



TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING MINUTES

Thursday, May 18th, 2023, 7:00 pm

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

A. PRELIMINARY BUSINESS

1. Call to order

7:04 pm: Chair Parolek called the meeting to order

2. Roll call

7:04 pm

Commissioners Present: Noelani Fixler, Barnali Ghosh, Adrian Leung (arrived at 7:14 pm), Liza Lutzker, Bryce Nesbitt (arrived at 7:10 pm), Karen Parolek, Kim Walton, Ray Yep

Excused: Rick Raffanti

Staff Present: Hamid Mostowfi, Gordon Hansen, Noah Budnick

3. Public comment on items not on the agenda

7:05 pm: 2 public comments (including one letter attached)

4. Approval of minutes from April 20th, 2023

7:10 pm Action: It was Moved / Seconded (Walton / Fixler) to approve the minutes:

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

Noes: None

Abstain: Yep

Absent: None

7:10 pm Motion passed 7-0-1-0

5. Approval and Order of Agenda

7:11 pm: No changes suggested.

6. Update on administration and staff

7:12 pm: Acting Secretary Mostowfi (Public Works Acting Transportation Manager) provided updates and answered Commissioners' questions on the following: staff hiring and transitions, traffic calming project construction and the I-80 interchange. No action.

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7. Announcements

7:44 pm: Chair Parolek congratulated Vice Chair Fixler for graduating from University of California, Berkeley. Commissioner Nesbitt announced that the City Attorney's Office advised him to recuse himself from discussions regarding Hopkins Street, the "Ada Bypass," the "Rose Street Bypass," Acton Street and the Ohlone Greenway. Commissioner Lutzker wished everyone happy Bike to Wherever Day. Commissioner Ghosh wished everyone happy Asian American and Pacific Islander Heritage Month.

B. DISCUSSION / ACTION ITEMS

1. goBerkeley SmartSpace Parking Pilot informational presentation

7:45 pm: Gordon Hansen, Public Works Transportation Division Parking Services Senior Planner, staff gave an informational presentation and answered Commissioners' questions about the goBerkeley SmartSpace Parking Pilot project in the Elmwood and Southside neighborhoods (presentation attached). Staff shared their draft recommendations for the June 27, 2023 City Council meeting: 1) keep the employee parking permit program in the Elmwood neighborhood, extend permits through 2023 and create an annual application process; and 2) keep visitor paid parking in the Southside neighborhood, continue to monitor occupancy and adjust price if needed. No action.

2. HAWK (High-Intensity Activated crossWalk) signal informational presentation

8:39 pm: Hamid Mostowfi, Public Works Acting Transportation Division Manager, staff gave an informational presentation and answered Commissioners' questions about HAWK traffic signals. HAWK signals are traffic control devices, not traffic warning devices, and are intended to stop drivers for periodic pedestrian crossings. The signals have only red and yellow lights (no green lights). They were originally designed for pedestrians; the Public Works is trying to figure out how they can help people riding bikes too. HAWK signals have been installed at Ashby and Hillegass, at San Pablo and Hearst and at San Pablo and Virginia. The latter installation has bicycle detection capabilities, which have not yet been activated, and is still being operated by Caltrans because they installed it and are still troubleshooting the new installation. Commissioner Nesbitt provide the US DOT Federal Highway Administration written guidance on appropriate signage for HAWK signals (attached). No action.

3. Daylighting Policy informational presentation

9:09 pm: Hamid Mostowfi, Public Works Acting Transportation Division Manager, staff gave an informational presentation and answered Commissioners' questions about the City of Berkeley's Daylighting Policy. City Council made daylighting policy its top priority referral. In response to the referral, Public Works

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is developing a uniform citywide daylighting policy in line with California standards and with Vision Zero. Staff will develop a policy and bring it to the Transportation and Infrastructure Commission for feedback and recommendations. “Daylighting” an intersection improves sightlines for drivers, pedestrians and all road users so that they have better visibility at crossings. This is done through creating no parking areas at junctions. Intersections are where most collisions occur.

9:30 pm Action: It was Moved / Seconded (Ghosh / Fixler) to extend the meeting for 15-minutes.

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

Noes: None

Abstain: None

Absent: None

9:30 pm Motion passed 8-0-0-0

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

1. **9:31pm:** Subcommittee reports & assignments: verbal reports from subcommittees
 - a. Funding and Finance Subcommittee update presented by Commissioner Leung (see attached presentation, “Berkeley Civic Center Design Concept Report Preview, May 16, 2023”)
 - b. 5 year paving plan Subcommittee update presented by Commissioner Yep – committee has not met since last Commission meeting because staff are working on a new version of the 5 Year Paving Plan
 - c. Zero Waste Commission liaison update presented by Commission Nesbitt
2. TIC Mission Statement (enclosed)
3. Public Works’ [Top Goals and Projects](#) and [progress report](#)
4. Council Summary Actions 2022*
5. [Link to Council and Committee Agendas and Minutes](#)

D. COMMUNICATIONS

E. FUTURE AGENDA ITEMS

9:41 pm: Commissioners discussed potential future agenda items, including Public Works staffing, a presentation from the Berkeley Police Department about their traffic safety transparency hub, the Connecting Communities grant program, a Hopkins Street update and a bike plan update.

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9:43 pm Action: It was Moved / Seconded (Ghosh / Leung) to appoint Vice Chair Fixler, Commissioner Leung and Commissioner Lutzker to draft a letter to City Council to address staffing concerns at Public Works.

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

9:44 pm Motion passed 8-0-0-0

9:45 pm Action: It was Moved / Seconded (Lutzker / Walton) to extend the meeting for 5-minutes.

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

9:45 pm Motion passed 8-0-0-0

F. ADJOURNMENT

9:49 pm Action: It was Moved / Seconded (Walton / Lutzker) to close the meeting

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

9:49 pm Motion passed 8-0-0-0

Public Present:

Four members of the public at 7:04 pm
Five members of the public at 7:25 pm
Six members of the public at 7:34 pm
Four members of the public at 7:45 pm
Three members of the public at 9:29 pm

Speakers: 2

Public

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The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, June 15th, 2023 at 7:00 pm at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.

