



# TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING AGENDA

Thursday, March 21<sup>st</sup>, 2024, 6:15 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  
Aspen 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 February 15<sup>th</sup>, 2024 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. 2024 Commission work plan \*

*Commissioners*

Commissioners to discuss [2024 work plan](#). Possible actions: Adopt 2024 work plan; create subcommittees and assign members; appoint liaisons.

## **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: March 14<sup>th</sup>, 2024

*The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, April 18<sup>th</sup>, 2024 at 6:15 pm.*

**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, 4<sup>th</sup> 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 communication. Please contact the secretary to the relevant board, commission or committee for further information.*

Transportation and Infrastructure Commission  
Thursday, March 21<sup>st</sup>, 2023

Commission Secretary: Wahid Amiri, Deputy Director  
Engineering and Transportation Divisions, Public Works  
1947 Center St., 4th Floor, Berkeley, CA, 94704  
Telephone (510) 981-7061 / Fax: (510) 981-7060 / TDD: (510) 981-6903  
Email: [wamiri@berkeleyca.gov](mailto:wamiri@berkeleyca.gov)



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

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

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

**A. PRELIMINARY BUSINESS**

**1. Call to order**

**6:19 pm:** Chair Parolek called the meeting to order.

**2. Roll call**

**6:19 pm:**

Commissioners Present: Noelani Fixler, Barnali Ghosh, Adrian Leung, Liza Lutzker, Bryce Nesbitt, Karen Parolek, Rick Raffanti, Kim Walton, Ray Yep

Commissioners Absent: None

Staff Present: Andrew Murray, Wahid Amiri, Hamid Mostowfi, Ron Nevels, Ken Jung, Jesse Peoples, Noah Budnick

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

**6:20 pm:** Three public comments.

**4. Approval of minutes from January 18th, 2024**

**6:29 pm Action:** It was Moved / Seconded (Raffanti / Ghosh) to approve the minutes with the following corrections: Commissioner Nesbitt's name was misspelled; at 8:58 pm, Commissioner Walton mentioned a 6:30 pm start time, not motioned for one.

**6:30 pm: Vote:**

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

Noes: None

Abstain: None

Absent: None

Recused: None

**7:05 pm Motion passed 9-0-0-0**

**5. Approval and Order of Agenda**

**6:30 pm:** No changes suggested.

**6. Update on administration and staff**

**6:31 pm:** Transportation Manager Hamid Mostowfi welcomed Acting Public Works Director Andrew Murray and new Deputy Director for Engineering and Transportation Wahid Amiri. Acting Director Murray and Deputy Director Amiri introduced themselves.

Transportation and Infrastructure Commission  
Thursday, February 15<sup>th</sup>, 2024

Deputy Director Amiri is now the Commission Secretary. Engineering Manager Ron Nevels and Transportation Manager Mostowfi gave updates on staffing. Transportation Manager Mostowfi also gave updates on the Southside Complete Streets project and nearby construction and on the stop sign recently installed at Hopkins Street and McGee Avenue, as directed by City Council. Engineering Manager Nevels gave updates on building new bus pads on Bancroft Street, the completion of FY23 paving work, using leftover contingency funding from the FY23 paving plan to pave extra streets, including the Woodmont cluster of roads in the Berkeley Hills, 4<sup>th</sup> Street between Gilman and Camelia and Camelia between 4<sup>th</sup> and 6<sup>th</sup> streets, developing the FY24 paving implementation plan and adding the construction of curb ramps to routine sidewalk work.

**7. Announcements**

**6:56 pm:** Commissioners introduced themselves to Acting Director Murray and Deputy Director Amiri. In response to a February 2024 crash, where a driver hit a father and his toddler biking to school, Commission Lutzker made a statement about the emotional trauma of bicycle crashes and its ripple effects throughout the community. Commissioner Nesbitt announced new community-collected driver speed data from Rose Street, which was recently repaved, showing that people drive faster on newly repaved roads.

**B. DISCUSSION / ACTION ITEMS**

**1. Chair and Vice Chair elections**

**7:07 pm:** Commissioner Yep nominated Commissioner Lutzker to be chair, and Commissioner Lutzker declined the nomination. Commissioner Nesbitt, who was nominated to be chair at the January 18, 2024 Commission meeting gave a brief statement on why he should be elected chair. Commissioner Fixler, who was nominated to be chair at the January 18, 2024 Commission meeting gave a brief statement on why she should be elected chair.

**7:12 pm Action:** It was Moved / Seconded (Ghosh / Parolek) to elect Commissioner Fixler as Commission Chair.

**7:14 pm: Vote:**

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

Noes: Raffanti, Yep

Abstain: Nesbitt

Absent: None

Recused: None

**7:15 pm Motion passed 6-2-1-0-0**

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**7:17 pm Action:** It was Moved / Seconded (Leung /Raffanti) to elect Commissioner Parolek as Commission Vice Chair.

**7:18 pm: Vote:**

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

Noes: None

Abstain: None

Absent: None

Recused: None

**7:18 pm Motion passed 9-0-0-0-0**

**2. Woolsey-Fulton Bicycle Boulevard and Shattuck-MLK Bus Stops Projects**

**7:20 pm:** Public Works staff provided a briefing on the design and implementation timeline of the Woolsey-Fulton Bicycle Boulevard and Shattuck-MLK Bus Stops projects. Staff described their public engagement activities to collect input on the plan, including a project website, mailing over 2,000 postcards to nearby addresses, soliciting public feedback for a month in early 2024, hosting a public meeting on January 31, 2024 and soliciting input at this Transportation and Infrastructure Commission meeting. On pages 2, 6 and 7 of the attached presentation, staff explained that they will not ask the City Council to take action on the concepts when they meet in March 2024. On pages 6 and 7, staff detailed that the Woolsey-Fulton Bicycle Boulevard and Shattuck-MLK Bus Stops projects are part of a larger, grant-funded, affordable housing project, so these projects' design and construction must stay on schedule or else the entire grant, including funding for affordable housing, will be put at risk.

**7:54 pm:** Commissioners asked clarifying questions about creating daylighting improvements; AC Transit bus headways; Berkeley Fire Department policy on buses blocking travel lanes; how people riding bikes interact with Pedestrian Flashing Beacons (PFBs) and Rapid Rectangular Flashing Beacons (RRFBs); changes to accessible parking; outreach about bus stop amenities; timing of the Adeline corridor project and the amount of grant funding for the project.

**8:04 pm:** Public comment – Four members of the public spoke.

**8:23 pm:** Commissioners made comments about the benefits of new, improved lighting; good integration of these projects with other projects; the benefits of new left turn prohibitions for drivers; the benefits of adding speed tables on the bike boulevards; connecting to Oakland's Shattuck Avenue bike route; installing Pedestrian Flashing Beacons at Russell and Shattuck and Rapid Rectangular Flashing Beacons at Russell and Adeline; using video technology to detect bike riders and trigger flashing beacons; coordinating with Sylvia Mendez Elementary School; concerns about the shared space at Adeline and Woolsey; considering installing all-way stops, traffic diverters and median diverters on the bike boulevards; counting drivers on bike boulevards; looking at the Safe Routes to School assessment, SafeTREC complete streets assessment and comments from the City's 2017 bike plan.

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**8:41 pm Action:** It was Moved / Seconded (Parolek / Leung) to extend the meeting to 9 pm.

**8:42 pm: Vote:**

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

Noes: None

Abstain: None

Absent: None

Recused: None

**8:42 pm Motion passed 9-0-0-0-0**

**8:43 pm:** Commissioners made comments about installing better barriers on bike boulevards, such as collapsible bollards; the incongruence between being concerned about driver behavior and not using diverters to deter drivers; improving the intersection of Ashby and Shattuck; the importance of improved lighting and bus stop amenities; clear signs to prohibit drivers from making left turns; the need to figure out how to connect the Shattuck Avenue bike route between Oakland and Berkeley; making improvements at Ashby Avenue and Newberry Street, where a pedestrian was struck by a driver.

**8:54 pm Action:** It was Moved / Seconded (Parolek / Nesbitt) that the Transportation and Infrastructure Commission strongly supports the conceptual design of the Woolsey-Fulton Bicycle Boulevard and Shattuck-Martin Luther King Jr. Way (MLK) Bus Stops projects as presented and recommends the City Council approve the projects, with the following recommendations:

1. Make improvements to the existing diverters on Fulton Street;
2. Install Pedestrian Hybrid Beacons on Martin Luther King Jr. Way at Prince Street and on Shattuck Avenue at Russell Street, and switch the planned Rectangular Rapid Flashing Beacons (RRFBs) from those intersections to Adeline Street at Woolsey Street and Adeline Street at Russell Street;
3. Implement the best design possible for the safety of people walking and riding bikes at the Woolsey-Shattuck intersection;
4. Design the Woolsey-Shattuck intersection to accommodate people riding bikes northbound on Shattuck Avenue to Woolsey Street and on Woolsey Street to southbound Shattuck Avenue to connect Berkeley and Oakland's bicycle networks;
5. Investigate adding speed tables to the Fulton Street and Woolsey Street bicycle boulevards; and
6. Prioritize bus stop amenities, such as benches and lighting, at all six bus stop locations at the following intersections: Martin Luther King Jr. Way at Prince Street, Shattuck Avenue at Woolsey Street, and Shattuck Avenue at Ashby Avenue.

Transportation and Infrastructure Commission  
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**9:00 pm Action:** It was Moved / Seconded (Ghosh / Lutzker) to extend the meeting to 9:10 pm.

**9:01 pm: Vote:**

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Yep  
Noes: Walton  
Abstain: None  
Absent: None  
Recused: None

**9:02 pm Motion passed 8-1-0-0-0**

**9:03 pm: Vote on 8:54 pm action:**

Ayes: Fixler, Ghosh, Leung, Lutzker, Parolek, Raffanti, Walton, Yep  
Noes: Nesbitt  
Abstain: None  
Absent: None  
Recused: None

**9:04 pm Motion passed 8-1-0-0-0**

**3. Review Commission draft work plan**

**9:05 pm:** Public comment – One public comment.

**C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS**

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

**9:06 pm:** Commissioner Parolek reported that the Disaster and Fire Safety Commission invited her to speak at their next commission meeting because they're developing a Vision Zero plan for the Berkeley Fire Department.

**9:10 pm:** Commissioner Walton left the meeting

**9:10 pm Action:** It was Moved / Seconded (Lutzker / Fixler) to authorize Commissioner Parolek to speak on behalf of the Transportation and Infrastructure Commission at the Disaster and Fire Safety Commission's next meeting.

**9:10 pm: Vote:**

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Yep  
Noes: None  
Abstain: None  
Absent: Walton  
Recused: None

**9:10 pm Motion passed 8-0-0-1-0**



Transportation and Infrastructure Commission  
Thursday, February 15<sup>th</sup>, 2024

**D. COMMUNICATIONS**

**9:10 pm:** Commissioner Raffanti announced that his term is ending and that this is his last meeting as a Commissioner.

**E. ADJOURNMENT**

**9:11 pm:** It was Moved / Seconded (Parolek / Fixler) to close the meeting

**9:11 pm: Vote:**

Ayes: Fixler, Ghosh, Leung, Lutzker, Nesbitt, Parolek, Raffanti, Yep

Noes: None

Abstain: None

Absent: Walton

Recused: None

**9:11 pm Motion passed 8-0-0-1-0**

*The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, March 21<sup>st</sup>, 2024 at 6:15 pm, at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.*

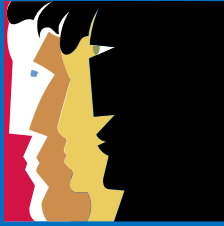
Administrative Procedures

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.

Commission Secretary: Wahid Amiri, Deputy Director, Engineering and Transportation  
Divisions, Public Works  
1947 Center St., 4th Floor, Berkeley, CA, 94704  
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Email: wamiri@berkeleyca.gov



# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

## TRANSPORTATION & INFRASTRUCTURE COMMITTEE MEETING

FEBRUARY 15, 2024

PUBLIC WORKS DEPARTMENT - TRANSPORTATION DIVISION

Presented by:

**Ken Jung**, Supervising Civil Engineer

**Jesse Peoples**, Associate Civil Engineer

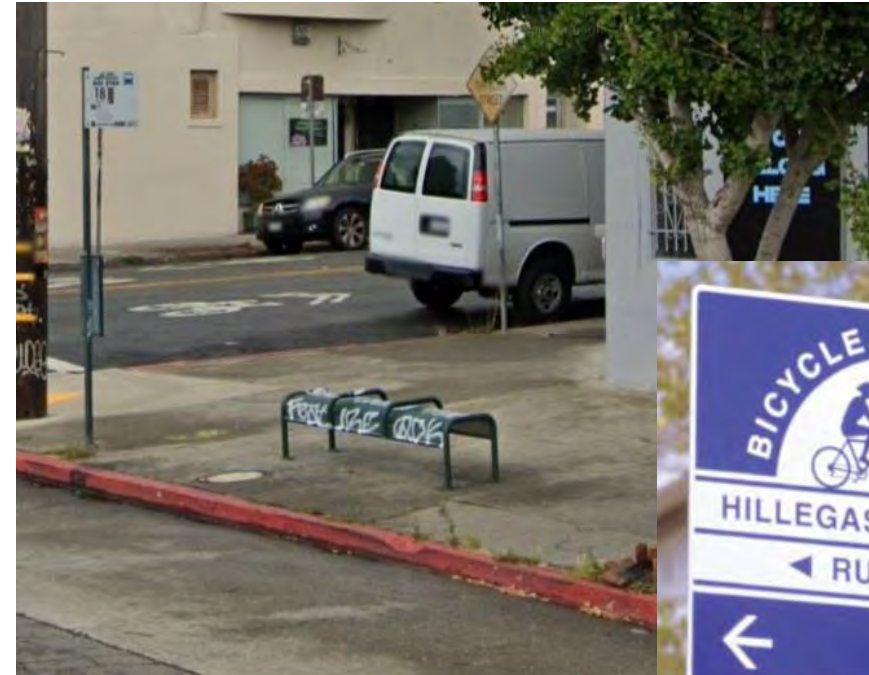




# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

## PURPOSE

1. Present Conceptual Design to the TIC
2. Respond to Questions by Commissioners
3. Request TIC vote:  
Recommend conceptual design for **City Council meeting on 3/19/24**







# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

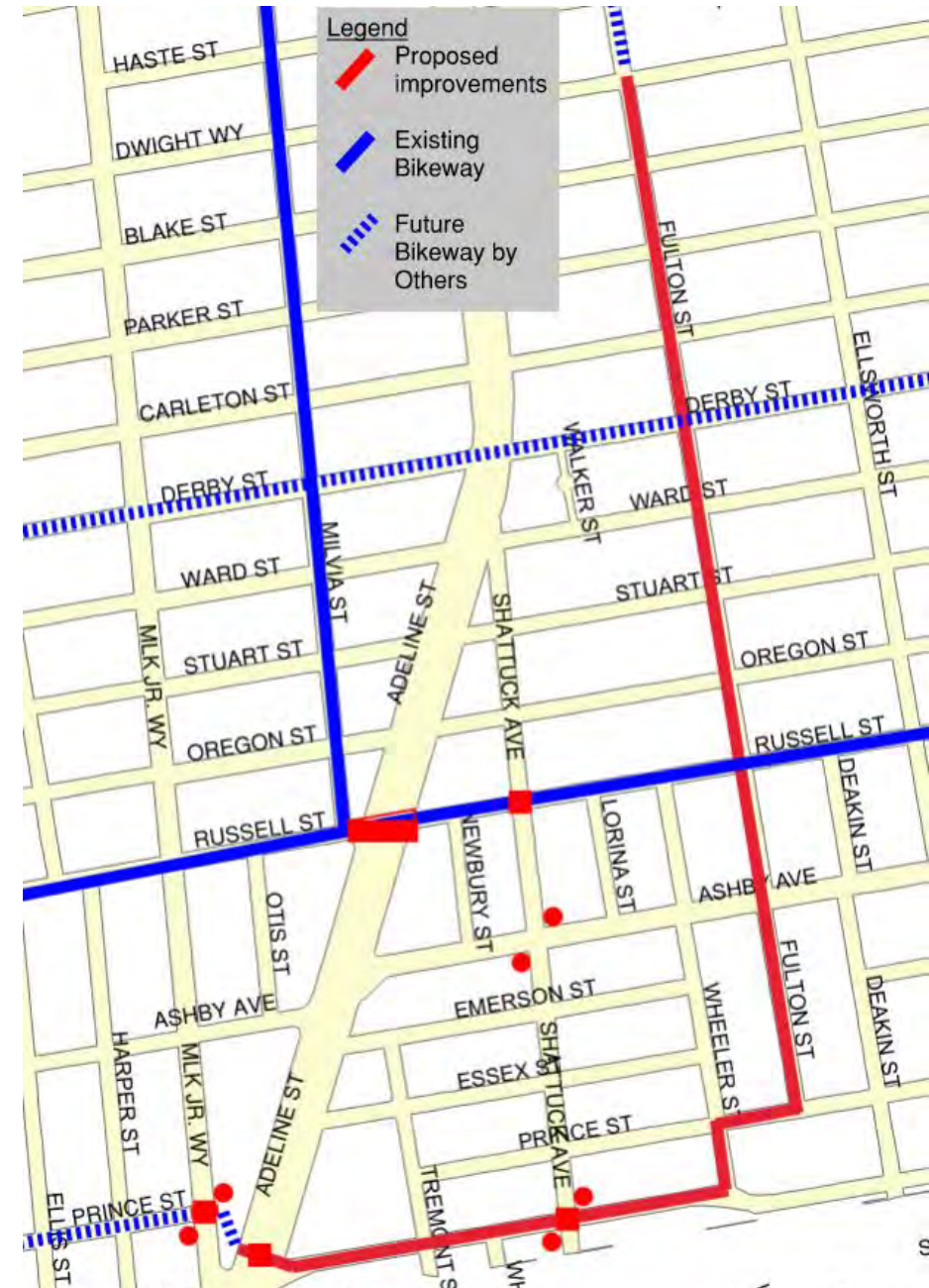
## PROJECT LOCATION & GOALS

### ■ Woolsey-Fulton Bike Blvd. Project (WFBB)

- Safety improvements for pedestrians and bicyclists, especially at major crossings
- Fills gap in Citywide bike network: Ashby BART to Southside area

### ■ Shattuck-MLK Bus Stops Project (SMBS)

- Safety improvements for pedestrians
- Improve transit reliability
- Bus stop amenities





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

## PROJECT ORIGIN

2020 PEDESTRIAN PLAN

CITY OF BERKELEY

CITY OF BERKELEY

**BICYCLE  
PLAN**

*Approved May 2, 2017 by Berkeley City Council*

CITY OF BERKELEY  
VISION ZERO ACTION PLAN

*Approved March 10, 2019  
by the Berkeley City Council*

Berkeley Strategic  
Transportation Plan

Project origins can be found in the City's:

- Bicycle Plan
- Pedestrian Plan
- Strategic Transportation Plan
- Vision Zero Action Plan
- Transit-First Policy



# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS FUNDING

- \$2.612M grant from State of California Affordable Housing and Sustainable Communities (AHSC) program
  - WFBB & SMBS Projects are the City's obligation toward AHSC funding for affordable housing private development at Adeline/Ashby.
- Alameda County Measures B& BB discretionary funds







# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS SCHEDULE

- Currently in **Conceptual Design** phase



Schedule is subject to change

- Finalize **concepts** in March 2024
- City Council approval of **concepts** in March 2024
- Complete **design** by end of 2024
- **Construction** in 2025

**Must complete construction by Q1 2026**



# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

## PUBLIC ENGAGEMENT

- Project websites
- Postcards to 2,000+ addresses
- Concepts for review and comment: 1/16/24 – 2/14/24
- Public meeting on 1/31/24
- TIC meeting on 2/15/24
- Council meeting on 3/19/24

City of Berkeley Public Works Department  
1947 Center St, 4th Fl.  
Berkeley, CA 94704

Please visit the Project webpage for more information and to:

- Attend the virtual public meeting from 6 p.m. to 8 p.m. on January 31, 2024
- Provide feedback by February 14, 2024
- Send comments to: [dhoffman@parametrix.com](mailto:dhoffman@parametrix.com)
- Preliminary concepts will be posted on the project webpage by January 17



<https://berkeleyca.gov/woolsey-fulton-bicycle-bhd>

### City of Berkeley Woolsey-Fulton Bike Boulevard and Shattuck-MLK Bus Stops SAFETY PROJECTS

Public Meeting: January 31, 2024 6 to 8 PM

The City of Berkeley Public Works Department will be hosting an online public meeting to present on the proposed two projects and solicit input from the public. These projects are intended to improve safety for pedestrians and bicyclists, fill gaps in the Citywide bike network, and improve bus transit amenities. A link to virtual public meeting will be posted on the project website approximately one day prior to the meeting date. <https://berkeleyca.gov/woolsey-fulton-bicycle-bhd>



CITY OF BERKELEY  
ALAMEDA COUNTY, CALIFORNIA

## WOOLSEY-FULTON BICYCLE BOULEVARD & SHATTUCK-MLK BUS STOPS PROJECTS

FOR PUBLIC REVIEW AND COMMENT  
The City of Berkeley is requesting public review and comment on these draft conceptual sketches. These concepts will be presented in the online public meeting on January 31, 2024, from 6-8 PM. Input can be provided via:  
• The online public meeting on 1/31/24 and/or  
• Email to [dhoffman@parametrix.com](mailto:dhoffman@parametrix.com) by 2/14/24.

LEGEND:

- APPROXIMATE PROPERTY LINE
- PROPOSED SIGN AND POST
- PROPOSED CONCRETE AREA
- PROPOSED CONCRETE ADAWAY
- PROPOSED PLACE OF CURB
- PROPOSED BICYCLE ROADSIDE SIGNAGE
- PROPOSED BICYCLE ROADSIDE SIGNAGE
- HIGH VISIBILITY LIGHTING
- GREEN PAINT LANE CROSSING MARKING
- PROPOSED CURB RAMP
- CURB CHANGEMENT
- PEDESTRIAN HYBRID BEACON
- RETRACTABLE WARNING PANEL
- RED CURB - NO PARKING ZONE
- UTILITY POLE

LOCATION MAP

DESIGN PLANS - NOT FOR CONSTRUCTION

### Shattuck-MLK Bus Stops Project

Type: Transportation Status: Planning

#### PROJECT LOCATION

- The project limits include the following:
- Martin Luther King Jr. Way/Prince St. Intersection
  - Shattuck Ave./Ashby Ave. Intersection
  - Shattuck Ave./Woolsey St. Intersection

#### WHAT'S HAPPENING

Public Review & Comment Due by February 14, 2024  
Please provide comments on the [Initial Concept Sketches](#) to [dhoffman@parametrix.com](mailto:dhoffman@parametrix.com) by February 14, 2024. These sketches have been available online since January 17, 2024 and were presented in the public meeting on January 31, 2024.

The City of Berkeley's Shattuck-MLK Bus Stops Project (SMB) is intended to improve transit amenities and safety for transit riders as per the City's Transit First Policy. The project is currently in the conceptual design phase.

This project is closely linked to the [Woolsey-Fulton Bike Boulevard Project](#), as they share the same funding source (see below) and construction schedule, and the extents of both projects are in relatively close proximity to each other. The proposed improvements for both projects are depicted in the graphic below. Proposed improvements include relocating bus stops to the far sides of the intersections and installing shelters and seating at bus stops where feasible. Relocating bus stops from main to far-side of an intersection generally allows the bus stop length to be shorter, can reduce traffic congestion (especially by vehicles behind a bus that need to turn onto another street), and improves visibility of disembarked transit riders crossing the street (as they would not be obscured by the bus).

#### SCHEDULE

As of January 2024, the project schedule is anticipated as follows:

- September 2023 - February 2024: Conceptual design
- January 21, 2024: Public information meeting
- February 14, 2024: Deadline for public comments on conceptual design sketches
- March 2024 - December 2024: Detailed design
- Spring 2025 - early 2026: Construction

#### FUNDING SOURCE

The Shattuck-MLK Bus Stops Project is funded in part by a \$553,000 State of California Affordable Housing and Sustainable Communities (AHSC) grant. The project comprises Transit Related Amenities (TRA) to be implemented by the City as a condition of AHSC grant funding for private development projects at 2327 San Pablo Ave. and 2001 Ashby Ave.

Other project funding includes Alameda County Measure 8B (Local Streets & Roads) discretionary funds, as

#### Project Team

Olga Rodriguez  
Project Manager  
Public Works

Provide state-of-the-art, well-maintained infrastructure, amenities, and facilities

[View our project plan](#)

Foster a dynamic, sustainable, and locally based economy

[View our project plan](#)

Create a resilient, safe, connected, and prepared City

[View our project plan](#)

### CITY OF BERKELEY

Missing Jurisdiction Public Library Seat Board School Section

City Services Community & Recreation Safety & Health Construction & Development Doing Business Your Government

Your Government Our Work Capital Projects Woolsey-Fulton Bicycle Boulevard Project (WFB) Share VC Print

### Woolsey-Fulton Bicycle Boulevard Project (WFB)

Type: Transportation Status: Planning

#### PROJECT LOCATION

- The project limits include the following:
- Martin Luther King Jr. Way/Prince St. Intersection
  - Ashby St./Woolsey St. Intersection
  - Woolsey St. (Ashby to Wheeler)
  - Wheeler St. (Woolsey to Prince)
  - Prince St. (Wheeler to Fulton)
  - Fulton St. (Prince to Dwight)

#### WHAT'S HAPPENING

Public Review & Comment Due by February 14, 2024  
Please provide comments on the [Initial Concept Sketches](#) to [dhoffman@parametrix.com](mailto:dhoffman@parametrix.com) by February 14, 2024. These sketches have been available on the since January 17, 2024 and were presented in the public meeting on January 31, 2024.

If you are interested in volunteering to maintain signage in the proposed traffic circles at Fulton/Oregon and/or Wheeler/Prince, please email [dhoffman@parametrix.com](mailto:dhoffman@parametrix.com). More information can be found at the [signage sign traffic sign program page](#).

The City of Berkeley's Woolsey-Fulton Bicycle Boulevard (WFB) Project fills a gap in the Citywide bike network between the Southside area and the Ashby BART station, as shown in the graphic below. The project originated in the City's Bicycle Plan and is currently in the conceptual design phase.

This project is closely linked to the [Shattuck-MLK Bus Stops \(SMB\) Project](#), as they share the same funding source (see below) and construction schedule, and the extents of both projects are in relatively close proximity to each other.

Proposed improvements include:

- Class III Bikeway (with bicycle boulevard government markings and signage) on Woolsey St. (Ashby to Wheeler), Wheeler St. (Woolsey to Prince), Prince St. (Wheeler to Fulton), and Fulton St. (Prince to Dwight).
- Traffic calming via Pedestrian Hybrid Beacons (PHB) at the Ashby/Woolsey and Ashby/Wheeler intersections; Rectangular Rapid Flashing Beacons (RRFB) and sidewalk bulbouts at the Shattuck/Woolsey and Shattuck/Wheeler intersections; Diagonal Divider at the Fulton/Dwight intersection; and traffic circles at the Fulton/Oregon and Wheeler/Oregon intersections.
- Pedestrian and bike improvements across Martin Luther King Jr. Way (from Prince to the Ashby BART station) and Ashby St. (from Woolsey to the Ashby BART station) that include new stairs to existing medians.

