



# TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING AGENDA

Thursday, April 18<sup>th</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  
Dining Room  
1901 Hearst Avenue  
Berkeley, CA 94709**

## **A. PRELIMINARY BUSINESS**

1. Call to order – **6:15 pm**
2. Roll call – **6:15 pm**
3. Public comment on items not on the agenda – **6:20 pm**
4. Approval of minutes from March 21<sup>st</sup>, 2024 meeting – **6:30 pm**
5. Approval and Order of Agenda – **6:35 pm**
6. Update on administration and staff – **6:40 pm**
7. Announcements – **7:00 pm**

## **B. DISCUSSION/ACTION ITEMS – 7:10 pm**

\* Written material included in packet

\*\* Written material to be delivered at meeting

The public may speak at the beginning of any item.

### **1. Disaster and Fire Safety Commission's Action in Support of Creating a Street Trauma Prevention Program– 7:10 pm**

*Commissioners*

Consider adding Transportation and Infrastructure Commission support to the Disaster and Fire Safety Commission's recommendation to City Council to approve the Fire Department's request to fund a Program Manager II position that will be responsible for building a Street Trauma Prevention program in the Fire Department. This program is necessary to meet the City's Vision Zero goal of eliminating severe and fatal traffic crashes by 2028. Action requested.

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**2. Commission presentation on Vision 2050 – 7:30 pm**

*Commissioners*

Brief overview of the City of Berkeley's Vision 2050 initiative for sustainable and resilient infrastructure. Discussion only. No action.

Reference link: <https://berkeleyca.gov/sites/default/files/documents/2021-11-16%20Item%2008%20Vision%202050.pdf>

**3. Commission presentation on BerkDOT – 8 pm**

*Commissioners*

Brief overview of the BerkDOT proposed initiative of the City of Berkeley's Reimagining Public Safety process. Discussion only. No action.

**C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS – 8:30 pm**

*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 – 8:40 pm**

**E. FUTURE AGENDA ITEMS – 8:43 pm**


**F. ADJOURNMENT – 8:45 pm**

Agenda Posted: April 11<sup>h</sup>, 2024

*The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, May 16<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**

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

Thursday, March 21<sup>st</sup>, 2024, 6:15 pm

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

**A. PRELIMINARY BUSINESS**

**1. Call to order**

**6:23 pm:** Chair Fixler called the meeting to order.

**2. Roll call**

**6:24 pm:**

Commissioners Present: Alison Bernstein, Bruce Chamberlain, Noelani Fixler, Barnali Ghosh, Adrian Leung, Liza Lutzker (arrived at 6:54 pm), Karen Parolek, Rick Raffanti, Ray Yep

Excused: Kim Walton

Commissioners Absent: None

Staff Present: Wahid Amiri, Hamid Mostowfi, Ron Nevels, Noah Budnick

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

**6:25 pm:** One public comment.

**4. Approval of minutes from February 15<sup>th</sup>, 2024**

**6:28 pm Action:** It was Moved / Seconded (Ghosh / Yep) to approve the minutes with the following correction: Change "Commissioner" Parolek to "Vice Chair" Parolek.

**6:28 pm: Vote:**

Ayes: Fixler, Ghosh, Leung, Parolek, Yep

Noes: None

Abstain: Bernstein, Chamberlain

Absent: Lutzker, Walton

Recused: None

**7:05 pm Motion passed 5-0-2-2-0**

**5. Approval and Order of Agenda**

**6:29 pm:** No changes suggested. Commissioners and staff introduced themselves to new commissioners Bernstein and Chamberlain.

**6. Update on administration and staff**

**6:41 pm:** Transportation Manager Hamid Mostowfi provided updates and answered Commissioner questions about the Transportation Division's vacancy rate, hiring, Southside Complete Streets Project and the I-80/Gilman pedestrian and bicyclist bridge. Engineering Manager Ron Nevels provided updates and answered Commissioner

Transportation and Infrastructure Commission  
Thursday, March 21<sup>st</sup>, 2024

questions about the Engineering Division's hiring and vacancy rate. Deputy Director Amiri provided updates and answered Commissioner questions about expanding the City's shared bike and scooter program.

**7. Announcements**

**7 pm:** Vice Chair Parolek announced that the Commission on Aging hosted a presentation on transportation services for people over 70 and for disabled people.