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

Commission Co-Secretary: Eric Anderson, Acting Principal Planner, Vision Zero Senior
Planner, 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: eanderson@berkeleyca.gov

Cedar



1500 Block Sacramento Street Neighbors

Rose



May 18, 2023

Commissioners, Transportation and Infrastructure Commission
City of Berkeley
1947 Center St., 4th Floor
Berkeley, CA, 94704
c/o Commission Co-Secretary: Hamid Mostowfi
Acting Transportation Division Manager, Public Works
Commission Co-Secretary: Eric Anderson
Acting Principal Planner, Vision Zero Senior Planner, Public Works

Dear Commissioners,

We comprise the Steering Committee of residents on Sacramento Street, between Cedar and Rose Streets in North Berkeley and represent the point of view of the 33 households on our block. We urge the City of Berkeley to accomplish the **Vision Zero** guiding principles through a **consistent reduction of speed limits and the vigorous, equitable enforcement of those limits**. We have witnessed numerous crashes and near-crashes on our block and are appalled by motorists blowing through red lights and stop signs. We have been petitioning for lower speed limits and other traffic calming measures for several years.

Today we want to bring to your attention the need for consistent lower speed limits, improved signage, and enforcement of limits on our street. We also recommend these approaches be used citywide to improve safety for all.

OUR REQUESTS (Previously submitted to the Transportation Division):

- Set a consistent 25 mph (or lower) speed limit on Sacramento Street in both directions between University and Hopkins.
- Install large, well-lit speed feedback signs that are maintained and operational on Sacramento St., between Cedar and Rose in both directions.
- Install "15 mph when children are present" signs on Sacramento, Cedar and Rose in all directions.

CHARACTERISTICS OF THE AREA

- Sacramento Street-- from University to Hopkins -- is greatly impacted by pedestrian and cycling activity. This will certainly increase with proposed housing at North Berkeley BART.
- The Vision Zero plan lists the entire length of Sacramento Street as one of the High Injury Streets for a history of deaths and injuries to pedestrians, cyclists, and motorists.
- Sacramento St. does have some segments south of University Ave. that are posted with 25 mph limits near schools and senior residences.

- With a confusing sign midblock between Cedar and Rose (It just reads: "End 30 mph") Sacramento St. then changes from an indeterminate limit to a 25 mph limit just beyond Rose.
- At least four schools near our block have regular pedestrian and cyclist traffic by students and parents: Pre-school at the Friends Church (@Cedar), Crowden Music School (@ Rose), Ruth Acty Elementary School (Between Rose & Ada on Acton), and MLKJr Middle School (on Rose). There is also school traffic to St. Mary's College HS.
- Additionally, substantial traffic visits the Berkeley Food Pantry (@ Cedar), North Berkeley BART, and all the shops at Monterey & Hopkins.
- Pedestrian and cyclist traffic along the Ohlone Greenway also impacts conditions on our block and surrounding area.



CONCLUSION

Inconsistent speed limits and limited enforcement appear to contribute to dangerous motorist behavior and threats to the safety for all.

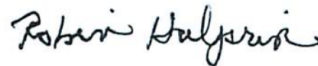
We appreciate the TIC considering these requests as you continue to advise the Transportation Division in its work to realize Vision Zero. We have been studying streets similar to our own and would be glad to provide further information at a future meeting.

Thank you for your consideration.

Sincerely,

Gina & Norm Gold
1513 Sacramento St



Robin Halprin
1548 Sacramento Street



Jacqueline Wilson
1556 Sacramento Street

NCG:gg, rh, jw.

- cc: Rashi Kesarwani, CM, District 1
 Sophie Hahn, CM, District 5
 Beth Gerstein, City of Berkeley
 Brandon Norris, City of Berkeley
 Charles Siegel, Walk Bike Berkeley
 Naveen Gattu, Rose St.
 Emilie Raguso, The Berkeley Scanner
 Supriya Yelimeli & Nico Savage, Berkeleyside
editors@berkeleyside.org



goBerkeley SmartSpace Parking Pilot Project

Transportation & Infrastructure Commission
May 18, 2023



Presented by:
Gordon Hansen
Department of Public Works
Transportation Division
City of Berkeley

2 Agenda



1. Project background and goals
2. Pilot implementation
3. Evaluation/initial findings
4. Potential next steps
5. Your feedback / Q&A





How we got here

- During **goBerkeley pilot project** (2013-15), “two-hour shuffle” raised as an issue in residential neighborhoods
- 2015: Metropolitan Transportation Commission grant to study/reduce greenhouse gas emissions from this behavior

Project goals

1. Reduce occurrences of the “two-hour shuffle”
2. Increase parking availability in residential neighborhoods
3. Increase info/access to alternative commute modes
4. Improve customer service/technology of parking program



Fall 2019: Initial outreach began

Pandemic hiatus

Fall 2021: Initial concepts met negatively by community,
new proposals introduced

Spring 2022: Prepare new recommendations for Council

6/28/22 Council Approval for:

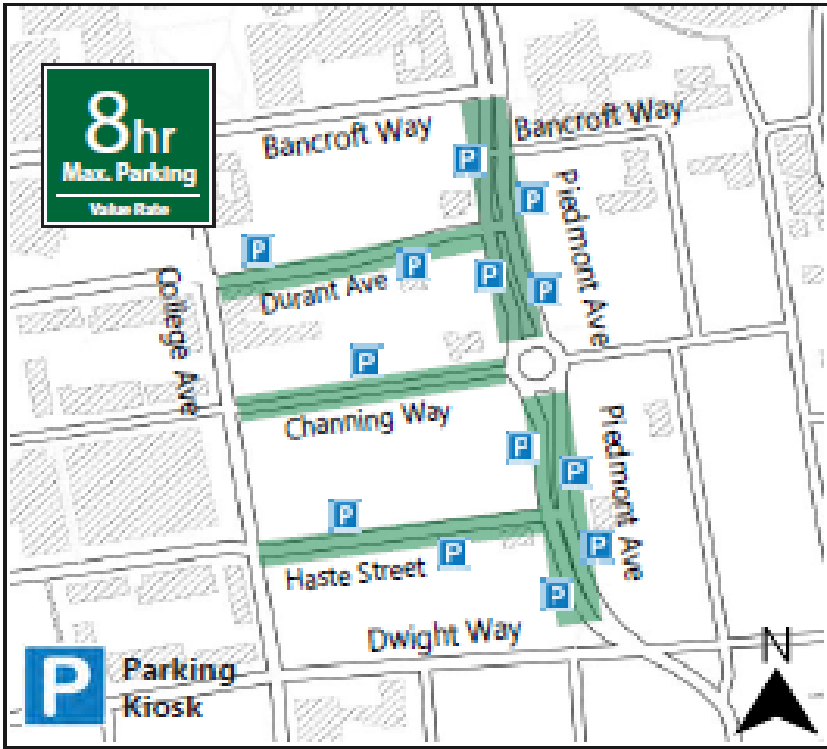
- Employee parking permits in the Elmwood
- Visitor paid parking in Southside
- Facilitating employee bus pass programs in both areas

