost for larger district- or regional-scale projects; \$213,000 per treated acre as a potentially typical cost, and **\$660,000 per treated acre** as a potentially high-end implementation cost for implementation of green stormwater infrastructure.*

One of the topics covered is reduction of trash washed into the bay, though the locally relevant issue of encampments and street living is not addressed directly. Many encampments are clearly a "point source" of trash:

Provision C.10 will require Permittees to incur costs to control discharges of trash. These are largely continuing costs to implement controls required under MRP 2. Permittees will incur additional costs to proceed from MRP 2's required 80 percent reduction in trash discharges to the Permit's required 100 percent reduction

A useful summary is available from Contra Costa County:

<https://www.cccleanwater.org/development-infrastructure/development/stormwater-c-3-guidebook>

The official source is:

https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/

The relevant staff are:

Zach Rokeach (510) 622-2364

Imtiaz-Ali Kalyan (510) 622-2499

Unfortunately we've missed the deadline to comment as a commission on these regulations and amendments:

The Water Board will accept written comments on the Tentative Order. Written comments must be received no later than 5:00 p.m. on Monday, August 21. The Water Board will hold a public hearing to consider adoption of the Tentative Order. The hearing will be held as follows Wednesday, October 11, 2023

Covered are

Road projects that involve the reconstruction of existing streets or roads, which create and/or replace greater than or equal to one contiguous acre of impervious surface and that are public road projects... including sidewalks and bicycle lanes that are built or rebuilt as part of the existing streets or roads [and] utility trenching projects which] are - on average, over the entire length of the project - greater than or equal to 8 feet wide. It also includes public pavement maintenance practices listed in Provision C.3.b.ii.(1)(b)(iii)(b).

The following pavement maintenance practices are not excluded...Removing and replacing an asphalt or concrete pavement to the top of the base course or lower.

The strategy of breaking projects into smaller chunks is specifically addressed:

These types of public works projects are typically included in municipalities' CIPs as a budget line item for small patchwork projects to be completed through their jurisdictions, which individually may not create and/or replace 5,000 contiguous square feet of impervious surface, but which may (if combined together) create and/or replace 5,000 non-contiguous square feet of impervious surface.

These regulations overall are fairly challenging to read in part due to length (724 pages without supplemental materials) and lack of indexing and wandering topics. I can understand why it will take some time for Staff to become fully up to speed -- among the topics in the regulations is the "olfactory impairment of salmon fry". The regulations freely mix municipal requirements with private homes and utility work. It's a beast.

TIC Notice to forward to Commissioners

Bryce Nesbitt <bryce2@obviously.com>

Thu 10/26/2023 12:41 PM

To: Budnick, Noah <NBudnick@berkeleyca.gov>

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Notice of 15-day public comment period for
2025 California Green Building Standards Code, California Code of Regulations, Title 24, Part 11

October 25 - November 8, 2023

The California Department of Housing and Community Development (HCD) is **requesting public input on bicycle parking proposed amendments** in the 2024 Triennial Code Adoption Cycle for the 2025 California Green Building Standards Code (**CALGreen**), title 24, part 11 impacting residential occupancies. The 2025 CALGreen Code, if approved by the California Building Standards Commission (CBSC), will be effective January 1, 2026.


TIC: November 8th Comment Deadline on 2025 California Green Code Bike Parking

Bryce Nesbitt <bryce2@obviously.com>

Fri 11/03/2023 11:14 PM

To: Budnick, Noah <NBudnick@berkeleyca.gov>; Karen Parolek <kparolek@gmail.com>

Cc: Anderson, Eric <EAnderson@berkeleyca.gov>; Jared Sanchez <jared@calbike.org>

 1 attachments (244 KB)

bicycle-parking-draft 2026.pdf;

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Fellow Transportation and Infrastructure Commission Members & Members of the public,

Please be aware of this planning process in the attached PDF. Note there is no provision for charging two-wheel lightweight EV's (e-Bikes), only for charging four wheel heavy format EV's (passenger automobiles):

2025 CALIFORNIA GREEN BUILDING STANDARDS CODE,
CALIFORNIA CODE OF REGULATIONS, TITLE 24, PART 11
(Comment Period October 25, 2023 – November 8, 2023)

4.106.4.4.2 Long-term bicycle parking for multifamily buildings. Provide on-site bicycle parking at a ratio of one parking space for every two dwelling units. Acceptable parking facilities shall be conveniently accessed from the street and may include, but not be limited to....