**B. DISCUSSION / ACTION ITEMS**

**1. 2024 Commission work plan**

**7:02 pm:** Commissioners discussed the Commission's 2024 work plan.

**7:02 pm:** One public comment.

**7:05 pm:** Commissioners discussed the Commission's 2024 work plan.

**8:11 pm:** Commissioners took a break.

**8:22 pm:** Meeting resumed.

**9:13 pm Action:** It was Moved / Seconded (Parolek / Ghosh) to approve the Commission's 2024 work plan and subcommittees as follows and to keep the current Commission liaisons until they are reassigned:

Priority subcommittees:

1. Bike Plan update – Fixler, Lutzker, Parolek
2. Watershed Management Plan – Yep, Bernstein, Ghosh
3. Vision Zero – Lutzker, Ghosh, Leung
4. Paving Policy – Chamberlain, Bernstein, Parolek

Required responsibilities:

1. Review 5 year paving plan as needed
2. Review ACTC / MTC grant proposals as needed
3. Review funding measures implementation as needed

Project review:

1. BART sites development

Other work:

1. Vision 2050 presentation – Yep, Parolek
2. BerkDOT presentation – Lutzker, Ghosh

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**9:14 pm: Vote:**

Ayes: Bernstein, Chamberlain, Fixler, Ghosh, Leung, Lutzker, Parolek, Yep  
Noes: None  
Abstain: None  
Absent: Walton  
Recused: None

**9:14 pm Motion passed 8-0-0-1-0**

**C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS**

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

**9:15 pm:** Commissioners provided reports:

Commissioner Lutzker reported that the Fair and Impartial Policing Ad Hoc Subcommittee met about police traffic data.

Vice Chair Parolek reported back from the Disaster and Fire Commission meeting that the commission is working to create a street trauma prevention program; an important connection to Vision Zero.

Commissioner Ghosh reported that the last BART train car from the 1970s will make its final run; music at BART; Scott Weiner introduced Senate bill to review ballot initiatives on transportation funding.

Vice Chair Parolek asked if there were any objections to her continuing to represent the Transportation and Infrastructure Commission at the next Disaster and Fire Commission meeting on the same street trauma prevention program. There were no objections.

**D. COMMUNICATIONS**

**E. FUTURE AGENDA ITEMS**

**9:25 pm:** Vice Chair Parolek proposed that the Commission consider making a recommendation to the City Council to support Disaster and Fire Commission's work to develop a street trauma response program.

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#### **E. ADJOURNMENT**

**9:27 pm:** It was Moved / Seconded (Ghosh / Berstein) to close the meeting

**9:27 pm: Vote:**

Ayes: Bernstein, Chamberlain, Fixler, Ghosh, Leung, Lutzker, Parolek, Yep

Noes: Noe

Abstain: None

Absent: Walton

Recused: None

**9:27 pm Motion passed 8-0-0-1-0**

*The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, April 18<sup>th</sup>, 2024 at 6:15 pm, at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.*

#### Administrative Procedures

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

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

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

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Disaster and Fire Safety Commission

CONSENT CALENDAR  
May 7, 2024

To: Honorable Mayor and Members of the City Council  
From: Disaster and Fire Safety Commission  
Submitted by: Weldon Bradstreet, Chairperson, Disaster and Fire Safety Commission  
Subject: Support the Fire Department to Fund a Program Manager II Position

RECOMMENDATION

The Disaster and Fire Safety Commission (DFSC) supports the request by the Fire Department to fund a Program Manager II.

SUMMARY

The Program Manager II position will be responsible for building a Street Trauma Prevention (STP) program in the Department. This program is necessary to meet the City's Vision Zero goal of eliminating severe and fatal traffic crashes by 2028.

The STP program is a new initiative within the Department to support the transportation and infrastructure projects of Vision Zero in order to steadily reduce the 694 injuries that occur on Berkeley streets each year, on average, among people walking, riding bikes and riding in vehicles, including an average of five fatalities.

This position will allow the Department to: (1) engage consistently and constructively in the City's Vision Zero planning and implementation processes; (2) collaborate with other City departments, as well as the Fire Marshal, to advance Vision Zero and other policies; and (3) build an evidence-based approach to balancing street trauma response and prevention.

The STP program will require sufficient staff and resources to support the Department's capacity to perform analysis, interdepartmental coordination, program design, and implementation. The Program Manager II position represents the first step in establishing and building this program. The STP Program Manager would also participate in department decision-making regarding department equipment and operations, to the extent that those decisions intersect with preventing, or responding to, street trauma and the City's Vision Zero policy. The STP Program Manager would report every six months, or as needed, to the DFSC regarding the activities of the STP Program.