Project Implementation



Southside: Visitor Paid Parking

Visitors without Area I RPP:
\$2.50/hr ♦ 8 hrs max
8am - 7pm Mon-Fri



License plate pay stations

New signs & decals

Demand based pricing



Price change 3/6/23:
\$2.00/hr → \$2.50/hr

Project Implementation



Elmwood: Employee Parking Permits

- 51 permits sold to 15 businesses, \$108 for seven (7) months
- Assigned to specific blocks in RPP Areas A, B, D, or L
- Intended for employees who need to drive
- Businesses with 10+ employees must also comply with Commuter Benefit Program (BMC 9.88)



Elmwood & Southside: AC Transit EasyPass Program

- EasyPass Program: discounted bus passes as an employee benefit
- Unable to reach consensus in Elmwood in fall 2022
- Staff shortage delayed Telegraph coordination



7 Pilot Evaluation / Findings



Goal: Reduce two-hour shuffle

Elmwood

45% fewer

vehicles shuffling

Sept 2022 vs Mar 2023¹

34% fewer

vehicle miles and CO2
from shuffling vehicles¹

Southside

33% fewer

vehicles shuffling

Oct 2022 vs Feb 2023¹

35% fewer

vehicle miles and CO2
from shuffling vehicles¹

Feedback from Elmwood businesses...

“Wildly popular and effective”

“Enormous improvement”



(1) License plate reader shuffling/driving distance analysis & CARB 2021 emissions model

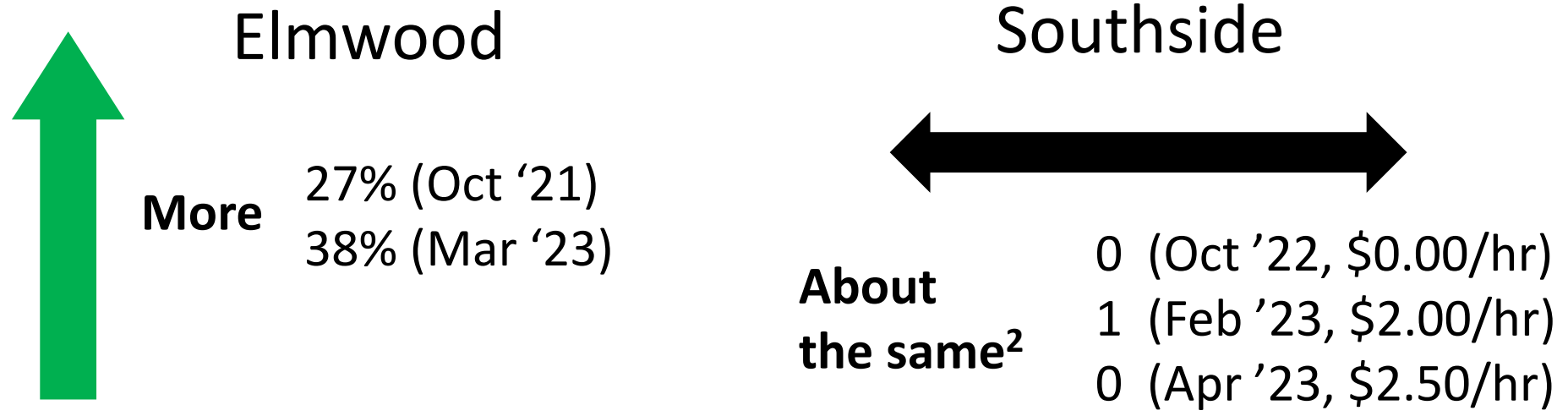
(2) Consultant occupancy analysis Oct '21 vs Mar '23 (Elmwood) &
City license plate reader occupancy analysis Oct '22, Feb '23, Apr '23 (Southside)

Pilot Evaluation / Findings



Goal: Increase parking availability

Metric: Block faces at optimum occupancy rate at peak hour (65-85% or 1-2 open spaces)¹



(1) Consultant occupancy analysis Oct '21 vs Mar '23 (Elmwood) & City license plate reader occupancy analysis Oct '22, Feb '23, Apr '23 (Southside)
 (2) Analysis of paid parking blocks only



Elmwood

Option 1



Keep employee parking permits

- Extend current permits to 12/31/23 at cost
- Annualize application process

Option 2

Phase out employee parking permits

Current permits expire 7/31/23

Southside

Option 1



Keep visitor paid parking

Continue to monitor occupancy and adjust price if needed

Option 2

Remove visitor paid parking and revert to unpaid two-hour limit



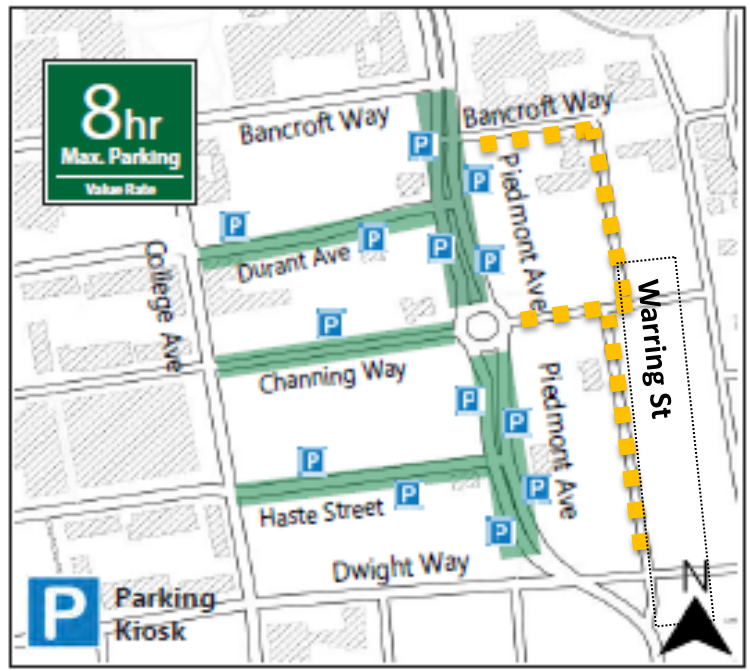
= Draft recommendation to Council 6/27

Post-Pilot Options: Long-Term



- Explore expanding RPP visitor paid parking
e.g., 2300-2400 Warring
- Explore additional locations for employee passes beyond Elmwood
- Work with business districts to introduce employer transit pass programs

Potential Visitor Paid Parking Expansion



All options require robust data analysis and outreach, and are dependent on staff availability and workplan prioritization

11 Your Feedback / Q&A



- What are your experiences with the pilot so far?
- Feedback on potential post-pilot options/draft recommendations?
- Other questions about the pilot and next steps?