#### SCHEDULE

As of January 2024, the project schedule is anticipated as follows:

#### Funding Source

Affordable Housing and Sustainable Communities (AHSC)

#### Project Team

Olga Rodriguez  
Project Manager  
Public Works

Provide state-of-the-art, well-maintained infrastructure, amenities, and facilities

[View our project plan](#)

Foster a dynamic, sustainable, and locally based economy

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Create a resilient, safe, connected, and prepared City

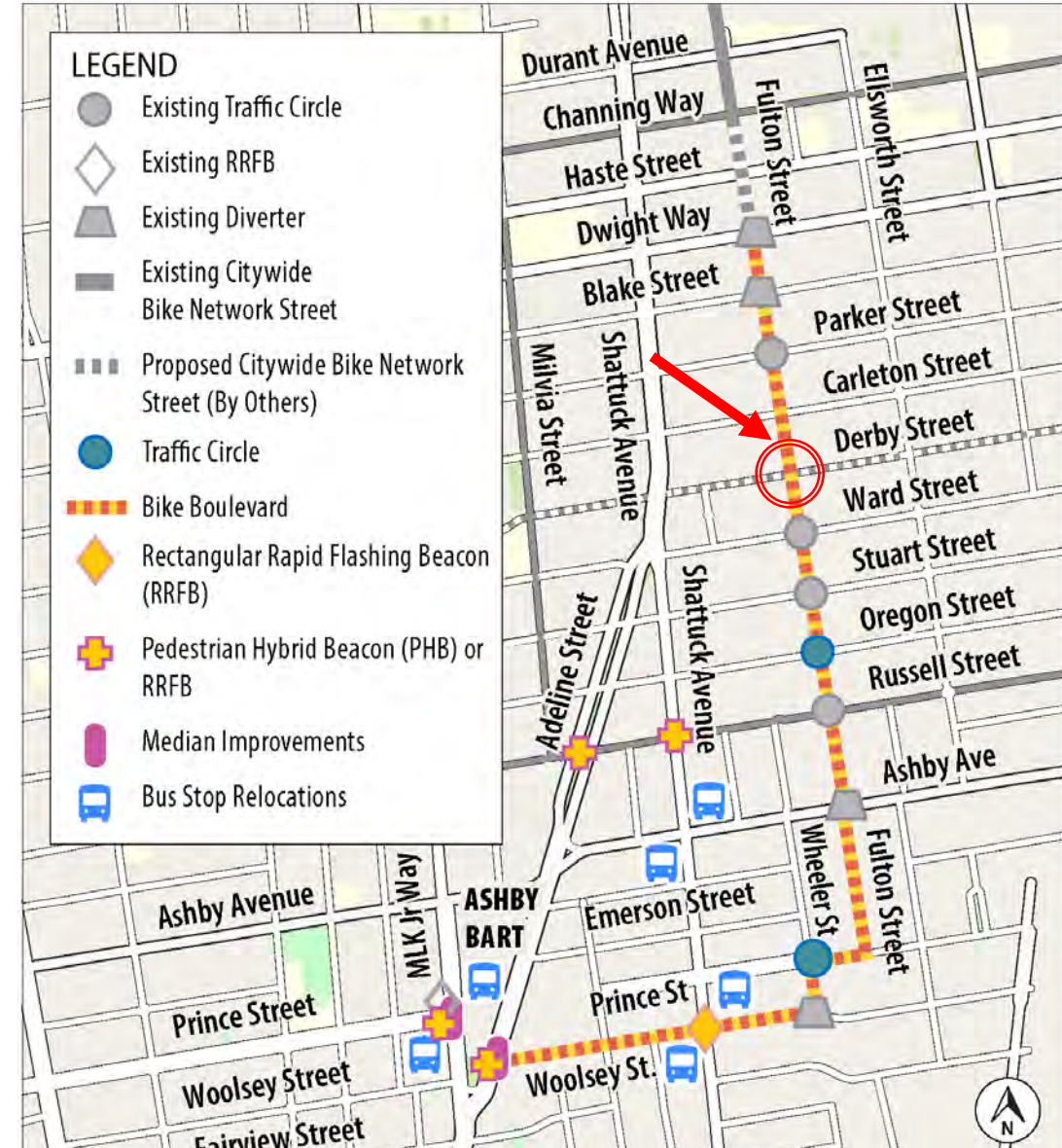
[View our project plan](#)





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS PUBLIC ENGAGEMENT TAKEAWAYS

- Comment: Significant opposition to the proposed diverter at Fulton/Derby.
  - City: Removed from project scope
  - Diverter intended to balance vehicle volumes at intersection of 2 proposed bike boulevards
  - Will be studied in more detail as part of a future Derby bike boulevard

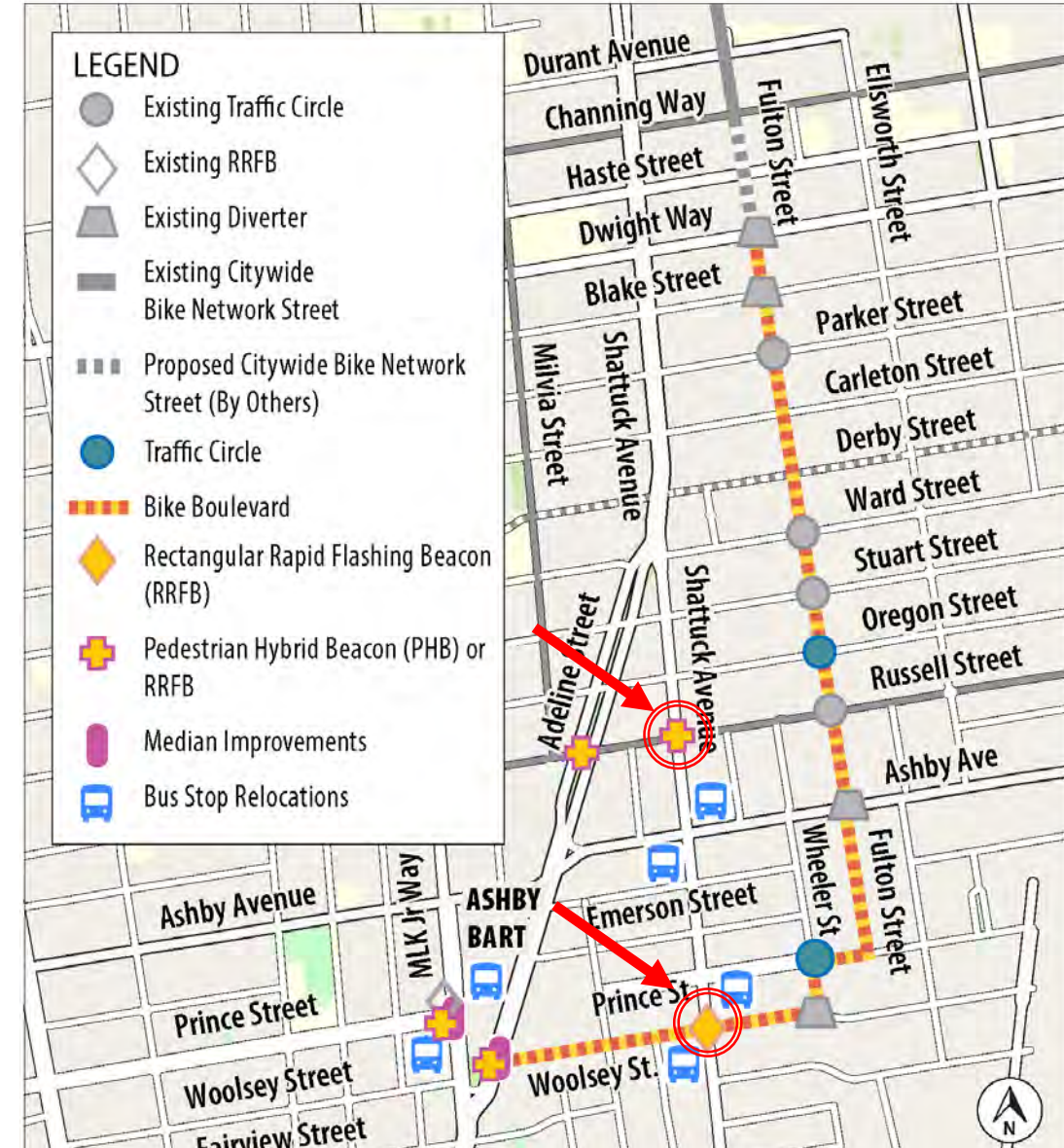




# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

## PUBLIC ENGAGEMENT TAKEAWAYS

- Comment: Why don't the conceptual designs for Shattuck/Russell and Shattuck/Woolsey follow the recommendations in the Bike Plan?
  - City: Bike Plan recommends Median + RRFB
  - Bike Plan provides recommendations at a planning level to be evaluated on a project-specific basis
  - Space constraints at both intersections preclude installation of median refuges
  - Proposed bulbouts should slow traffic and improve sightlines



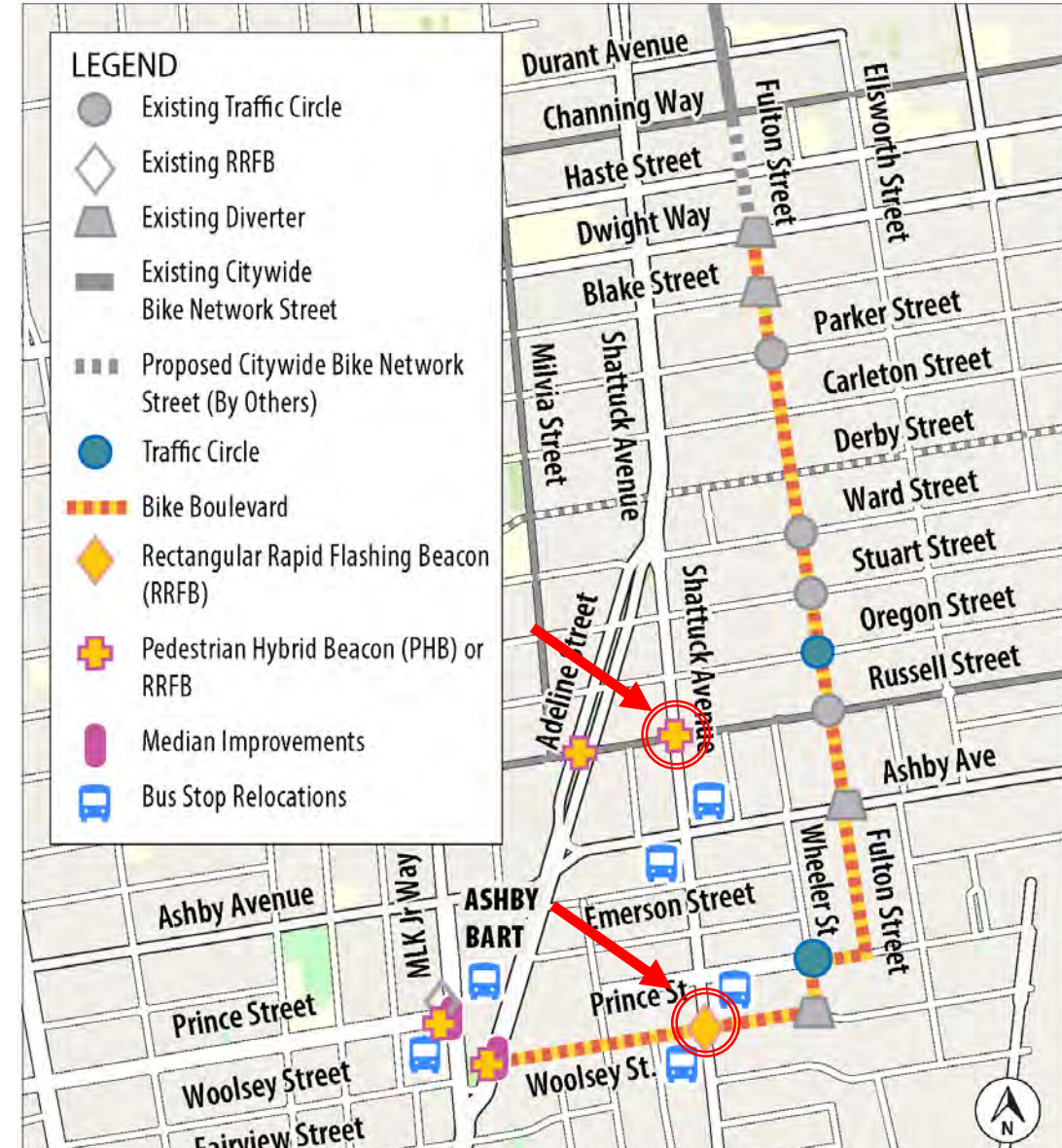




# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

## PUBLIC ENGAGEMENT TAKEAWAYS

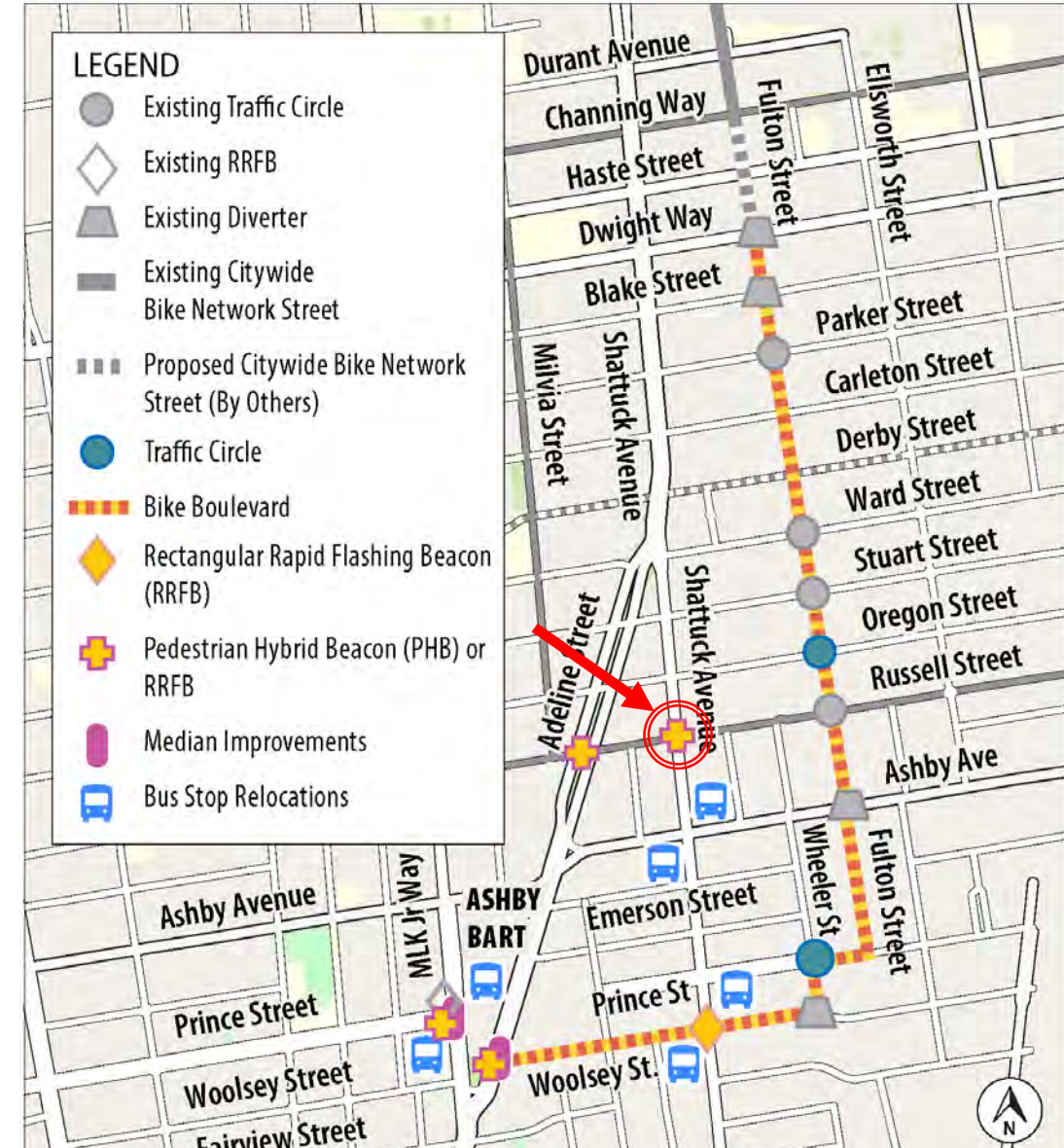
- Comment: Consider installing 4-ways stops at Shattuck/Russell and Shattuck/Woolsey.
  - City: Consider context, resulting vehicle behavior, congestion, collision history
  - Upcoming Bike plan revision aims to address policy of 4-way stops along bikeways