**FISCAL IMPACTS OF RECOMMENDATION**

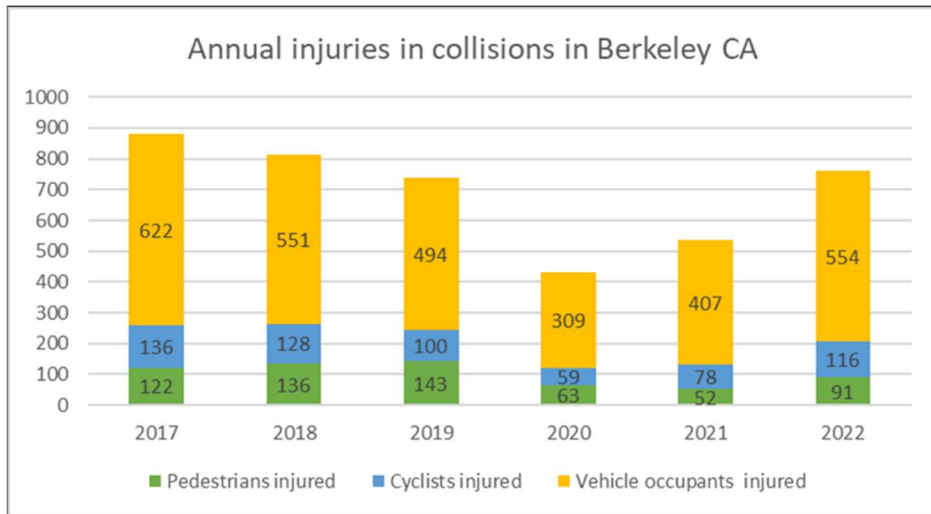
Sufficient funding will be needed to support a Program Manager II position for an initial period of five years. The Department and budget office will need to determine the total amount of funding required to meet this objective.

**CURRENT SITUATION AND ITS EFFECTS**

An average of 694 persons are injured in street trauma each year in Berkeley, and five are killed

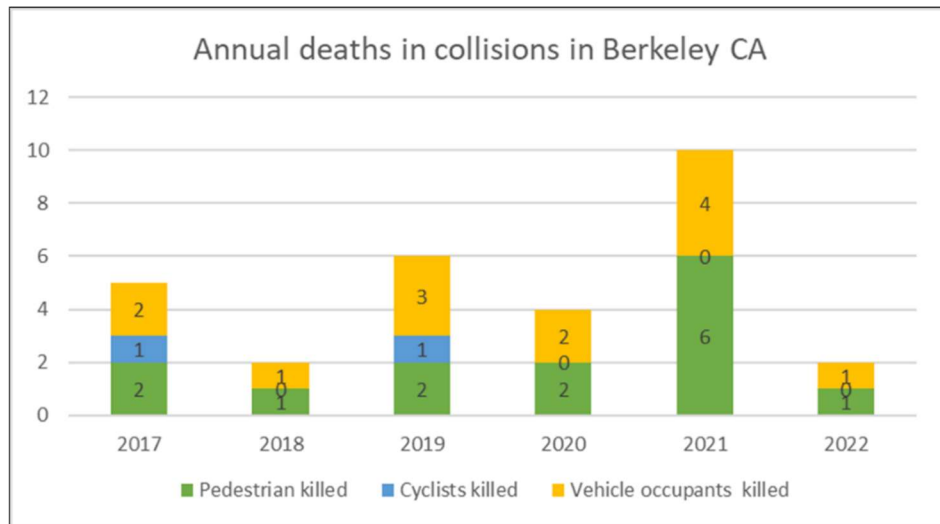
During the period 2017 to 2022, street trauma resulted in injuries to 490 people in vehicles, 103 people riding bikes, and 101 pedestrians on average each year (Figure 1), including an annual average of five fatalities (Figure 2).<sup>1</sup> During this same period, there were no deaths and an average of two persons injured each year in fires in Berkeley, a testament to the effectiveness of the Department’s decades of effort in fire prevention and response.

*Figure 1. Annual average collisions causing injuries to vehicle occupants, cyclists and pedestrians, 2017—2022, Berkeley, CA.*



*Figure 2. Annual average collisions causing fatal injuries to vehicle occupants, cyclists and pedestrians, 2017—2022, Berkeley, CA.*

<sup>1</sup> Collision data from the Collisions Stats tab of the Berkeley Police Transparency Portal - Traffic Safety website: (<https://bpd-transparency-initiative-berkeleypd.hub.arcgis.com/pages/traffic-safety>). Death & severe injury collision data from the UC Berkeley SafeTREC Transportation Injury Management System (TIMS) Query & Map (<https://tims.berkeley.edu/tools/query/index.php?clear=true>). All data accessed 5/18/2023 – 5/20/2023 and prepared by Tom Lent.



Severe and fatal collisions disproportionately affect people walking and biking.

Berkeley residents report that they walk or bike for 40% of trips made in the city, but people walking and biking suffer 61% of severe and fatal collisions.<sup>2</sup> Drivers operating at unsafe speeds and drivers failing to yield at crosswalks are the two most common violations contributing to severe and fatal collisions in Berkeley, amounting to 33% of such incidents over the period 2011-2020.<sup>3</sup> While 71% of Berkeley residents report being interested in relying on bicycles for daily use, most are too concerned about safety to act on this choice.<sup>4</sup>

A subset of injuries that result from street trauma cause immense suffering and financial hardship for those affected, and they require extensive Department and medical resources. On the current trajectory, traffic-related street trauma, and the demand for the Department's EMS services that accompany it, is expected to increase alongside increases in housing density. The Department already reports that the growing number of EMS calls is taxing its resources and personnel.