Next meeting City Council 6/27

Gordon Hansen, Acting Principal Planner
ghansen@cityofberkeley.info / 510-981-7064





U.S. Department
of Transportation
**Federal Highway
Administration**

1200 New Jersey Ave., SE
Washington, D.C. 20590

In Reply Refer To:
HOTO-1

Mark Luszcz, P.E., PTOE
Chief Traffic Engineer
Delaware DOT
P.O. Box 778
800 Bay Road
Dover, DE 19903

Dear Mr. Luszcz:

Thank you for your October 26 letter requesting an official interpretation as to whether it is permissible to use an alternative sign instead of the CROSSWALK, STOP ON RED (symbolic circular red) (R10-23) sign that is required in Paragraph 8 of Section 4F.02 of the 2009 MUTCD to be used in conjunction with a pedestrian hybrid beacon.

You were prompted to request this official interpretation because your agency and other agencies across the country have noticed that some drivers do not seem to understand that the flashing red signal indications allow them after coming to a complete stop to proceed across the crosswalk if it is safe to do so. Drivers have been observed to remain stopped during the entire period that the red signal indications are flashing even when the crosswalk is clear.

In response to the situation described in the previous paragraph, the FHWA has developed an alternative word message sign that better describes the road user's responsibilities during the various portions of the pedestrian hybrid beacon cycle. The alternative sign is designated as an R10-23a sign and is illustrated on the attached page.

It is the FHWA's official interpretation that a CROSSWALK, STOP ON RED, PROCEED ON FLASHING RED WHEN CLEAR (R10-23a) word message sign may be used instead of the required R10-23 sign in conjunction with a pedestrian hybrid beacon.

For recordkeeping purposes, we have assigned the following official ruling number and title: "4(09)-61 (I) – Use of an Alternative Pedestrian Hybrid Beacon Sign." Please refer to this number and title in any future correspondence regarding this topic.

Thank you for your interest in improving the clarity of the provisions contained in the MUTCD.

Sincerely yours,

Mark R. Kehrli
Director, Office of Transportation
Operations

Layout of the R10-23a sign:



1.875" Radius, 0.625" Border, 0.375" Indent, Black on White;
 "STOP" C specified length; "ON" C specified length; "RED" C specified length;
 "PROCEED" C specified length; "ON" C specified length; "FLASHING" C specified length;
 "RED" C specified length; "WHEN" C specified length; "CLEAR" C specified length;