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS PUBLIC ENGAGEMENT TAKEAWAYS

- Comment: Can a PHB be installed at Shattuck/Russell?
- City: PHBs typically used for locations with multiple lane approaches
- Shattuck/Russell is intersection of 2 two-lane streets
- RRFB more appropriate at this location
- Will look into relocating PHB to Shattuck/Russell and RRFB to Adeline/Russell

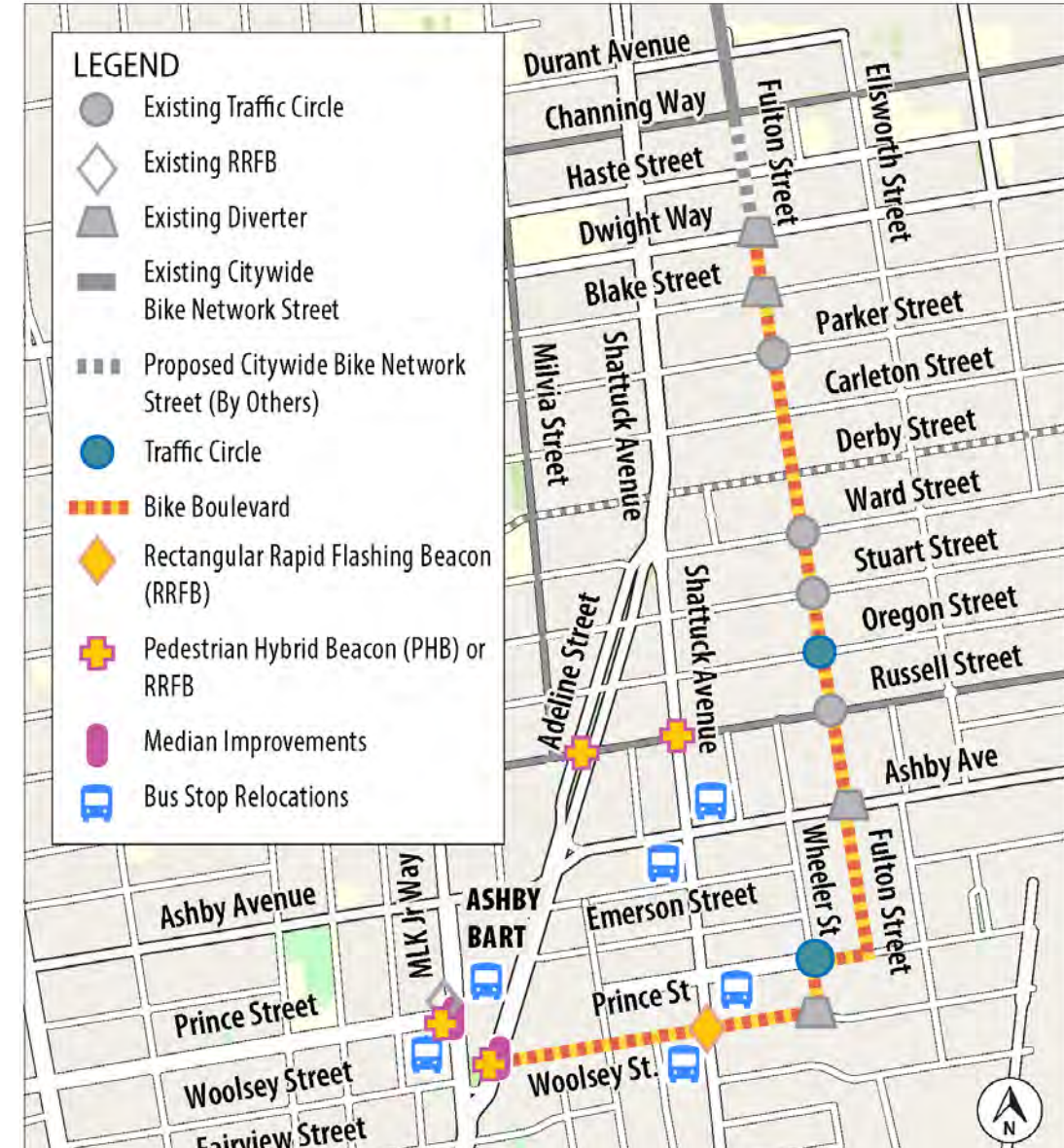






# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS PUBLIC ENGAGEMENT TAKEAWAYS

- Comment: Consider installing mid-block speed tables on every block of the proposed bike boulevard.
  - City: Require speed studies, consider emergency vehicles
  - Can review during detailed design phase
  - Several intersections have or will have traffic circles (5 in 7 blocks)







# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS DESIGN CONSIDERATIONS

## Fire Department

- Minimum lane width
- Roadway clear space
- Emergency access routes
- Response times
- Vehicle turning/maneuverability

## Access for other large vehicles

- AC Transit buses
- Waste collection trucks
- School buses





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

## DESIGN ELEMENTS



Bicycle Boulevard





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

## DESIGN ELEMENTS - TOOLBOX



Traffic Circle



Median Improvements





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS DESIGN ELEMENTS - TOOLBOX



Pedestrian Hybrid  
Beacons (PHBs)



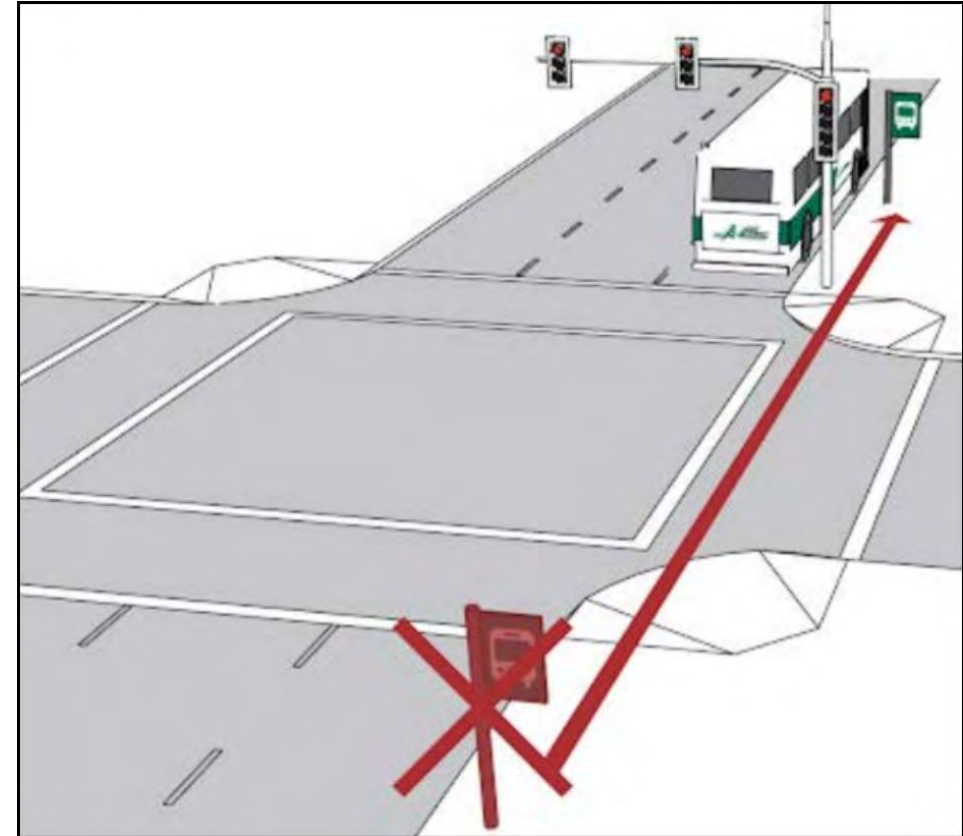
Rectangular Rapid  
Flashing Beacons (RRFBs)



# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS DESIGN ELEMENTS - TOOLBOX



Sidewalk Bulb Out



Bus Stop Relocation





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS OVERVIEW OF PROPOSED IMPROVEMENTS





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS FULTON STREET CORRIDOR



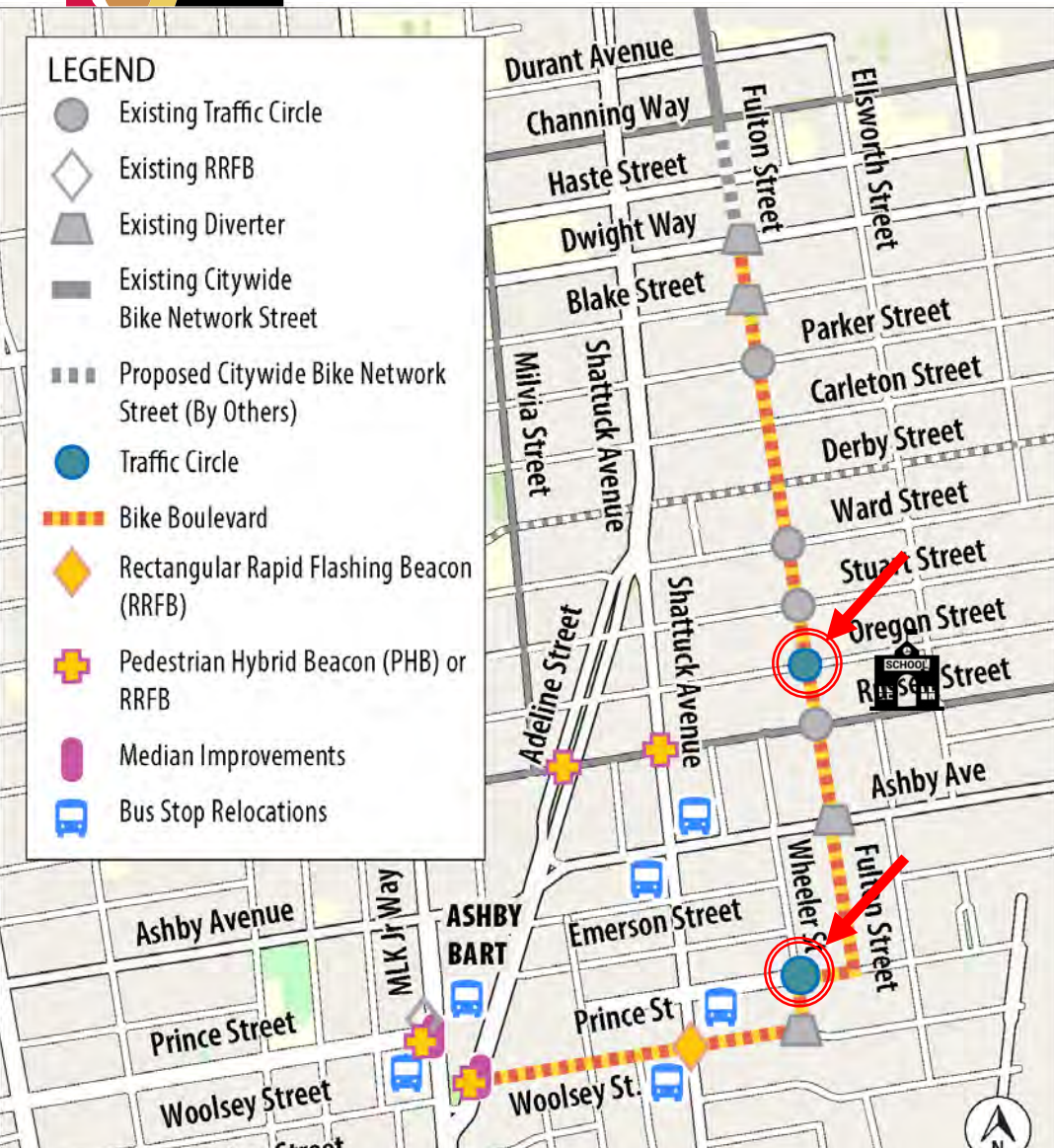
- Bike Boulevard
  - Traffic calming
    - Traffic circles
  - Pavement markings
  - Wayfinding signage