<sup>2</sup> City of Berkeley, Vision Zero Annual Report (June 2022). ([https://berkeleyca.gov/sites/default/files/documents/2022-06-28%20Item%2023%20Vision%20Zero%20Annual%20Report\\_0.pdf](https://berkeleyca.gov/sites/default/files/documents/2022-06-28%20Item%2023%20Vision%20Zero%20Annual%20Report_0.pdf)). (p. 13).

<sup>3</sup> City of Berkeley, Vision Zero Annual Report (June 2022). *ibid* (p. 14).

<sup>4</sup> Berkeley City Manager Dee Williams-Ridley (June 29, 2022). Consent Calendar on Vision Zero Annual Report, 2021-2022. Environmental Sustainability and Climate Impacts ([https://berkeleyca.gov/sites/default/files/documents/2022-06-28%20Item%2023%20Vision%20Zero%20Annual%20Report\\_0.pdf](https://berkeleyca.gov/sites/default/files/documents/2022-06-28%20Item%2023%20Vision%20Zero%20Annual%20Report_0.pdf)). (p. 3).

Responding to critically injured persons also takes a toll on emergency responders.

People struck by vehicles while walking or riding bikes are often seriously or critically injured. Providing emergency medical care for these patients, as well as for those injured while riding in vehicles, takes a toll on the mental health of firefighters and paramedics. California Senate Bill 542 (Stern) created a rebuttable presumption that post-traumatic stress injuries among firefighters and peace officers are work-related and thus compensable under workers' compensation. The bill, signed by Governor Newsom in 2019, noted that "trauma-related injuries can become overwhelming and manifest in post-traumatic stress, which may result in substance use disorders and even, tragically, suicide." <sup>5</sup>

The bill reports that "the fire service is four times more likely to experience a suicide than a work-related death in the line of duty in any year." Reducing the frequency of exposure to critically injured persons is an effective response to this occupational hazard for responders.

BACKGROUND

The fire service understands the power of prevention.

Data since 2010 shows that the Department's Fire Prevention Bureau has reduced fire-related injuries to an average of two per year.<sup>6</sup> This success has resulted in large part from decades of advancements in fire prevention, prompted in 1973 by the report of the National Commission on Fire Prevention and Control, which found that "95 cents of every dollar spent on the fire services is used to extinguish fires; only about 5 cents is spent on efforts...to prevent fires from starting," and concluded that "much more energy and funds need to be devoted to fire prevention, which could yield huge payoffs in lives and property saved." <sup>7</sup>

The National Commission's recommendations spurred a steady stream of advancements in fire protection codes that required the use of passive and active fire protection systems, including design specifications for buildings, fire resistant building

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<sup>5</sup> Senate Bill No. 542. Chapter 390, Stern. Workers' Compensation.

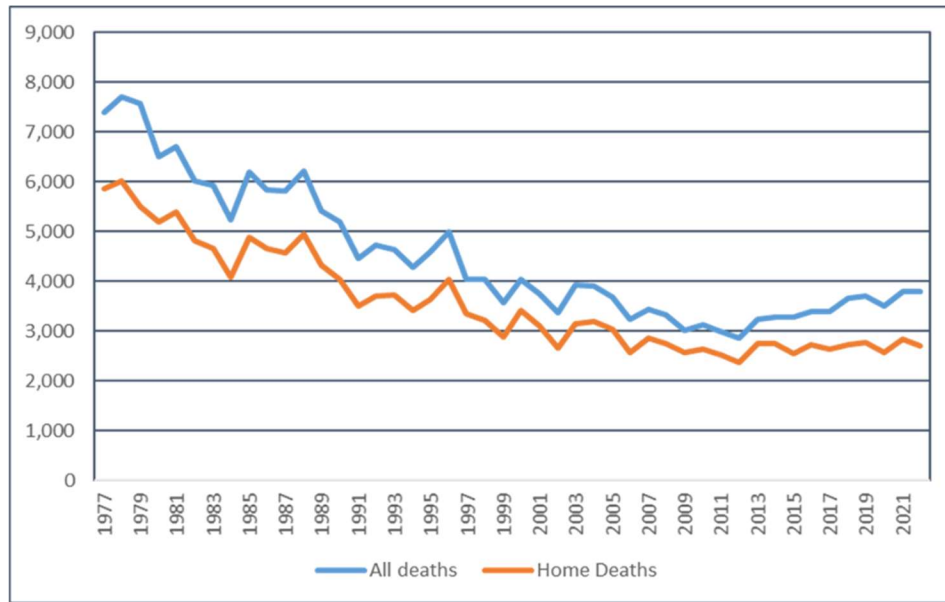
([https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200SB542](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB542)). See subsection (1)(e).