Berkeley Civic Center

Design Concept Report Preview

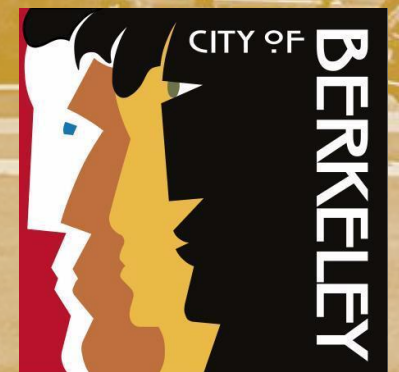
May 16, 2023

SIEGEL & STRAIN Architects

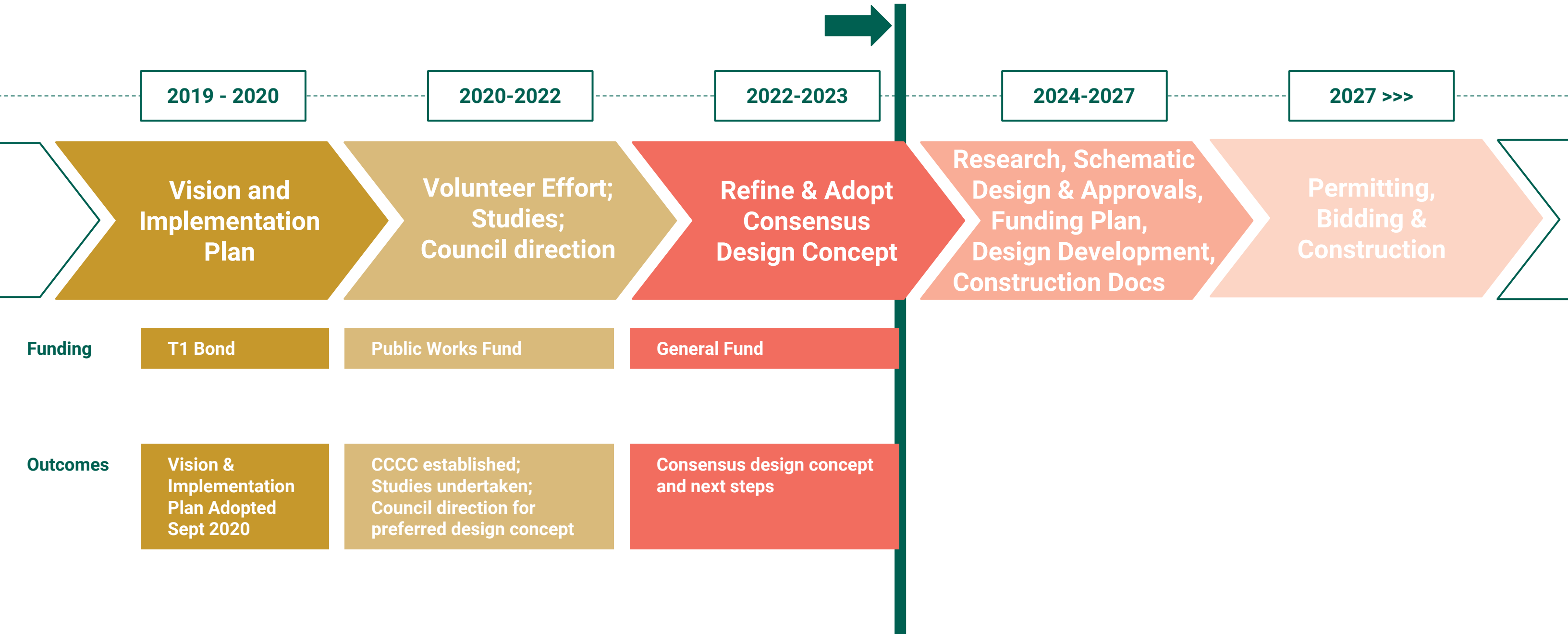
Gehl ecb

tbd

EQUITY
COMMUNITY
BUILDERS



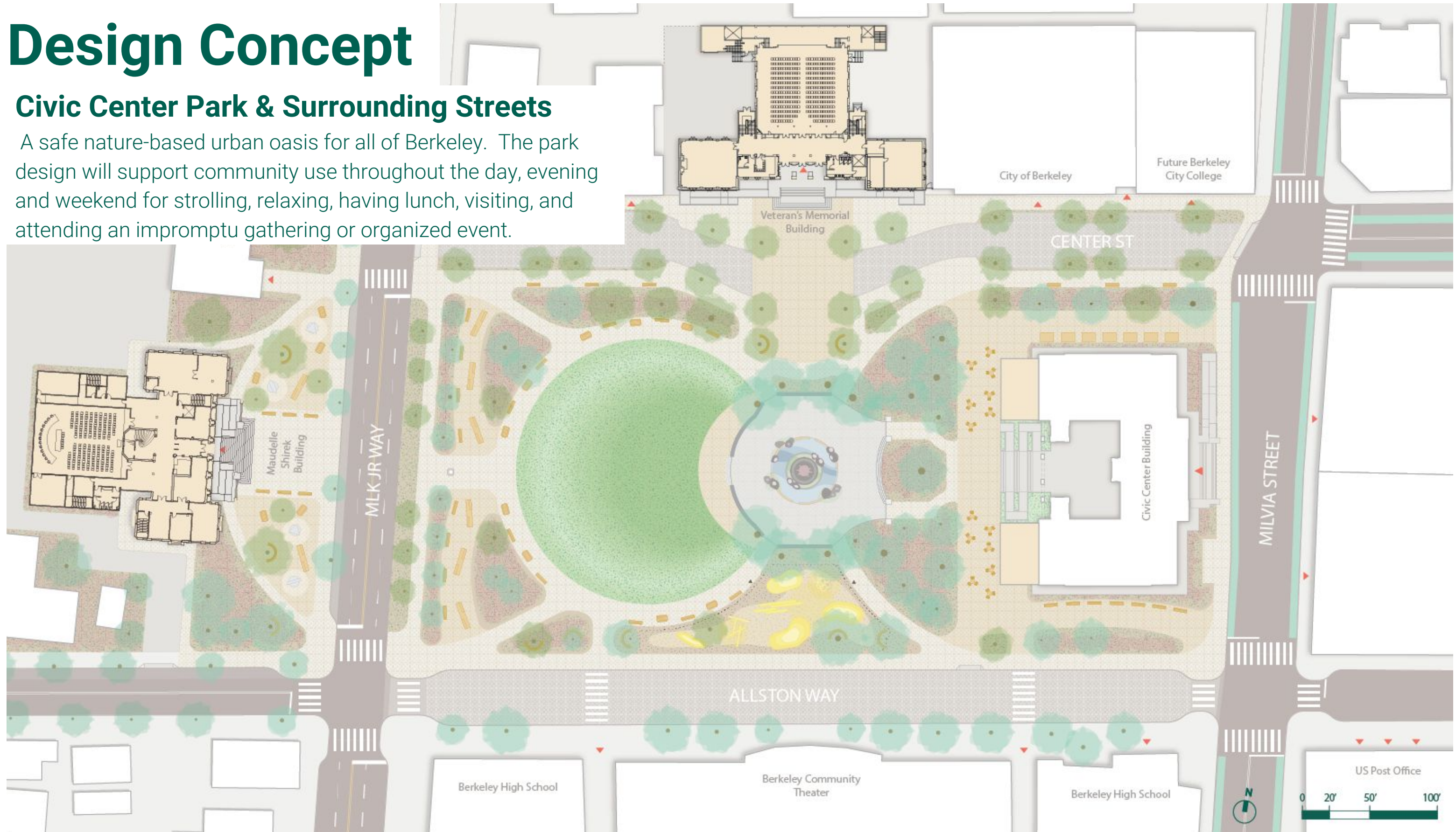
Overall Project Schedule



Design Concept

Civic Center Park & Surrounding Streets

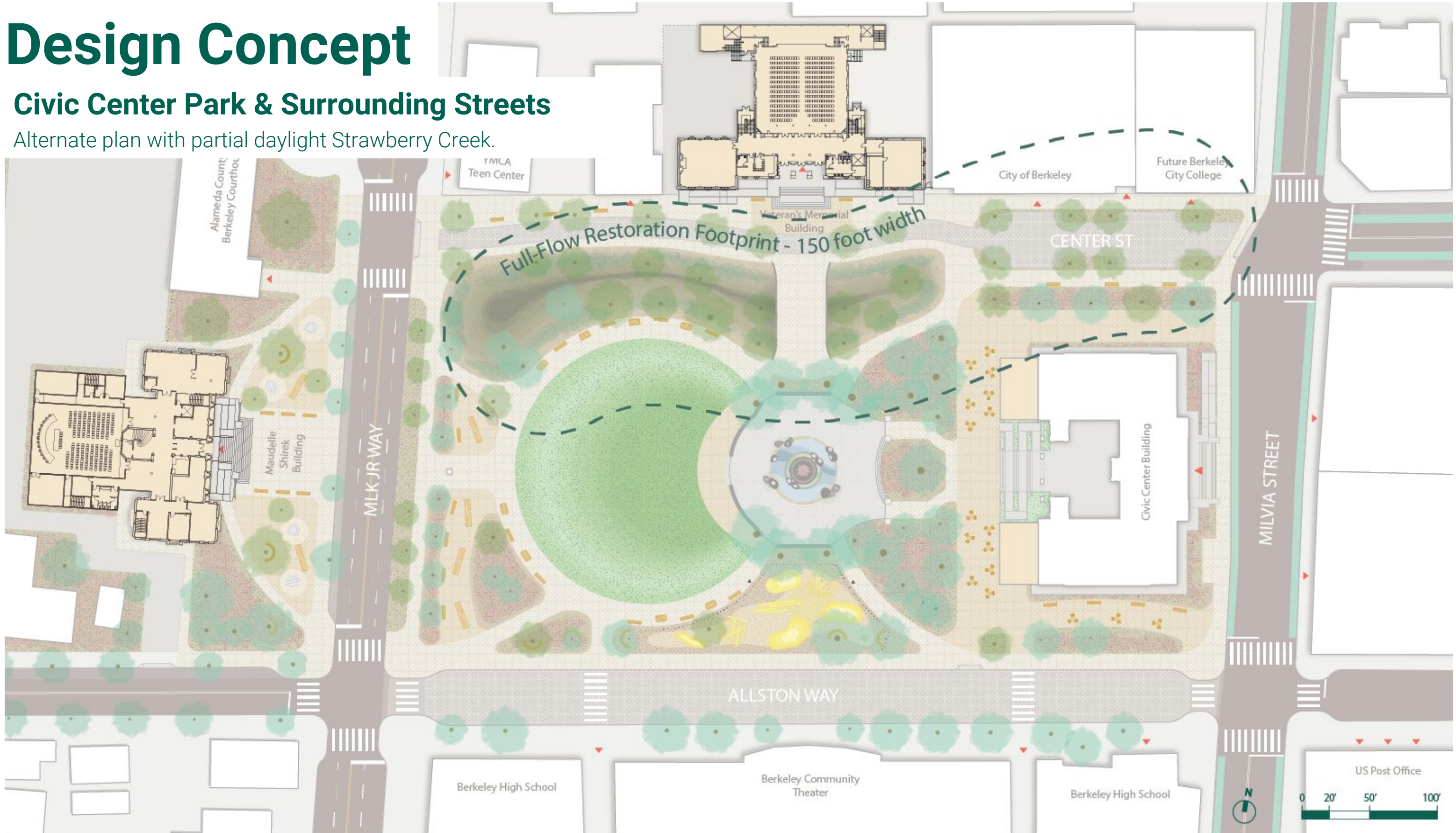
A safe nature-based urban oasis for all of Berkeley. The park design will support community use throughout the day, evening and weekend for strolling, relaxing, having lunch, visiting, and attending an impromptu gathering or organized event.