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

## FULTON STREET CORRIDOR – TRAFFIC CIRCLES

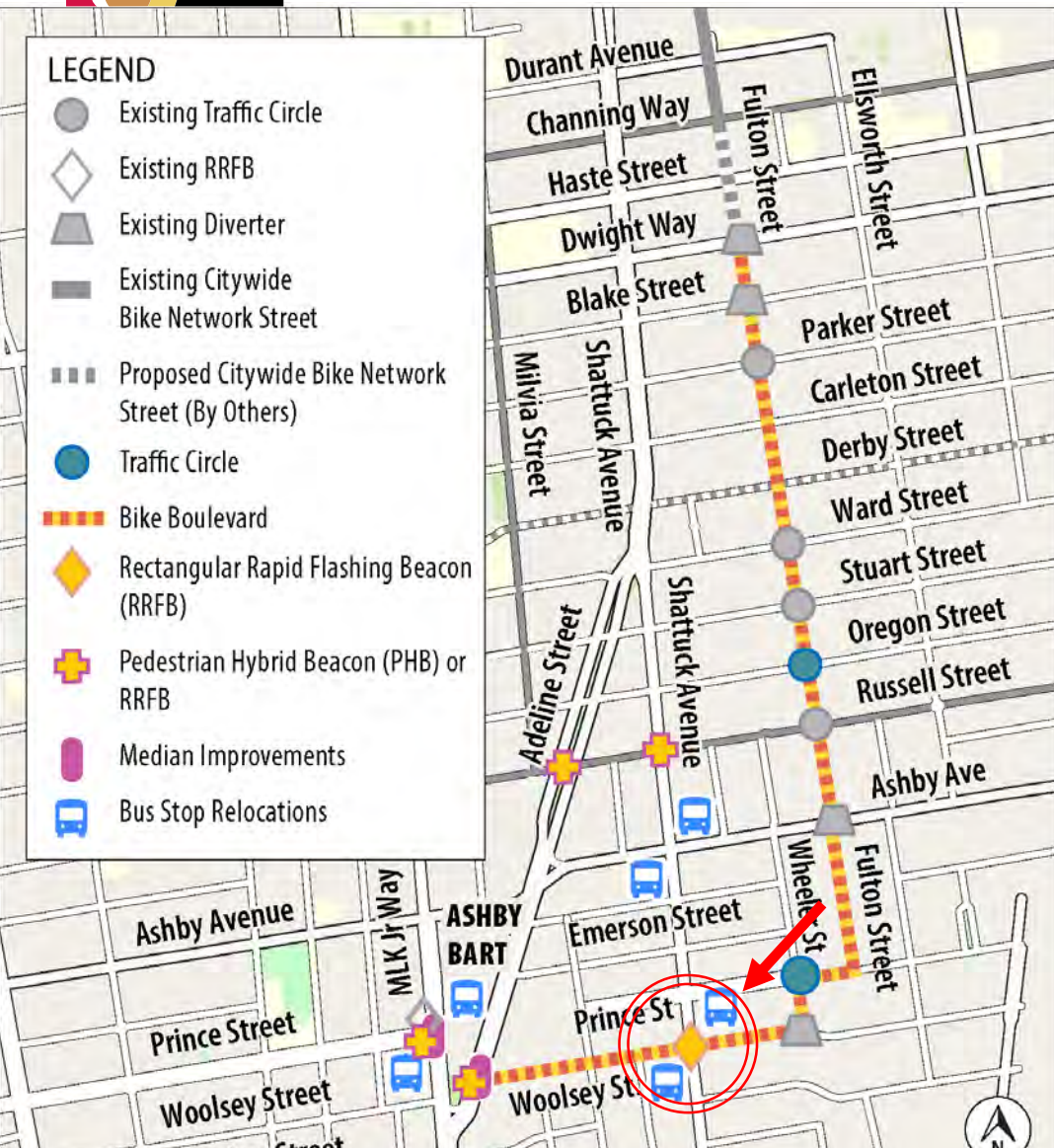


- Traffic Circles at Fulton/Oregon and Wheeler/Prince intersections
- Slows vehicles
- Near Sylvia Mendez Elementary School



# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

## WOOLSEY STREET CORRIDOR – WOOLSEY/SHATTUCK

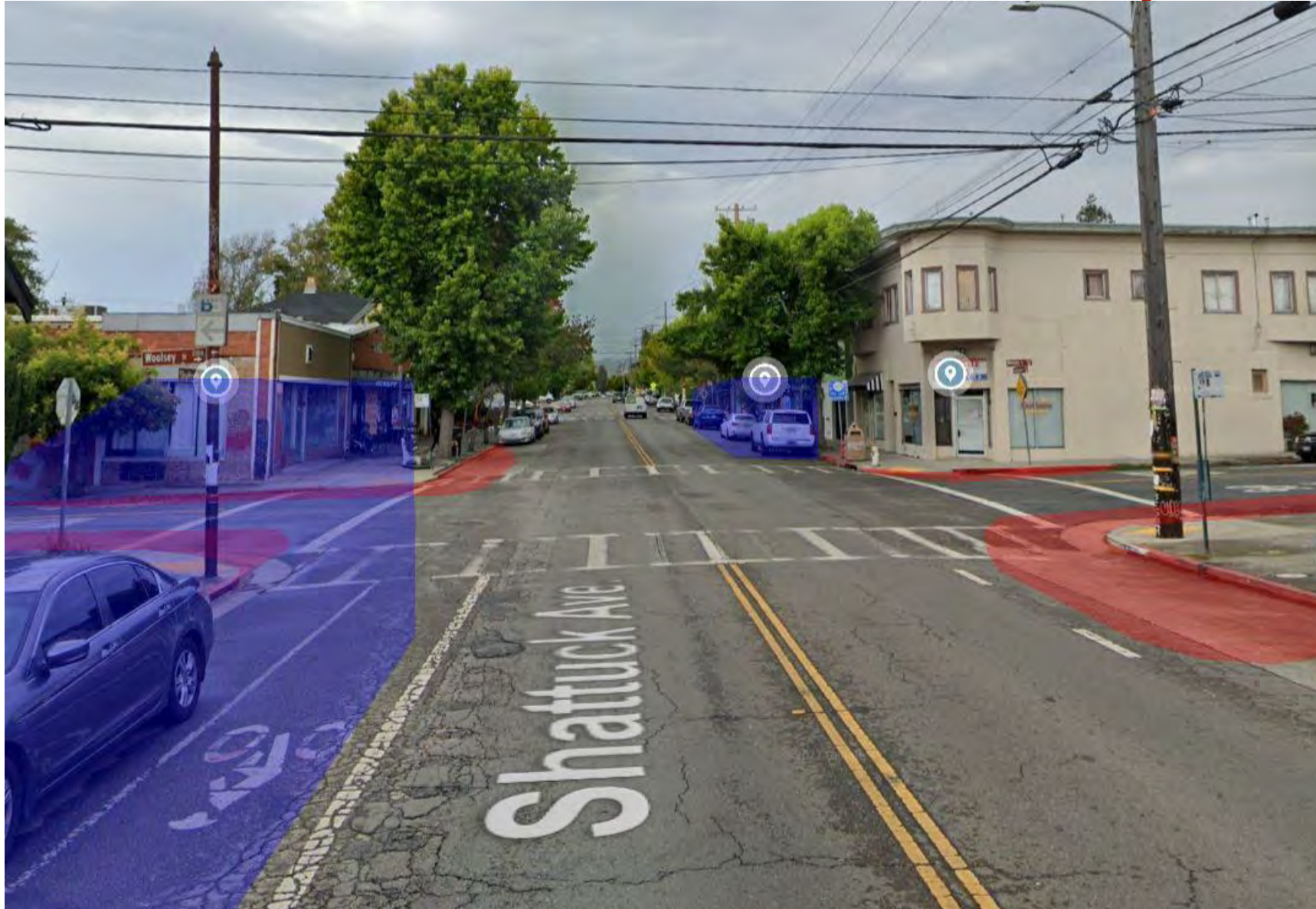


- RRFBs and sidewalk bulbouts at Woolsey/Shattuck intersection
- Woolsey St. is a proposed Bicycle Boulevard
- Bus stop relocations to far sides of intersection



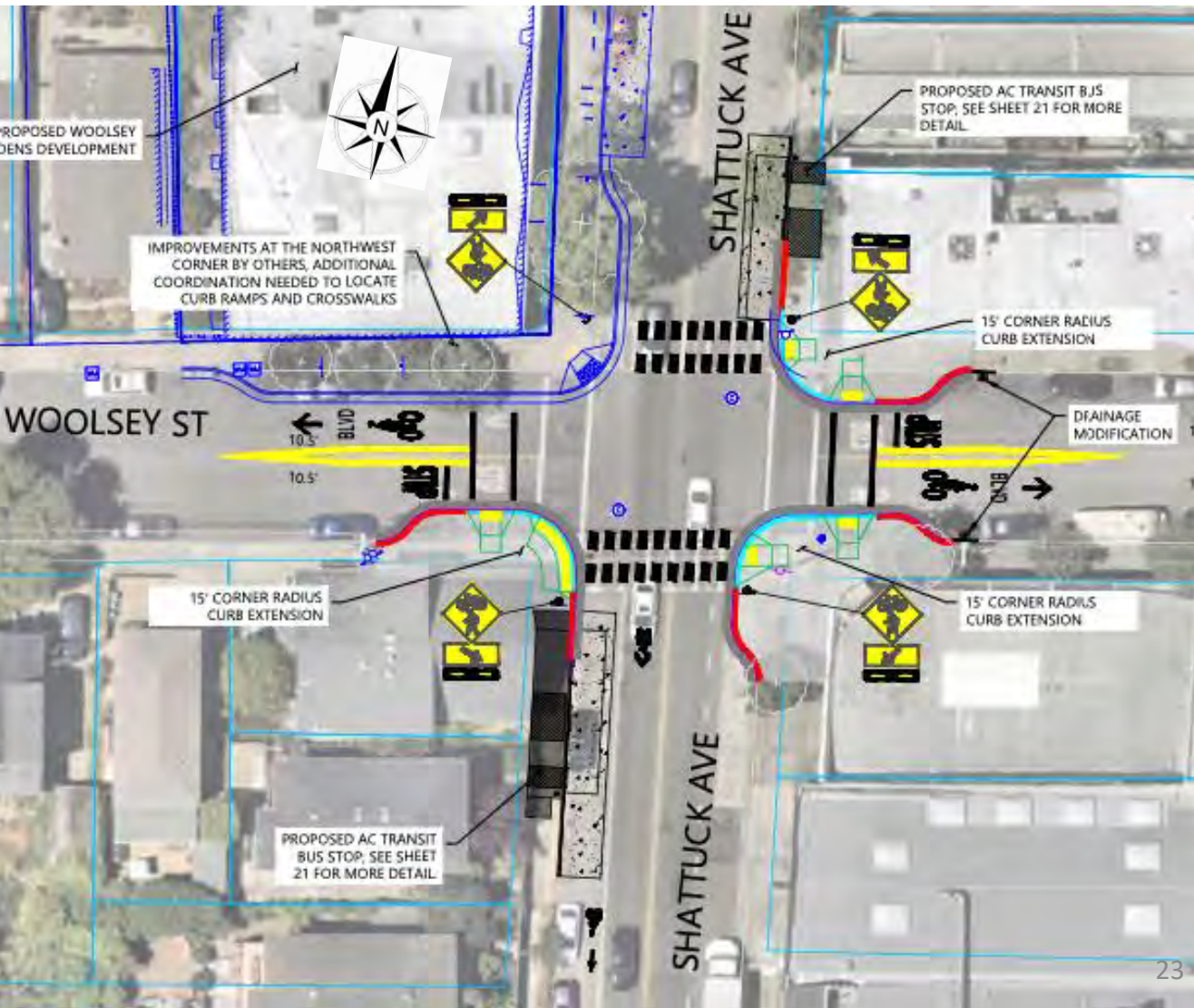


# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS WOOSLEY STREET CORRIDOR – WOOLSEY/SHATTUCK





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS WOOSLEY STREET CORRIDOR – WOOLSEY/SHATTUCK



- RRFB buttons at curb ramps and reachable by bicyclists
- Bus Stops move to far sides of intersection on Shattuck Ave.
  - Bus stop amenities TBD depending on available space
- Coordinating with development project at northwest corner





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

## WOOSLEY STREET CORRIDOR – WOOLSEY/SHATTUCK



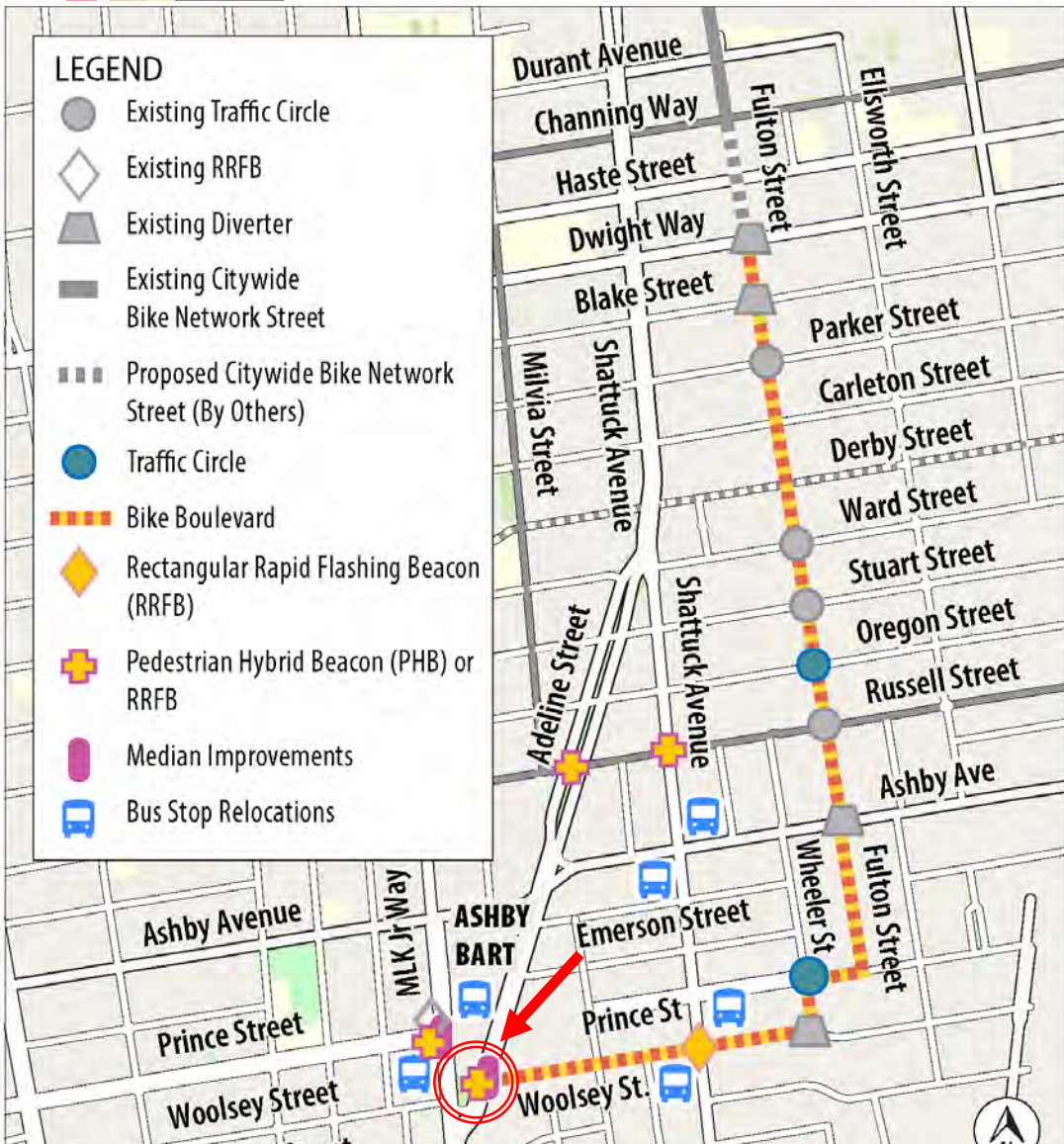
Infeasible to install a median refuge due to space constraints:

- Bus stops
- Curb extensions at NW corner
- Turn movements for emergency and solid waste vehicles



# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

## WOOLSEY STREET CORRIDOR – WOOLSEY/ADELINE



- PHB/RRFB and median improvements at Woolsey/Adeline intersection
- Consider future Adeline Corridor project
- Connection to Ashby BART station
- Coordinating with upcoming BART bicycle access improvements work at Ashby station



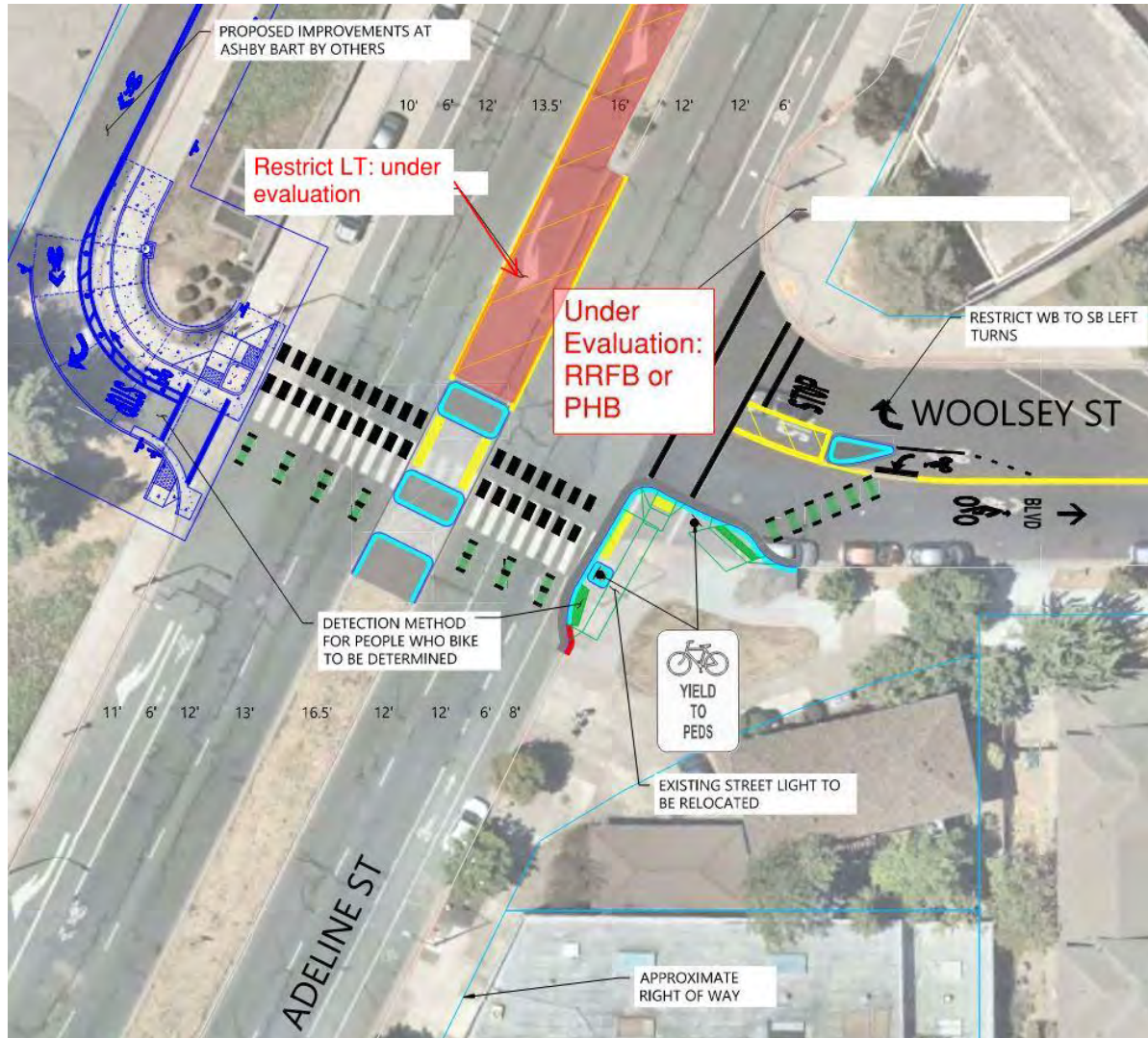


# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS WOOSLEY STREET CORRIDOR – WOOLSEY/ADELINE





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS WOOSLEY STREET CORRIDOR – WOOLSEY/ADELINE



- PHB is per recommendation in Bicycle Plan
  - Evaluated for suitability at this intersection
- Considering RRFB (swap PHB/RRFB with MLK/Prince)
  - Future Adeline project
- Left turn restriction on westbound Woolsey
  - Evaluating potential left turn restriction on southbound Adeline
- Separated pedestrian and bike crossing across Adeline





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

## MLK/PRINCE INTERSECTION



- Reuse existing RRFBs
- Considering PHB (swap PHB/RRFB with Adeline/Woolsey)
- Median refuges and sidewalk bulbouts
- Bus stop relocations to far sides of intersection



# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS MLK/PRINCE INTERSECTION

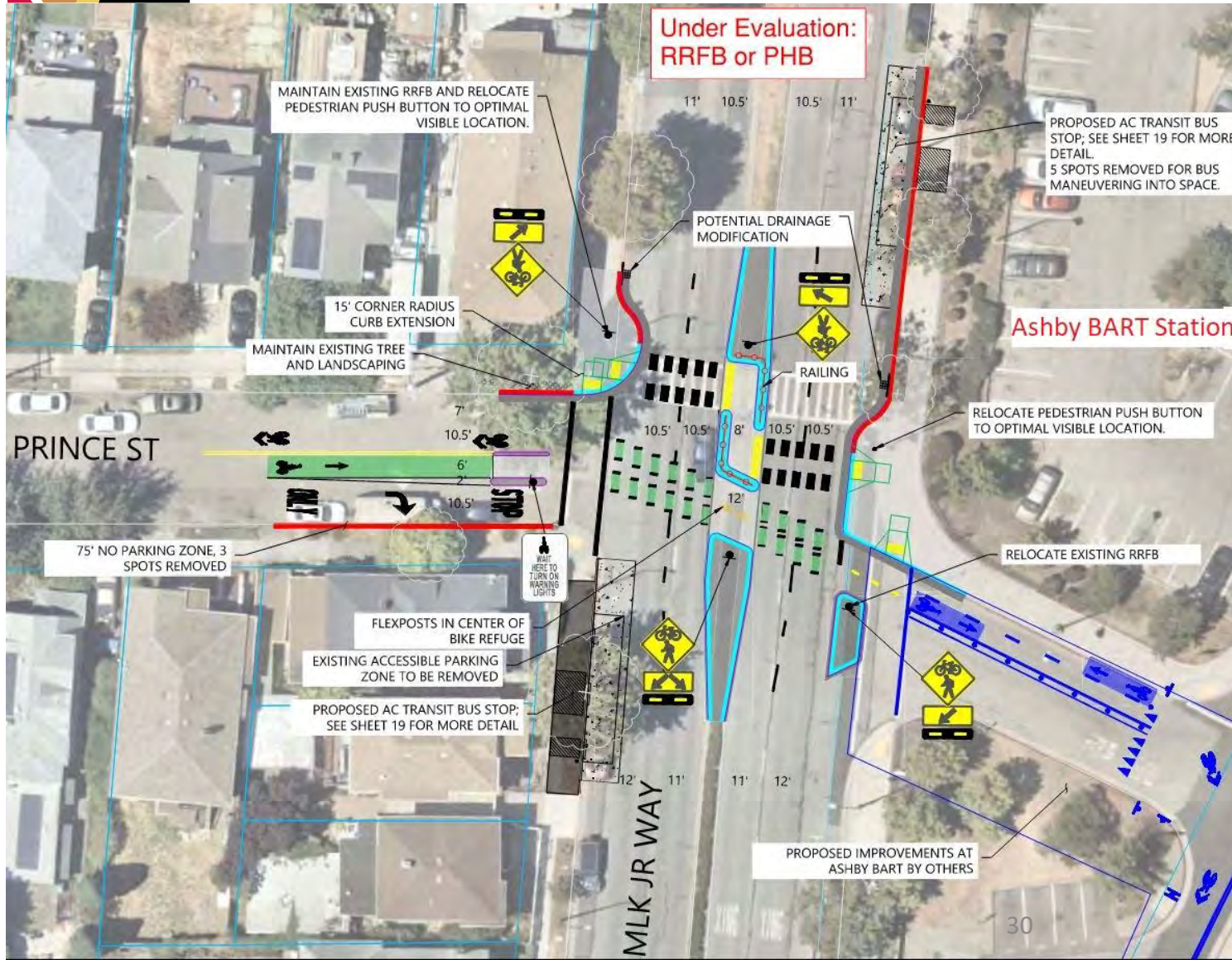






# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

## MLK/PRINCE INTERSECTION

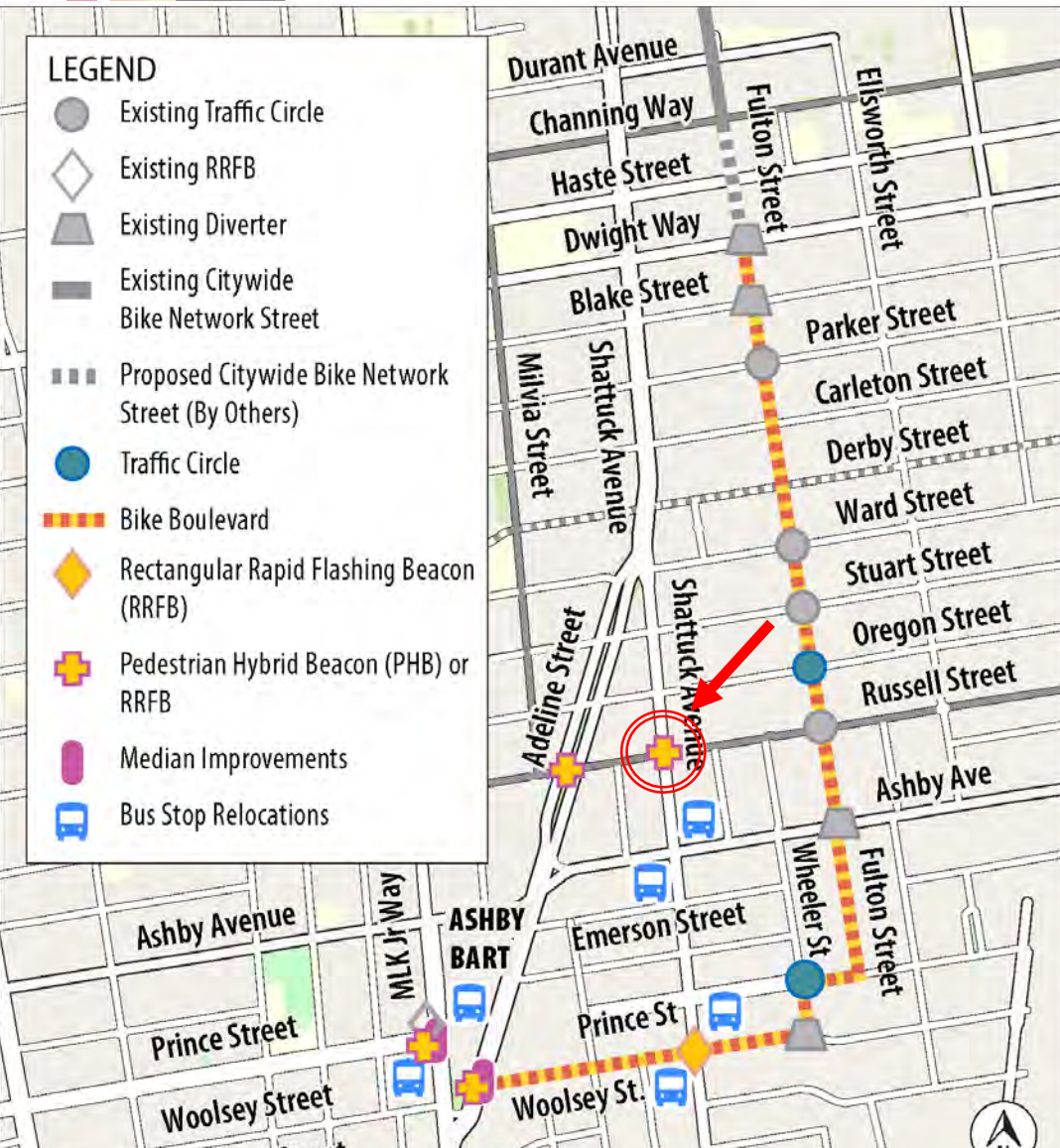


- Widen median: pedestrian and bike refuges
- Offset crosswalk
- Sidewalk bulbouts shorten crossing distances
- Coordinating with upcoming BART access improvements at Ashby station
- Bus stop amenities TBD depending on available space