<sup>6</sup> FireCARES. Berkeley Fire Department (<https://firecares.nfors.org/departments/74866/berkeley-fire-department?page=1>).

<sup>7</sup> National Commission on Fire Prevention and Control (May 4, 1973). America Burning. (<https://www.usfa.fema.gov/blog/america-burning-50th-anniversary/>) p. 7

materials, exit systems, fire sprinkler and smoke control systems, smoke and heat alarm systems, and fire suppression systems. Altogether, these changes reduced civilian fire deaths by 60% between 1979 and 2012, resulting in 5,000 fewer deaths per year by 2012 (Figure 3).<sup>8</sup>

Figure 3. All U.S. civilian fire deaths and home fire deaths, 1977-2022.



Street trauma is a serious public safety problem that is worsening nationally, particularly among pedestrians.

After a 40% decline over the 21 years between 1988 and 2009, national trends show a 77% increase in pedestrian fatalities from traffic collisions over the 11 year period from 2010 to 2021, with preliminary data showing a spike in 2022 that will bring the total increase during this period to 89% (Figure 4).<sup>9</sup> All other traffic fatalities increased 25% during the period 2010 to 2021.<sup>10</sup> This striking increase in pedestrian deaths is

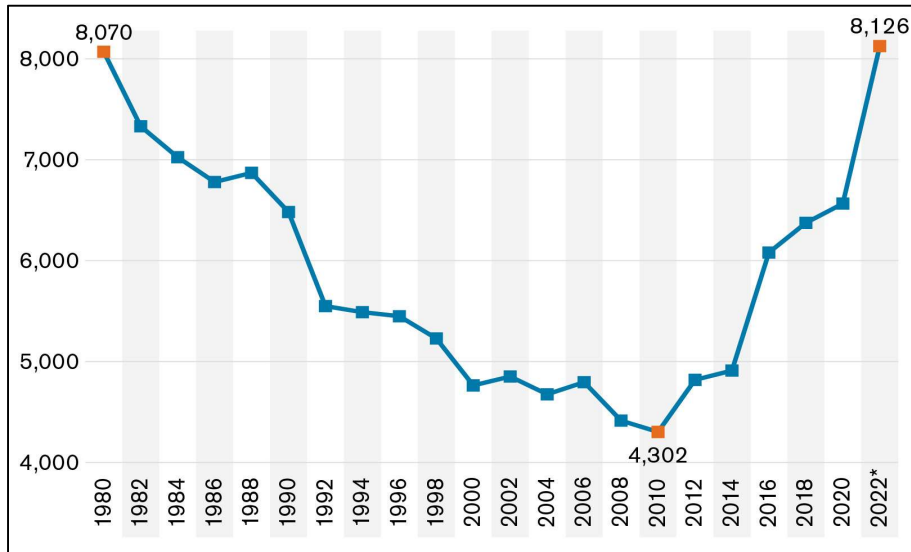
<sup>8</sup> Hall, S. (November 2023). Fire loss in the United States during 2022. Quincy, MA: National Fire Protection Association. <https://injuryfacts.nsc.org/home-and-community/safety-topics/fire-related-fatalities-and-injuries/>

<sup>9</sup> Governor’s Highway Safety Association (June 2023). Pedestrian Traffic Fatalities by State—2022 Preliminary Data, January-December. ([Pedestrian Traffic Fatalities by State: 2022 Preliminary Data | GHSA](#)). (p. 11).

<sup>10</sup> Governor’s Highway Safety Association (June 2023). *Ibid.* (p. 5).

attributed to multiple causes, the most fundamental being a U.S. transportation system that is “designed to move cars quickly, not to move people safely.”<sup>11</sup>

Figure 4. U.S. pedestrian fatalities resulting from traffic collisions, 1980—2022.



\*Projected based on data for the first six months of 2022.

ENVIRONMENTAL SUSTAINABILITY

No impacts to the environment.

RATIONALE FOR RECOMMENDATION

The Department has an important role to play in preventing street trauma, while also ensuring an effective response to it.

<sup>11</sup> Emily Badger and Alicia Parlapiano (Nov 27, 2022). The Exceptionally American Problem of Rising Roadway Deaths. The New York Times (<https://www.nytimes.com/2022/11/27/upshot/road-deaths-pedestrians-cyclists.html>). See also: Amanda Holpuch (June 27, 2022). U.S. Pedestrian Deaths Are at Highest Level in 41 Years, Report Says. The New York Times (<https://www.nytimes.com/2023/06/27/us/pedestrian-deaths-2022.html>). Simon Romero (Feb 14, 2022) Pedestrian Deaths Spike in U.S. as Reckless Driving Surges. The New York Times (<https://www.nytimes.com/2022/02/14/us/pedestrian-deaths-pandemic.html?action=click&module=RelatedLinks&pgtype=Article>).