Design Concept

Civic Center Park & Surrounding Streets

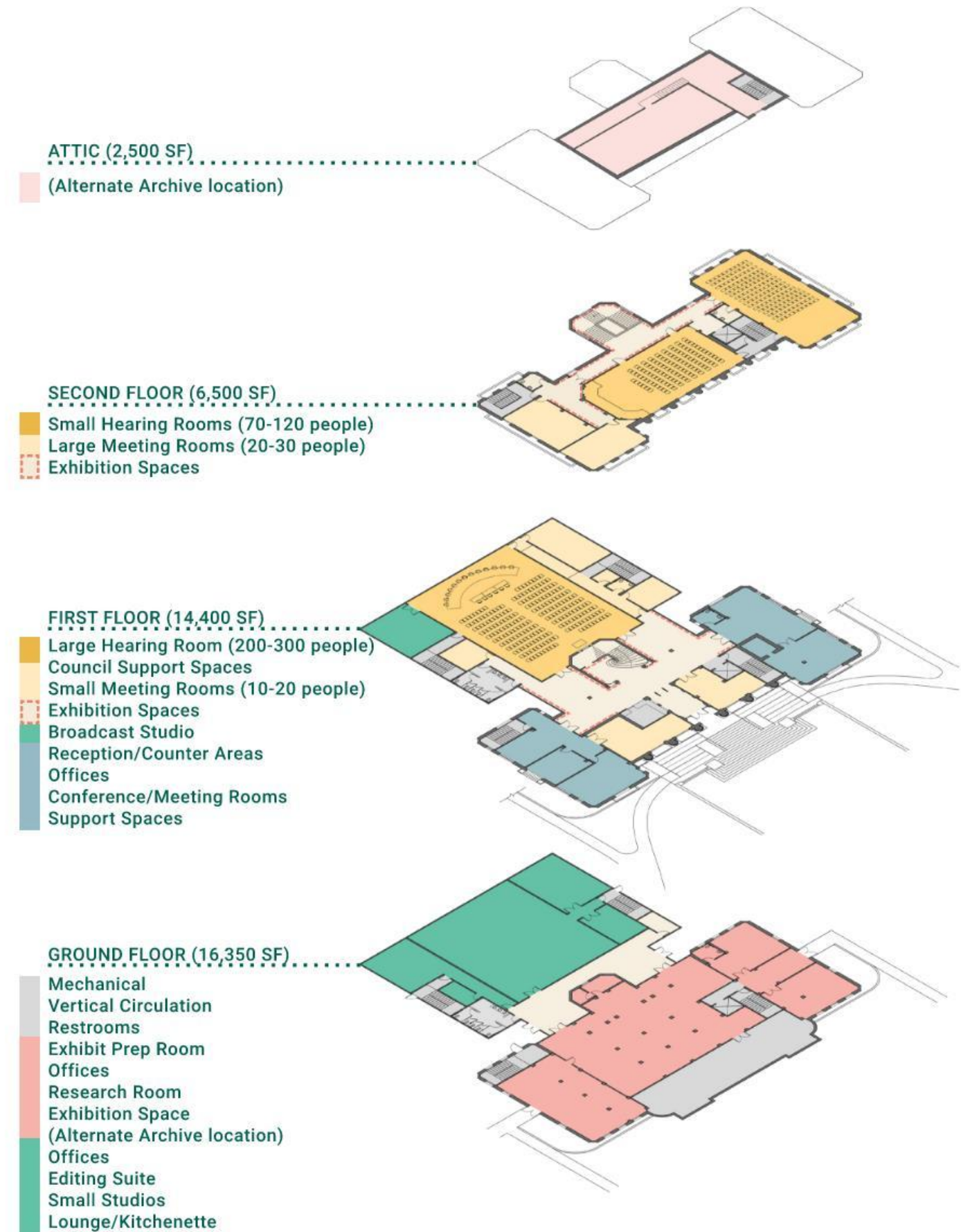
Alternate plan with partial daylight Strawberry Creek.