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS RUSSELL STREET CORRIDOR – RUSSELL/SHATTUCK



- RRFBs and sidewalk bulbouts at Russell/Shattuck intersection
  - RRFBs appropriate for use
- Considering PHB (swap PHB/RRFB with Adeline/Russell)
  - PHB not ideal
- Russell St. is a Bicycle Boulevard





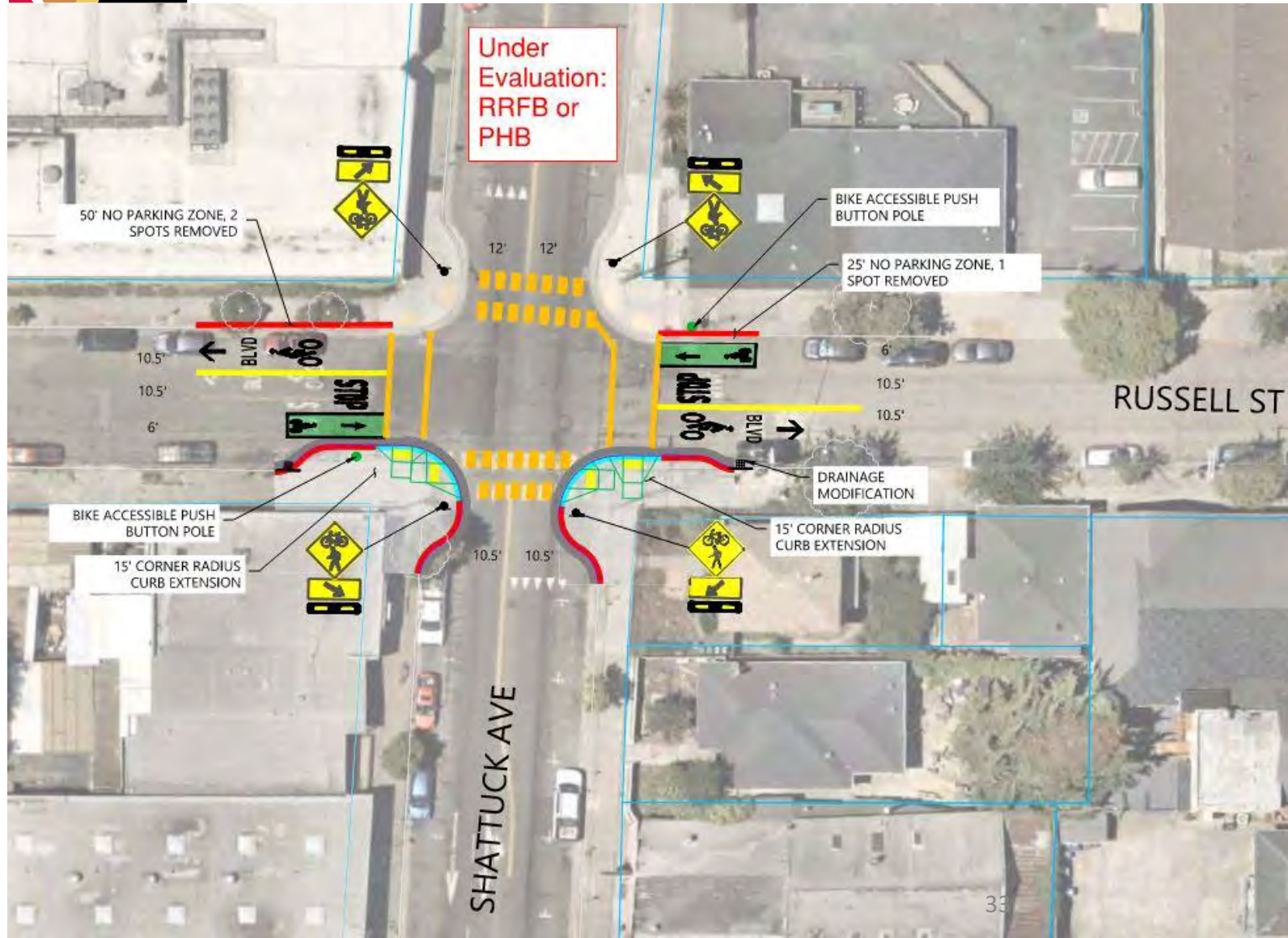
# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS RUSSELL STREET CORRIDOR – RUSSELL/SHATTUCK







# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS RUSSELL STREET CORRIDOR – RUSSELL/SHATTUCK



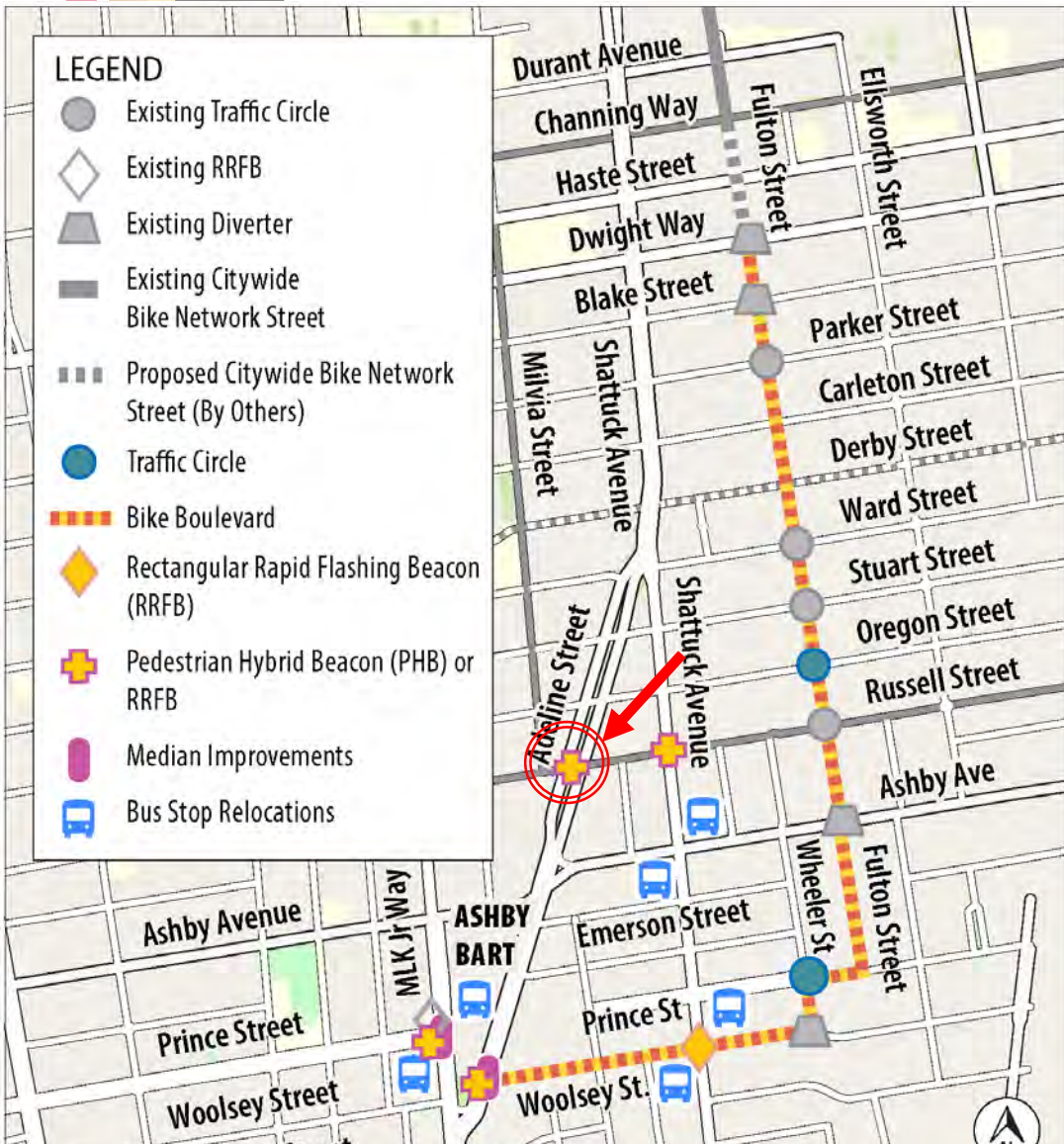
- Existing curb ramps at northwest and northeast corners
- New curb ramps at southwest and southeast corners
- RRFB buttons at curb ramps and reachable by bicyclists





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

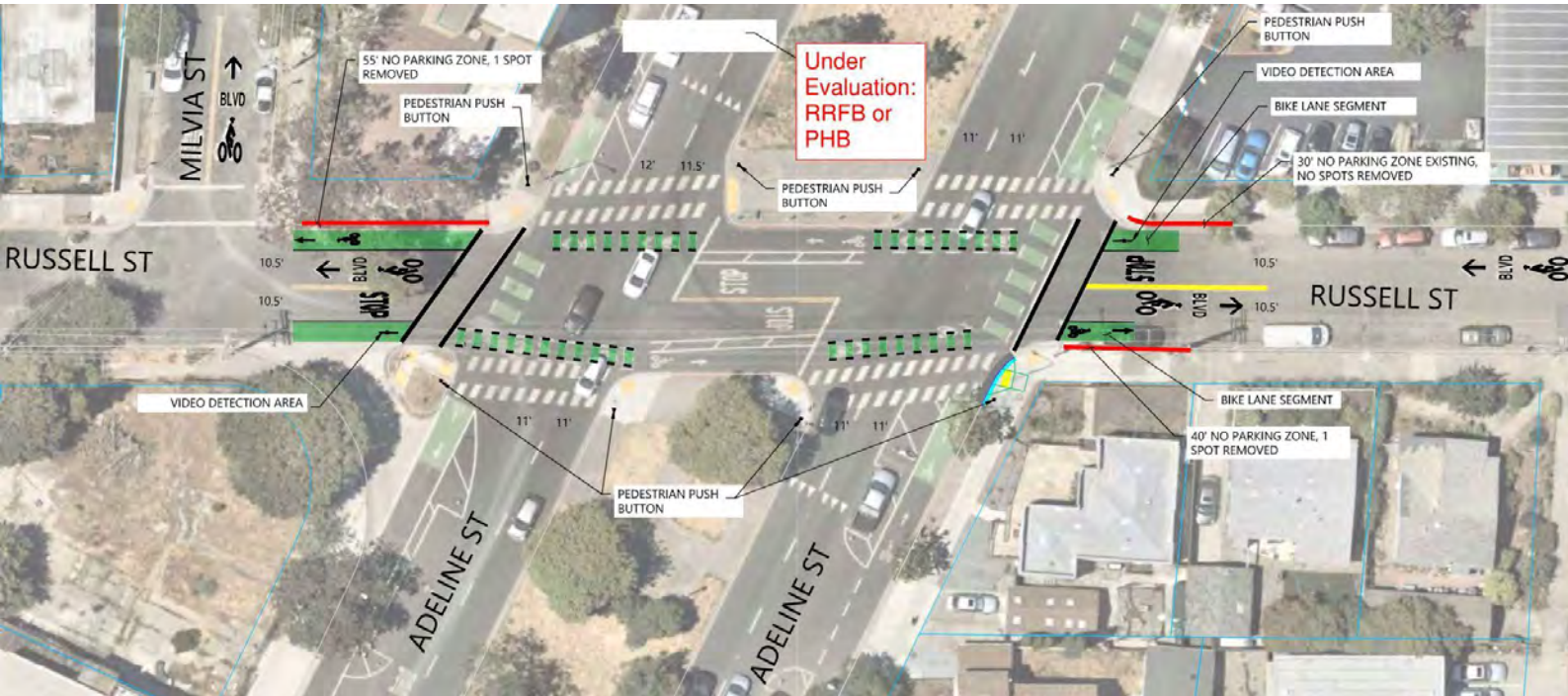
## RUSSELL STREET CORRIDOR – RUSSELL/ADELINE



- PHB at Russell/Adeline intersection
- PHB is per recommendation in Bicycle Plan
  - Evaluated for suitability at this intersection
- Considering RRFB (swap RRFB/PHB with Shattuck/Russell)
  - Depends in part on operational issues
- Russell St. is a Bicycle Boulevard

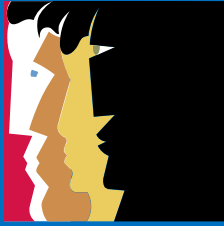


# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS RUSSELL STREET CORRIDOR –RUSSELL/ADELINE



- Long crossing – evaluating one- vs. two-stage PHB/RRFB activation
- Consider multiple conflict points and width of median
- Connects to Milvia St. Bicycle Boulevard and Adeline St. bike lanes





# WOOLSEY-FULTON BIKE BOULEVARD & SHATTUCK-MLK BUS STOPS SAFETY PROJECTS

## FOR MORE INFORMATION

- **WFBB Project Website**

<https://berkeleyca.gov/your-government/our-work/capital-projects/woolsey-fulton-bicycle-boulevard-project-wfbb>

- **SMBS Project Website**

<https://berkeleyca.gov/your-government/our-work/capital-projects/shattuck-mlk-bus-stops-project>