Research shows that street trauma can be reduced through hardened, engineered traffic controls.<sup>12,13,14</sup> There is concern, however, that such protections could affect Department response times to critical emergency medical incidents, as well as response times and access by fire equipment to structural fires. Travel time from the scene of an emergency to the hospital by the Department's paramedic ambulances could also be affected. These concerns warrant careful evaluation because the survival of a subset of persons who call 911 can hinge on the speed of fire response and subsequent transport to the hospital.

Implementing a street trauma prevention (STP) program will require a mission change within the Department.

Building a street trauma prevention (STP) program is essential to meeting the City's stated goals of Vision Zero. It will require sufficient staff and resources to support the Department's ability to perform analysis, interdepartmental coordination, program design, and implementation.

The Berkeley Fire Department is a progressive department that is well-positioned to offer the citizens of Berkeley, and of California, a new vision of the fire service that calls attention to the importance of both rapid response and effective prevention in the area of street trauma. To be successful, this will require the Department to adopt street trauma prevention as a core element of its public safety mission, just as the fire service adopted a prevention function within its fire suppression mission over the last 50 years, with remarkable success.

A Program Manager II is needed to establish and build the STP program. The STP program will coordinate with other City departments and commissions to integrate the Department's perspectives on both response and prevention into the City's traffic safety projects related to Vision Zero and other policies.

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<sup>12</sup> Marshall W, Ferencak N (2019). Why cities with high bicycling rates are safer for all road users. *J. of Transport and Health* 13:285-301. (<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>). Accessed January 28, 2024.

<sup>13</sup> Aaron Short (May 29, 2019) Separated bike lanes means safer streets, study says. *Streetsblog*. (<https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says>). Accessed January 28, 2024.

<sup>14</sup> City of Cambridge, MA, Environmental and Transportation Planning Division (October 2023). *Bicycling in Cambridge. Data Report 2023*. ([https://www.cambridgema.gov/-/media/Files/CDD/Transportation/Bike/bikereports/20231023bicyclingincambridgedatareport\\_final.pdf](https://www.cambridgema.gov/-/media/Files/CDD/Transportation/Bike/bikereports/20231023bicyclingincambridgedatareport_final.pdf)). Accessed January 28, 2024.

ALTERNATIVE ACTIONS CONSIDERED

No alternative actions. Relying on existing staff to establish and build the STP program is not sustainable, given existing workloads.

CITY MANAGER

The City Manager refers this recommendation to the Budget Process.

CONTACT PERSON

Dave Sprague, Fire Chief, Fire Department, 510-981-3473

Keith May, DFSC Secretary, Fire Department, 510-981-5508



# Vision 2050

Sustainable and Resilient Infrastructure  
*Creating a Better Future for Berkeley*

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Presentation to

Transportation and Infrastructure Commission

April 18, 2024



# The Community Task Force

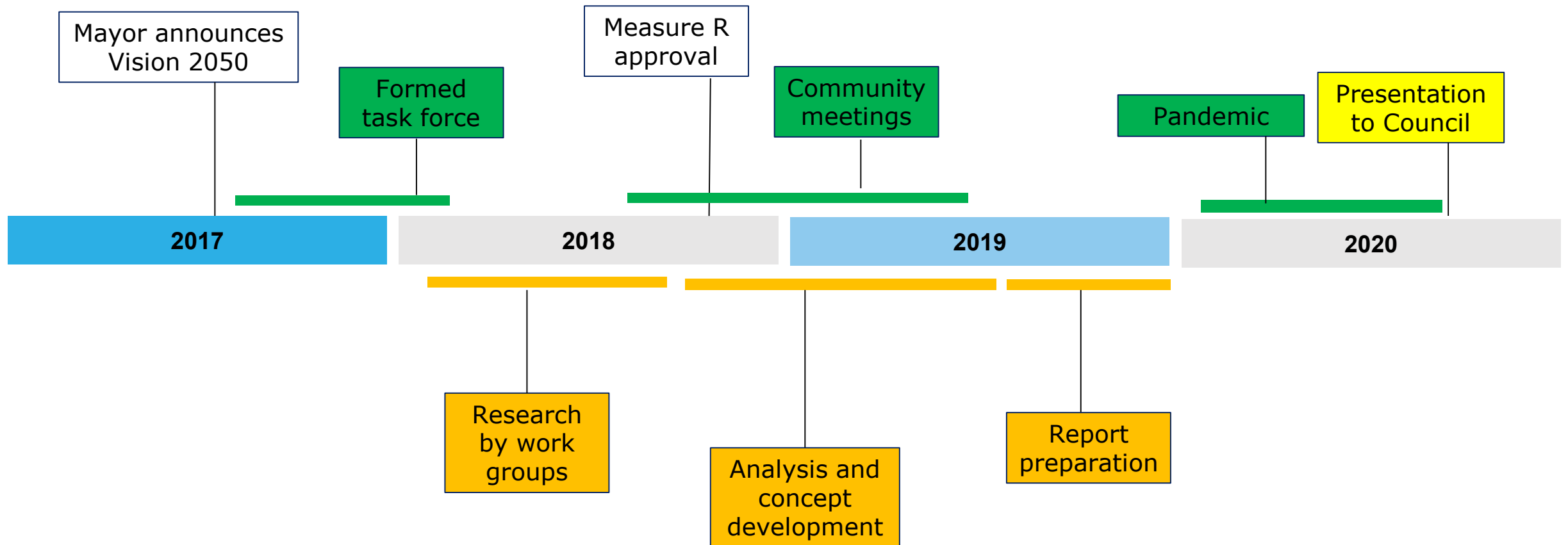
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- Ray Yep, chair; Margo Schueler, co-chair
- Work Groups:
  - Quality of life: Karen Parolek, Debbie Sanderson
  - Environment: Margo Schueler, Kristina Hill
  - Technology: Sachu Constantine, John Elliot
  - Finance/management: Gordon Wozniak
- 40+ members