Design Concept

Maudelle Shirek Building

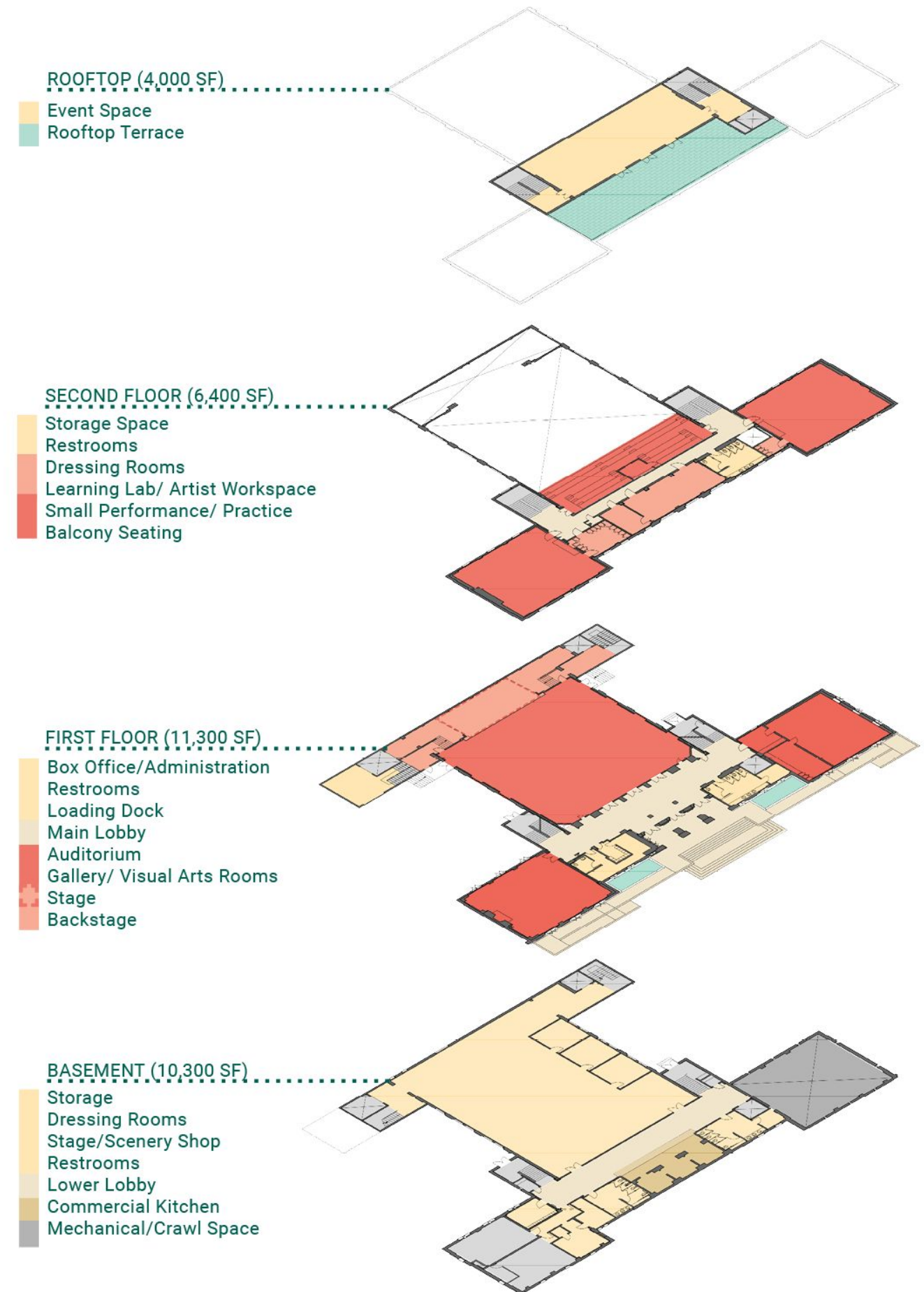
Seat of Berkeley's democracy with flexible meeting spaces and supportive and vision-aligned city services and educational uses.



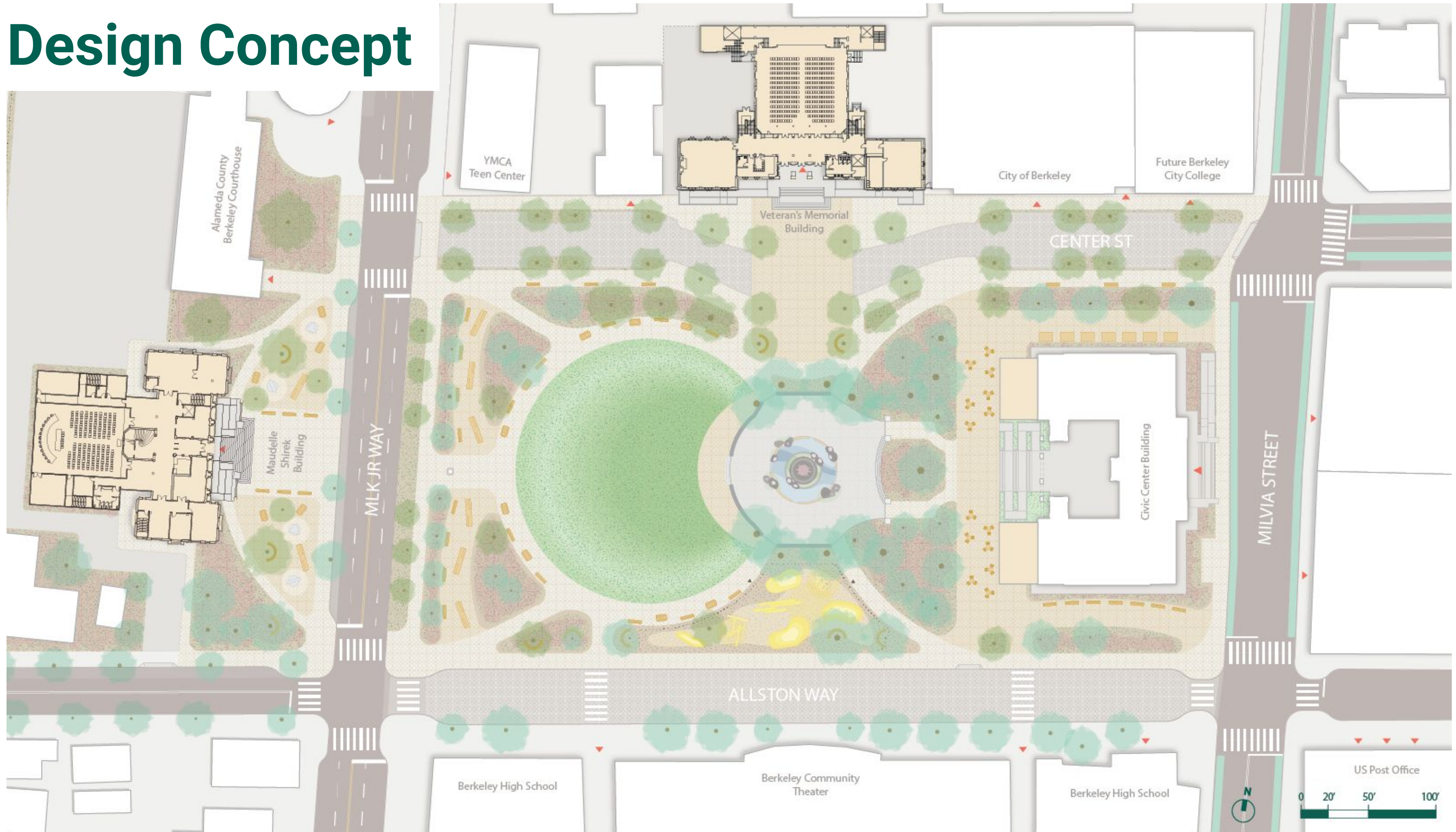
Design Concept

Veterans Memorial Building

A Community Arts Center, run by the city, with performance venues, teaching and exhibit space, accessible by all in the community.