:

~~A4.106.9 Bicycle parking:~~

~~Comply with Sections A4.106.9.1 through A4.106.9.3 or meet a local ordinance, whichever is more stringent.~~

**2025 CALIFORNIA GREEN BUILDING STANDARDS CODE,
CALIFORNIA CODE OF REGULATIONS, TITLE 24, PART 11
(HCD XX/24)**

**DOCUMENT FOR COMMENT PERIOD ONLY
(October 25, 2023 – November 8, 2023)**

LEGEND for EXPRESS TERMS

- Existing California amendments appear upright
 - Amended or new California amendments appear underlined
 - Repealed California language appears ~~upright and in-strikeout~~
 - Ellipsis (...) indicate existing text remains unchanged
-

Discussion Items

ITEM 1

Chapter 2 Definitions:

HCD proposes to continue adoption of this section with the following amendment:

**SECTION 202
DEFINITIONS**

RESIDENTIAL SHORT-TERM BICYCLE PARKING. [HCD] A permanently anchored bicycle parking device, rack or lockers, in an unsheltered, open area, that provides bicycle parking for twelve hours or less that allows individual locking of bicycles to the parking device or rack.

RESIDENTIAL LONG-TERM BICYCLE PARKING. [HCD] A secure locker, protected enclosure or storage room that provides bicycle parking for more than twelve hours that allows individual locking of bicycles to a permanently anchored parking device or rack.

ITEM 2

Chapter 4, Residential Mandatory Measures, Section 4.106.4.4 Bicycle parking.

HCD proposes to relocate existing text as amended from Appendix A4.106.9 into a new section 4.106.4.4.

4.106.4.4. Bicycle parking. Comply with sections 4.106.4.4.1 through 4.106.4.4.3.

4.106.4.4.1 Short-term bicycle parking for multifamily buildings, hotels and motels. Provide on-site bicycle parking at a ratio of one parking space for every 10,000 square feet, but not less than two spaces. Short-term bicycle parking shall be located within 200 feet of building entrances, and readily visible to passers-by. Acceptable parking facilities shall be conveniently accessed from the street and may include, but not be limited to:

1. Permanently anchored bicycle parking devices, racks, or lockers in an

unsheltered, open area.

2. Covered or uncovered enclosures with permanently anchored bicycle parking devices or racks.

4.106.4.4.2 Long-term bicycle parking for multifamily buildings. Provide on-site bicycle parking at a ratio of one parking space for every two dwelling units. Acceptable parking facilities shall be conveniently accessed from the street and may include, but not be limited to:

1. Covered, lockable enclosures with permanently anchored bicycle parking devices or racks.
2. Lockable bicycle storage rooms with permanently anchored bicycle parking devices or racks.
3. Lockable, weatherproof, permanently anchored bicycle lockers.

4.106.4.4.3 Long-term bicycle parking for hotel and motel buildings. Provide one on-site long-term bicycle parking space for every 25,000 square feet, but not less than two. Acceptable parking facilities shall be conveniently accessed from the street and may include, but not be limited to:

1. Covered, lockable enclosures with permanently anchored bicycle parking devices or racks.
2. Lockable bicycle storage rooms with permanently anchored bicycle parking devices or racks.
3. Lockable, weatherproof, permanently anchored bicycle lockers.

ITEM 3

Appendix A4 Residential Voluntary Measures, Section A4.106.9 Bicycle parking.

HCD proposes to repeal the above referenced section as follows and move existing text into item 2.

~~A4.106.9 Bicycle parking.~~

~~Comply with Sections A4.106.9.1 through A4.106.9.3 or meet a local ordinance, whichever is more stringent.~~

~~**Exception:** Number of bicycle parking spaces shall be permitted to be reduced, as approved by the enforcing agency, due to building site characteristics, including but not limited to, isolation from other development.~~

~~**A4.106.9.1 Short-term bicycle parking.** Provide permanently anchored bicycle racks within 100 feet of the visitor's entrance, readily visible to passers-by, for 5-percent of visitor motorized vehicle parking capacity with a minimum of one two-bike capacity rack.~~

~~**A4.106.9.2 Long-term bicycle parking for multifamily buildings.** Provide on-site bicycle parking for at least one bicycle per every two dwelling units. Acceptable parking facilities shall be conveniently reached from the street and~~

may include, but not be limited to:

- ~~1. Covered, lockable enclosures with permanently anchored racks for bicycles.~~
- ~~2. Lockable bicycle rooms with permanently anchored racks.~~
- ~~3. Lockable, permanently anchored bicycle lockers.~~

~~A4.106.9.3 Long-term bicycle parking for hotel and motel buildings.~~ Provide one on-site bicycle parking space for every 25,000 square feet, but not less than two. Acceptable parking facilities shall be conveniently reached from the street and may include, but not be limited to:

- ~~1. Covered, lockable enclosures with permanently anchored racks for bicycles.~~
- ~~2. Lockable bicycle rooms with permanently anchored racks.~~
- ~~3. Lockable, permanently anchored bicycle lockers.~~

ITEM 4

Appendix A4 Residential Voluntary Measures, Section A4.602 Residential Occupancies Application Checklist.

HCD proposes to continue adoption of the above referenced section with amendments as follows:

FEATURE OR MEASURE	LEVELS APPLICANT TO SELECT ELECTIVE MEASURES		VERIFICATIONS ENFORCING AGENCY TO SPECIFY VERIFICATION METHOD			
	Mandatory	Prerequisites and electives ¹		Enforcing Agency	Installer or Designer	Third party
		Tier 1	Tier 2	<input type="checkbox"/> All	<input type="checkbox"/> All	<input type="checkbox"/> All

Site Development

...						
4.106.4.4 Provide bicycle parking facilities as noted below or meet a local ordinance, whichever is more stringent. Number of bicycle parking spaces may be reduced, as approved by the enforcing agency, due to building site characteristics, including but not limited to, isolation from other development.	<input checked="" type="checkbox"/>					
1. Provide short-term bicycle parking for multifamily buildings, hotels and motels, per Section 4.106.4.4.1.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Provide long term bicycle parking for multifamily buildings, per Section 4.106.4.4.2.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Provide long-term bicycle parking for hotel and motel buildings, per Section 4.106.4.4.3.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Site Development

...						
A4.106.9 Provide bicycle parking facilities as noted below or meet a local ordinance, whichever is more stringent. Number of bicycle parking spaces may be reduced, as approved by the enforcing agency, due to building site characteristics, including but not limited to, isolation from other development.						
1. Provide short-term bicycle parking, per Section A4.106.9.1.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Provide long term bicycle parking for multifamily buildings, per Section A4.106.9.2.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Provide long-term bicycle parking for hotel and motel buildings, per Section A4.106.9.3.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Hopkins Repaving

Bryce Nesbitt <bryce2@obviously.com>

Sun 11/05/2023 5:09 PM

To:Garland, Liam <LGarland@berkeleyca.gov>;All Council <council@berkeleyca.gov>
Cc:Ray Yep <rayyep1@gmail.com>;Sprague, David A. <DSprague@berkeleyca.gov>;Marvin Snow <marvin.snow@gmail.com>;
Ben Gerhardstein <info@walkbikeberkeley.org>;transportation <transportation@ci.berkeley.ca.us>;Save Hopkins Street
<info@savehopkins.org>;Nevels, Ronald <RNevels@berkeleyca.gov>;Hahn, Sophie <SHahn@berkeleyca.gov>;
editors@berkeleyside.com <editors@berkeleyside.com>;Margo Schueler <margoschueler@gmail.com>;Budnick, Noah
<NBudnick@berkeleyca.gov>

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Liam Garland, Transportation & Infrastructure Commission, and Berkeley City Council,

I request that the City hold off on Hopkins paving from Gilman to Monterey at this time.

The area from Monterey to Gilman is a core egress corridor bottleneck.

Any problems here during an emergency, and the effects will ripple out a long way.

With this repaving there is an opportunity to move the **high voltage PG&E lines** from overhead, and place them underground from McGee to Gilman.

This is a "partial undergrounding" addressing the biggest hazard, at a fraction of the cost of full undergrounding. Should an incident drop a high voltage line in this area, a serious stopper will be placed in the Hopkins bottleneck. These high voltage lines cannot be moved by police or EMS personnel: they have to wait for the utility who must use special precautions, special crews, protective gear and equipment. They are the most dangerous lines, in part because they are typically uninsulated. The generic 240V distribution lines do not require the same level of specialty in the utility response.