TIC Work Items	Resources	Program Activities	Outputs/Products	Outcomes/Results	Work Plan Dev't Questions
<b>Plan/Policy Development or Update</b>		<i>Provide guidance on proposed policy updates; review for adherence to approved policies</i>			
- 5-year Paving Plan	<b>Subcommittee:</b> Walton, Yep, Raffanti	Review plan for conformance with paving policy	Recommendation to Council		
- Bike Plan Update	<b>Subcommittee:</b> Fixler, Lutzker, Parolek	Provide guidance on proposed plan and policy updates; review for adherence to approved policies	Recommendation to Council		
- Watershed Management Plan	<b>Subcommittee:</b> ?	Provide guidance on proposed plan and policy updates	Recommendation to Council		new
- Response to Legislation		Develop guidance on implementing new state and federal legislation requirements; includes new daylighting requirements in 2024	Recommendation to Council		new
<b>Plan/Policy Implementation</b>		<i>Provide guidance on implementation of plan/policy and recommendations on next steps</i>			
- Vision Zero		Provide guidance on implementation of plan/policy and recommendations on next steps	Recommendations to Council as needed		Is this a liaison job until the TIC is ready to gather policy update recommendations?
- Paving Policy	<b>Subcommittee:</b> Fixler, Lutzker, Nesbitt	Provide guidance on proposed policy updates	Recommendations to Council as needed		Does the TIC want to develop policy update recommendations this year?
<b>Project Review</b>		<i>When application of policy is in question; other projects can be presented for public and commission information as time allows</i>			
- BART sites development (Ashby + North Berkeley)					new
<b>Council Referrals</b>					
<b>Other</b>					
- ACTC/MTC Grant Proposal Review	Staff presentations and reports	<b>Required:</b> Review ACTC/MTC grant-proposals, as needed	Comments to Staff	Support successful grant funding	
- Funding Measures Implementation Review	Staff presentations and reports	<b>Required sometimes:</b> Review implementation of funding measures (T-1, BB, others) for adherence to policies; Review sewer consent decree	Comments to Staff and/or Council		
- Vision 2050 Presentation		<i>Presentation of the Vision 2050 plan with new Transp/Eng director and interim PW director in attendance</i>	Presentation		new
- TIC Priorities Presentation	<b>Subcommittee:</b> ?	<i>Collect and present TIC priorities to the with new Transp/Eng director and interim PW director</i>	Presentation		new
- City Management/Workplace Management Crisis					new
- Communication Strategy and Assistance					new



TIC Work Items	Resources	Program Activities	Outputs/Products	Outcomes/Results	Work Plan Dev't Questions
<b>Commission/Committee/Task Force</b>	<b>Liaison</b>				
Environment & Climate Commission	Lutzker				
Commission on Disability	Leung				
Council Policy Committee F.I.T.E.S	<i>TBD</i>				
Vision Zero Committee	Ghosh, Lutzker				
AC Transit	Fixler				
BART	Ghosh				
Police Accountability Board	Lutzker				
Zero Waste	Nesbitt				
Disaster & Fire Safety Commission	Raffanti				
Asset Management committee	Yep				

## **Transportation and Infrastructure Commission Mission Statement**

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).

## **Plans and Policies related to the TIC's Mission**

[General Plan \(2002\)](#)

[- Transportation Element \(2001\)](#)

[- Transit-First Policy \(General Plan Policy T-4\)](#)

[- Disaster Preparedness and Safety Element \(2002\)](#)

[Vision Zero Action Plan \(2019\)](#)

[Climate Action Plan \(2009, 2022 update\)](#)

[Complete Streets Policy \(2012\)](#)

[Pedestrian Plan \(2020\)](#)

[Bicycle Plan \(2017\)](#)

[BeSt Plan \(2016, 2021 update\)](#)

[Age-Friendly Berkeley Action Plan \(2018\)](#)

[Electric Mobility Roadmap \(2020\)](#)

[Berkeley Resilience Strategy \(2016\)](#)

[Green Infrastructure Plan \(2019\)](#)

[Local Hazard Mitigation Plan \(LHMP\) \(2019\)](#)

[Watershed Management Plan \(2012\)](#)

[Municipal Fleet Electrification Plan \(2020\)](#)

## **Area Plans**

[West Berkeley Plan \(1993\)](#)

[South Shattuck Strategic Plan \(1998\)](#)

[Southside Plan \(2011, update in progress\)](#)

[Downtown Area Plan \(2012\)](#)

[Streets and Open Space Improvement Plan \(SOSIP\) \(2013\)](#)

[Marina Master Plan \(2003\)](#)

[University Avenue Strategic Plan \(1996\)](#)

[Waterfront Master Plan \(1986\)](#)



Ongoing Projects	Resources	Program Activities	Outputs/Products	Outcomes/Results
goBerkeley Program	Staff updates	Public meetings	Guidance on roll-out	Successful roll-out
Shared Mobility (Bikes, scooters, mopeds, etc.)	Staff updates	Policy Guidance	Policy Guidance	Successful shared mobility projects
Traffic Calming / Healthy Streets	Staff updates	Policy guidance on technical decisions	Recommendations to Council if needed	Successful delivery of program
Transit Agency updates	AC Transit; BART updates -OR- liason updates?	Public meeting	Discussion	Inform the Transportation Commissioners; Improved coordination and collaboration
Traffic Bureau update	BPD updates	Public meeting	Discussion	Inform the TC
Southside Complete Streets and Telegraph	Staff updates	Public meeting	Provide feedback on design	Support project delivery
I-80 Gilman Interchange & Pedestrian Overcrossing Project Northwest Berkeley	Staff updates	Public meetings	Updates on construction	Successful project delivery (Ongoing)
Adeline Corridor Specific Plan follow-up	Staff updates	Information on projects within the corridor; Report back on summary of plan results and related activities	Commission feedback	Monitor activity in the corridor

**Completed**



To: The Transportation and Infrastructure Commission  
From: Bryce Nesbitt, Commissioner February 14st, 2024

In June 2022 Council voted to combine the Transportation and Public Works Commissions. Per the Council sponsor was to save staff time in meetings, and find common work areas & duplication. Has it worked out? This letter adds to several other open letters on this topic, such as the one by Rick Raffanti in August 2023.

The TIC Commission has a crazy big charter; nominally overseeing billions in assets & hundreds of millions in City spending. But from this viewpoint, the combined commission has yet to find a reasonable balance that ensures full and thoughtful advice and oversight for the Commission's very large mandate.

The actual work of the Commission in its first full year has been too narrow. It's called the Transportation and Infrastructure Commission, but functions more like a **Bike Commission**. I myself have been a strong advocate for bikes, and in fact have served on and/or chaired bike commissions/advocacy groups in Cambridge MA, Somerville MA, Emeryville CA, Berkeley CA, and Kensington CA. Bikes are great, and I'd love to live in a City where many more people choose to cycle regularly, to meet the transit needs of their daily lives.. The operative question is how to get there in a way that works for all current and future, hoped-for cyclists and balances the needs of other community members in an inclusive, welcoming, and equitable manner. .

This is a city with diverse transportation needs. The Commission seems unwilling to consider how a delivery driver, contractor, personal assistant to a disabled person, housekeeper, late shift worker or a variety of other community members who need to move stuff get around. It's as if these people and their transportation needs are *invisible to the current commissioners*.

There seems to be little interest among the current set of commissioners for the entire portfolio of Infrastructure work. This is despite the fact that the portfolio represents billions of dollars of fixed assets, hundreds of millions of dollars in annual budget; and almost a billion dollars in unfunded liabilities, dozens of city council referrals and hundreds of projects. This portfolio has literally been reduced to a footnote <sup>1</sup>. The prior PW commission, by contrast, had members enthusiastic about broader infrastructure and Public Works topics and put in thousands of off-meeting hours on substantive projects including:

- Extensive analysis on undergrounding overhead utility wires. The conversion of street lighting to LED.
- Coordination with the Vision 2025 plan and process.
- Extensive analysis on the use of alternative paving materials, especially the use of pavers. The Allston Way demonstration project was installed and research was done with UC Davis.
- Background for the 5-year paving plan and *policy*. Deep dives on implementation of Measures M and T1.
- Pursuing updating of the Watershed Management Plan and promoting the use of green infrastructure.

There's been no comparable focus in the merged commission. I encourage Councilmembers to look carefully at the existing biography of Commissioners, and seek balance in future appointments, despite there being no statutory requirement to do so.

### **Why is this important?**

We've got really big transportation challenges coming up. There are thousands of units of largely market rate housing in the pipeline, and almost every building has a *private parking garage* ([link](#)). Yet there are no substantive public transportation projects underway, and no effective attention is being paid to the balance of jobs and housing or commute distance reduction. Housing costs and wages all but guarantee long commutes for lower wage jobs. The generated traffic from development will spill off our main streets and threaten the integrity of the **Bicycle Boulevard** network on which most of our current cycling takes place.

Electric Vehicles have *most of the externalities* of gas vehicles, but are less expensive to operate and generally heavier. Bigger, heavier and more blunt vehicles have the potential to significantly cloud progress toward *Vision Zero*. The term "Prius effect" is real with EVs, if people view that they're *saving the planet* with guilt free driving.

Electric bikes are heavy, fast, and becoming far more common. The externalities of this new class of vehicles will depend on our choices in where they ride, and how we handle integration into the existing and planned networks, as well as enforcement and socialization.

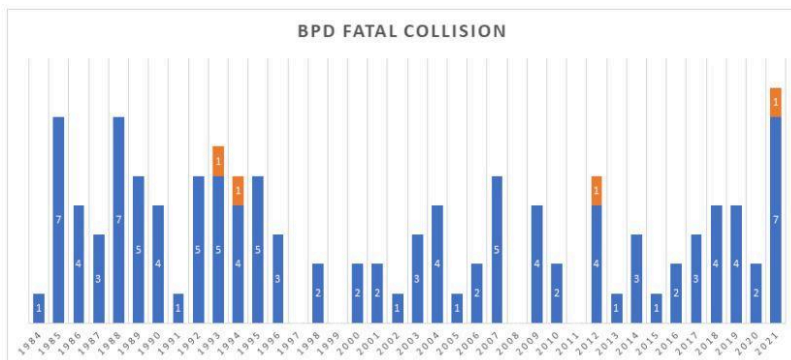
We want **safe & delightful** to be the norm for travel, not a constant drumbeat of risk. Yet social norms for, and enforcement of, traffic laws appear to be at an all time low. Speed limits are nothing more than a suggestion. Neighborhood/diverter cut through traffic has increased. These are problems “mountable curbs” “**speed humps**” and flexible barriers will not solve. A reluctance to enforce traffic laws has apparently *created inequity in outcomes*.

Crime is a significant risk to all forms of transportation, and people’s willingness to go out at night or use transit — the recent political efforts to fund chaperones for BART riders is a symptom of a *serious problem*.

On the infrastructure side, the City’s Western areas already suffer from high water tables, and rising average Bay levels threaten to tip the balance. And it’s not just sea level we have billions of dollars in deferred maintenance, and structural deficits in both capital and ongoing maintenance budgets.

### Where to go from here?

I think we as a commission need to define the spread of professional backgrounds and perspectives needed to operate such a commission, and communicate that to the council. We should consider whether it’s better to break out the statutorily required Bicycle Advisory Committee (or BPAC) into a working group or even a separate body to ensure this constituency has a clear voice, without dominating the agenda of the whole Commission.



And I feel that it’s time to focus commission efforts on evaluating the performance of projects: setting before each major project a set of metrics, seeking funding and attention to measure and evaluate. Then follow up. Under the former Public Works director Garland various metrics were tracked and published. The City Manager is now publishing statistics. As a commission we should stay on top of these metrics ([link](#)).

We need to start looking at the liability of bad paving, lest we end up with million dollar payouts like Oakland has for lives ruined. We need sharp pencils to get more road surfacing per lifecycle dollar.

It’s time to look seriously at the per-user cost of some of our bike infrastructure, and invest more wisely.

We need to find a way to give air to public works topics: lifecycle cost, repair and other “boring” things that actually need our attention.

We need to be looking at the development pipeline projects on San Pablo, and figuring out how to get matching transit service. The recent **Neighborhood-Scale Commercial initiative** (Robinson/Bartlett/Taplin) goes in a direction of trying to bring back nearby commercial activity: places that don’t need parking or traffic or meter maids. The commission did not review this, but perhaps it can have a role in making it happen.

But mostly it’s time to treat *all modes* of transportation as worthy of Commission time, and to restore the appropriate balance to this Commission’s important mandates.

<sup>1</sup> See the definition of “bikeshedding” in any online dictionary.

## Budnick, Noah

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**From:** Bryce Nesbitt <bryce2@obviously.com>  
**Sent:** Thursday, February 22, 2024 10:49 AM  
**To:** Budnick, Noah  
**Cc:** sustainabilitymailbox; kmay@berkeleyca.gov  
**Subject:** For the commission: another e-Bike e-Scooter fire and SB712

**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.

For the commissioner's background reading:

<https://www.berkeleyscanner.com/2024/02/22/berkeley-fire-department/berkeley-hope-center-lithium-ion-battery-fire/>

The Berkeley Scanner reports on yet another e-Scooter or e-Bike fire, this time the Hope Center. This one was quite serious.

As we've covered before SB712 prohibits prohibiting e-Scooters and e-Bikes from storage in residences, unless upgrades are made to a common bike room.

To the extent that one hope for the future of mobility in Berkeley depends on microobility, this is a serious issue. I suggest it's time for the commission to consider this issue, in concert with BFD, BPOA and various apartment business operators.

To see how fast this can happen, watch:

<https://youtu.be/Ka2hMktqoCY?si=ftsNP9vY1JsQWE4S>



## Budnick, Noah

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**From:** Bryce Nesbitt <bryce2@obviously.com>  
**Sent:** Thursday, February 29, 2024 10:58 AM  
**To:** Budnick, Noah  
**Subject:** Of interest to the TIC: SPEC 23-11556-C (to forward to the commission)

**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.

Relevant to the commission's work on infrastructure and streets both:

<https://berkeleyca.gov/doing-business/working-city/bid-proposal-opportunities/mrp-trash-capture-fy-2023-project>

The City of Berkeley is advertising the **MRP Trash Capture FY 2023 Project**, Specification No. 23-11556-C.

The Engineer's estimate for the work is \$450,000.

The work to be done consists of, but is not limited to:

Installation of connector pipe screens, inlet filter devices, retractable inlet screens, construction area signs, vehicular and pedestrian traffic control, drainage structure modifications, and other related work.