Design Concept



Preliminary Cost Ranges

Construction Costs

Preliminary construction cost ranges provided in this report are based on the March 2023 Draft Berkeley Civic Center Design Concept Report, the 2021 Civic Center Buildings Study by Tipping Structural Engineers, and guidance from the City of Berkeley Public Works Department. See Appendix A for a full list of exclusions.

	Low (x \$1,000)	High (x \$1,000)
Maudelle Shirek Building - 27,500 GSF Existing + 15,000 GSF Addition	\$ 51,200	\$ 62,600
Seismic Retrofit - Damage Control+ to near Immediate Occupancy	\$ 13,400	\$ 16,400
Envelope & Systems (Electrification, Accessibility, upgrades, finishes)	\$ 15,500	\$ 18,900
Two-story addition on West side	\$ 19,000	\$ 23,200
PVs at new addition, panels & infrastructure	\$ 600	\$ 800
Site Improvement & Utilities	\$ 2,700	\$ 3,300
Veterans Memorial Building - 28,000 GSF Existing + 5,950 GSF Addition	\$ 26,300	\$ 36,900
Seismic Retrofit - Building Performance Objective for New Buildings	\$ 6,300	\$ 7,700
Envelope & Systems (Electrification, Accessibility, upgrades, finishes)	\$ 15,800	\$ 19,400
New Addition at Stage	\$ 2,900	\$ 3,500
Roof Terrace (in high range only)	(excluded)	\$ 4,600
PVs at new addition, panels & infrastructure	\$ 500	\$ 700
Site Improvement & Utilities	\$ 800	\$ 1,000
Martin Luther King Jr. Civic Center Park & Streets	\$ 16,470	\$ 20,130
Paths/paving, planting/irrigation, new trees/tree protection, utilities	\$ 14,670	\$ 17,930
Site Improvements to 2180 Milvia entry, VMB entry, restrooms	\$ 1,800	\$ 2,200
ESTIMATED CONSTRUCTION COSTS	\$ 93,970	\$119,630
+ Construction Contingency (10%)	\$ 9,783	\$ 11,957
TOTAL ESTIMATED CONSTRUCTION COSTS	\$103,753	\$131,587
DRAFT ESTIMATED CONSTRUCTION COSTS	\$101,000	\$129,000

Other City Costs

Leading up to and during construction, the City will incur costs related to technical studies, existing conditions, design, planning approvals, permitting and management, to name a few. These costs will be further refined in future efforts as more is defined about review process, design requirements and parameters, funding and financing, and timeline.

	Low (x \$1,000)	High (x \$1,000)
Other City Costs (estimated at 20% of construction costs)	\$ 21,523	\$ 26,305
TOTAL ESTIMATED CONSTRUCTION COSTS + OTHER CITY COSTS	\$125,276	\$157,892

Operations & Maintenance Costs

Utilizing the 2023 annual Operations & Maintenance budget from the 1947 Center Street building, a \$/SF annual cost was determined for O&M at the common and occupied spaces in city-owned buildings. That was applied to the areas of the Maudelle Shirek and Veterans Memorial Building to arrive at the following annual Operations & Maintenance budgets:

Maudelle Shirek Building	\$1,234,389
Occupied Space -	\$1,167,936
Common Space -	\$ 66,453
Veterans Memorial Building	\$1,069,860
Occupied Space -	\$1,012,900
Common Space -	\$ 56,690

Funding Strategies

With an approved design concept, this project would move into its next phase of additional recommended studies, environmental reviews, and initiating specific design projects. This work is estimated to cost ~\$10 million and take 2-3 years.

A variety of funding sources could contribute to the City's approach to funding. The first approach would involve many different sources of funding all leading to one large project, phased in over the course of years. The following funding sources might contribute to the project:

- **Congressionally Directed Spending Requests** (aka earmarks). These are typically in the range of \$750,000-\$1.5 million. The City has submitted a request to our federal legislators for this project and should learn in the fall whether the earmark is successful. If so, funding would commence in calendar year 2024. There is no match requirement.
- **Federal Infrastructure Funding.** staff and consultants have not yet been able to find a category within the current funding stream that is a strong fit for this project, but that may change as future opportunities arise. Grant match requirements vary.
- **FEMA/Cal OES Hazard Mitigation Grants.** These grants require a cost/benefit calculation that makes the BPON+ standard more likely to qualify for a grant. For that reason, the Veteran's Building is more likely to benefit. Grants require a 25% match.
- **Sustainability/Resiliency Grants:** the state and federal government offer grants that might help fund the electric conversion, green infrastructure, permeable paving, etc. Grant match requirements vary.
- **Urban Greening Grant/Coastal Conservancy Grant:** these grants may fund a feasibility study of daylighting the creek. Grant match requirements vary.
- **City Funding.** The City's General Fund, a future tax measure, or Certificate of Participation could contribute to the project. In addition, traffic safety and stormwater elements of the project might get contributions from Measure BB, Gas Tax, and/or the City's Storm Fund.
- **Foundations and/or Private Individuals.** Given the Civic Center's history and importance, private foundations and individuals might be a component to the overall funding strategy.
- **Bonding Capacity/Debt Service** - Using early construction costs estimates, and the general fund as collateral, assuming the Maudelle Shirek Building has a project cost of ~\$54M, the annual debt service would be ~\$3,900,000/year (30 year amortization). A ~\$71M project cost would have debt service of ~\$4,900,000/year. For the Veterans Memorial Building, a project cost of ~\$34M would have annual debt service of ~\$2,400,000 and a project cost of ~\$41M would have annual debt service of ~\$2,900,000. There would be a reduction in annual debt service of approximately \$50,000/year if both projects were financed together.

An alternative, more opportunistic approach would be to identify specific project components that would be good fits for available grants, and when successful in gaining grants, move those elements forward, e.g., the project's raised sidewalks and bulbouts. This approach would likely take more time, involve more project cost overall (less efficiencies of scale), but might be more realistic.

Regardless, this project will be significantly more attractive for funding with an adopted design concept. Recognizing that strong plans need funding, and funding is attracted to strong plans, and staff are excited to work with City Council on moving this project forward.

A Design Concept for Berkeley's Civic Center



Bay Area Book Festival - May 7, 2023, Berkeley Civic Center

Civic Center will be the heart of Berkeley's community. Civic Center will be the prime space for civic life, culture, and the arts. It will reflect the city's diverse identities, celebrating its history and contributing to shaping its future. A place of shared resources and a platform for free expression accessible to all, the Civic Center aims to manifest the city's values, advance social justice, and demonstrate the power of true public space.

From Berkeley Civic Center Vision & Implementation Plan dated July 10, 2020 and adopted by Berkeley City Council on September 22, 2020