Please don't let anyone mislead you on costs. This partial undergrounding is way cheaper than the millions of dollars per mile a naysayer will automatically and reflexively quote you. Make 'em prove it's that expensive, then show 'em the fat in their budget. Then when they say it will take decades, stifle any urge to laugh, discretely and politely and ask them if they know how to bury a pipe according to the public specifications in the [Green Book](#). **This need not be a bureaucratically complex "Rule 20" project**, and that experience need not control thinking. *This is within reach for a capable and forward thinking community.*

Bryce Nesbitt, Berkeley CA 510-393-6663

Electrical System Designer and Difficult Permit Consultant

Member of the Transportation and Infrastructure Commission (for identification only)

Cc: Ray Yep (City of Berkeley under-grounding study lead author and Vision 2050 Proponent)

Cc: Marvin Snow (Undergrounding Advocate)

Cc: Save Hopkins/Friends of Hopkins (Advocacy group)

Cc: Chief Sprague (BFD / Berkeley Fire Department)

Cc: Walk Bike Berkeley (Advocacy group/Radical Bike Lobby)

Cc: Transportation

PS: "*Dig once*"

Ref

UG-1: General

Greenbook

038193 Page 1 of 27 Rev. #15: 03-25-22

Electric Distribution

038193

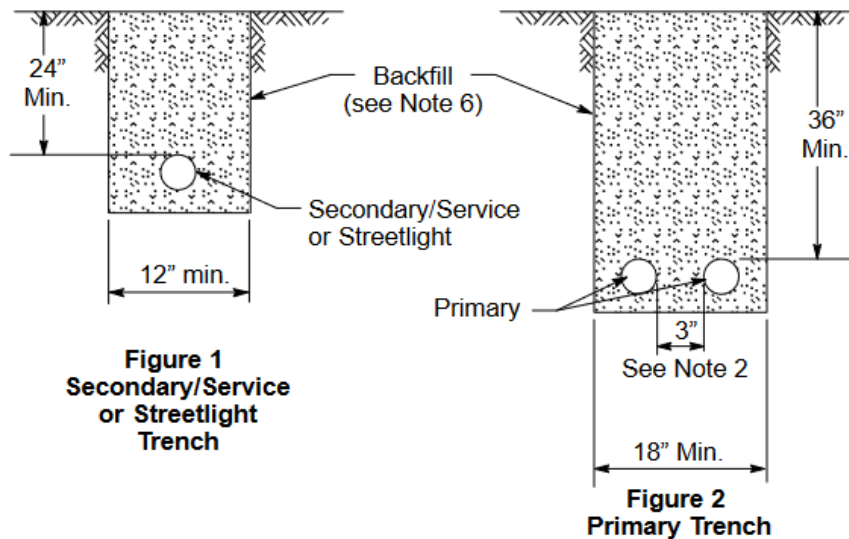
Issued by: Date: 03-25-22

MINIMUM REQUIREMENTS FOR THE DESIGN AND INSTALLATION OF ELECTRIC CONDUIT, INSULATED CABLE, AND FACILITIES

Notes

1. Field conditions may require a minimum depth greater than shown in Figure 1 and Figure 2 below

- Preferred maximum depth from final grade to the bottom of the trench is 60 inches.
- When needed to avoid obstacles, maximum depth from final grade to the bottom of the trench is 120 inches.
- Trenches deeper than 120 inches require a variance. Follow the instructions found in [Utility Procedure TD-2951P-01](#) to submit a variance request.



Mitchel Baker, Assistant Deputy Director
Department of Housing and Community Development
Division of Codes and Standards
9342 Tech Center Drive, Suite 500
Sacramento, CA 95826

Building Standards Commission - DGS
2525 Natomas Park Drive, Suite 130
Sacramento, CA 95833

November The Sixth, Twenty Twenty Three

Dear HCD and CBSC;

I am writing in comment the 2025 CALIFORNIA GREEN BUILDING STANDARDS CODE, CALIFORNIA CODE OF REGULATIONS, TITLE 24 for both Residential and Commercial Mandatory Measures **Bicycle parking** (Sections 4.106.4 and 5.106.4 included)

By my reading AB 2863 approved September 29, 2022 gives HCD and by extension CBSC the authority to regulate e-Bike charging.

I refer to e-Bikes as "two wheeled low impact Electric Vehicles" because this is often how they're used. Many e-Bikes are too long for elevators, too heavy to take up stairs, and/or don't have readily detachable batteries (besides, who detaches and lugs a car battery up to their apartment)? AB 2863 speaks of the challenges in getting California to all electric vehicles, and micro mobility devices are part of that future. They have to be as easy, or easier, to use than cars.

I argue that all multifamily and commercial bicycle and low impact EV storage should include the following elements:

1. **Fire resistance**, to the same standard as for internal combustion vehicles. Electric devices have fuel in their batteries and can catch fire. All new bicycle storage must be built to accommodate fuel laden equipment.
2. **Smoke detection**. Unlike internal combustion garages where a certain level of pollution precludes reliable smoke detection, separated bike rooms should include smoke detectors or for smaller buildings smoke alarms wirelessly connected to outside the room.
3. **Low intensity charging**. The ability to plug connect chargers for devices. It's better to keep these in the fire

hardened bike room anyway, compared to the risk in elevators, halls, offices or residences.

4. **Security cameras**. Any building with security cameras must include coverage of the bicycle storage. At least two cameras are required, one with an overview of the bike room and one placed low to capture faces.
5. **Security**. Bike storage locks must be no less secure than the perimeter or building locks used elsewhere.
6. **Not just "bikes"**. It's time to remove the obsolete term "bicycle" from this code section, using instead "micromobility device" which these days covers scooters, hoverboards, uniwheels and more.

7. Variable capacity:

Projects should meet the developer's choice of:

One parking space for every two dwelling units or one on-site long-term bicycle parking space for every 25,000 square feet, whichever is more but not less than two

-or-

A flexible spot in the vehicle parking area with a readily movable cage or barrier. This bike cage must start out at a single vehicle spot width, but be moved during the building's lifetime so there's always sufficient capacity for bikes. Unused bike space may be reclaimed for vehicles, but overcrowding of bikes must lead to expansion of the bike storage space. The developer must sign a covenant to this effect prior to final permit approval.

8. No requirement for Motels or Hotels.

Get real, that e-Bike is staying in my room, no matter what crappy bike parking you provide. I never want to be forced to separate from my expensive ride, just because the motel operator points to a bike cage.

The proposed bicycle parking regs seem wholly unadapted to the new reality of e-Bikes, low impact EVs and micromobility. They would benefit from a complete overhaul from top to bottom.

Bryce Nesbitt
1470 Acton Street
Member Transportation and Infrastructure Commission Berkeley
CA (for identification)

From: Carol Denney

Sent: Monday, November 13, 2023 7:42 AM

To: Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Nevels, Ronald <RNevels@berkeleyca.gov>

Subject: Commission on Transportation and Infrastructure

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

To: The Commission on Transportation and Infrastructure

Re: Rigel Robinson's Sidewalk / Vehicle recommendations

Dear Commissioners,

I am a disabled senior. In my neighborhood the skateboards, scooters, bicycles, and unicycles we routinely try to dodge to navigate simple errands became untenable years ago. The fact that the extant laws are unenforced - but not unenforceable - does not mean that they don't matter. Unless you think, as Councilmember Robinson appears to do, that the lives and safety of disabled seniors and vulnerable pedestrians are unimportant. Unless you think, as Councilmember Robinson seems to do, that the ADA is unimportant.

This may not currently be on your agenda. Please put it on. Take a strong, early stand against this thoughtless, dangerous, unconstitutional proposal.

I am from the generation that fought and secured the federal protections of the Americans with Disabilities Act, which would be controverted by Robinson's proposal. I also fought hard, as a life-long bicycle commuter through the direct action of Critical Mass rides, for the recognition of bicycles as **vehicles**, vehicles with every right to the roadway, a recognition which has changed roadways widely in favor of bicycle safety. If safe roadways for the vehicles **that bicycles in fact are** under the law are not enough for bicyclists, by all means they should fight as hard as we did for dedicated bike lanes.

But Berkeley needs to fight much harder for its vulnerable seniors, whose voices are not covered as robustly as the nationwide bike lobby, which not only dominated honest discussion of the safety issues at Gilman and Monterey, they cost us another valuable department director literally unable to navigate the political pressure to accomplish contradictory directives.

Stand up for safety. Stand up for seniors. Stand up for the disabled and physically vulnerable of any age. Stand up for sidewalks as dedicated, safe, pedestrian walkways. Take advantage of this moment to recommend that this proposal not only be flatly rejected, but that signage and enforcement to protect sidewalks as safe spaces to walk be improved so that the legal rights we currently have are, in fact, manifest in our daily efforts to safely get to the market, the post office, the bank, etc. Bicycles, under the law, are vehicles, are capable of being lethal in the best of hands, and do not belong on sidewalks.

Sincerely,

Carol Denney
1970 San Pablo Ave #4
Berkeley, CA 94702
510-548-1512