# Our Timeline

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# Berkeley's Complex Infrastructure



Image: Michelle Hook

- Facilities above, on and below ground
- Some controlled by City, some by other agencies
- Many facilities built 75+ years ago

# Addressing These Challenges

## STRESSORS:

EXTREME HEAT

WILDFIRE

DROUGHT

SEA LEVEL RISE

## CONDITIONS:

POPULATION &  
USE CHANGES

DEFERRED  
MAINTENANCE



# Guided by These Core Values

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# Overarching Principles

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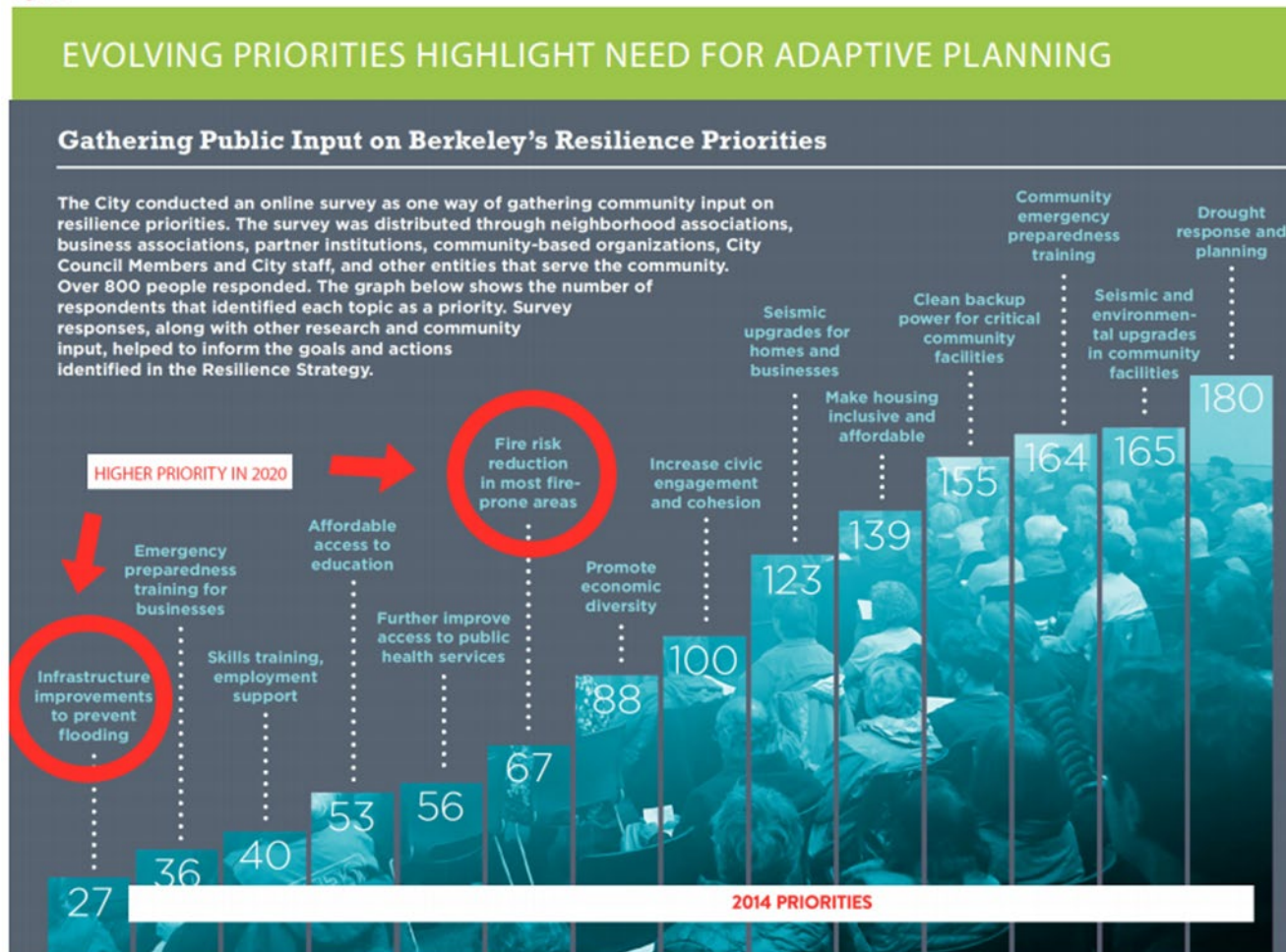
Guiding principles for infrastructure development:

- Support vibrant and safe communities
- Develop efficient and well maintained infrastructure
- Facilitate a green Berkeley and contribute to saving our planet

These principles are supported by the following strategies.



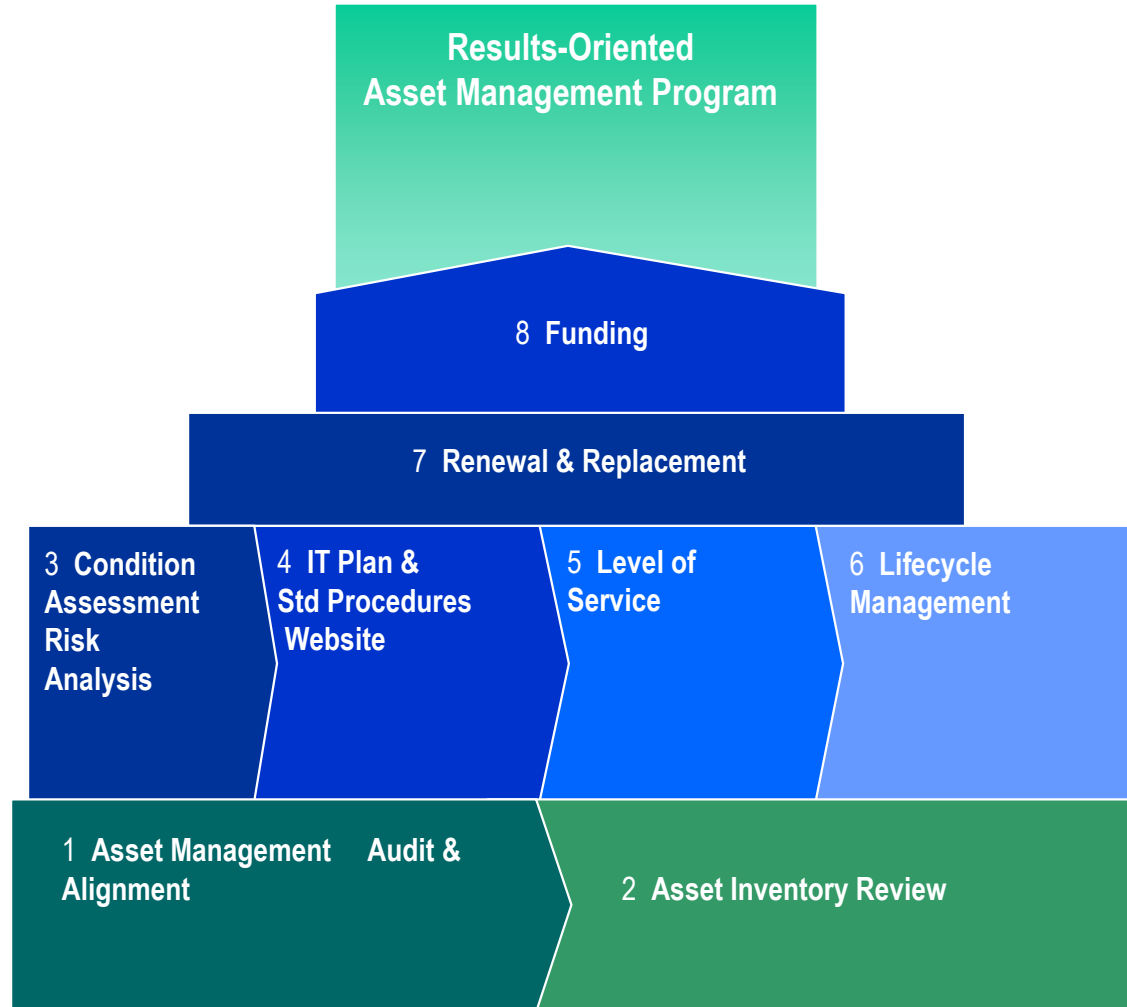
# Strategy 1



## Use integrated and balanced planning

- Use multi-criteria decision-making
- Use adaptive planning
- Implement a Dig Once policy

# Strategy 2



Manage infrastructure from cradle to grave

- Institute structured master planning
- Develop an Asset Management Program



# Strategy 3

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## Adopt sustainable and safe technologies

- Accelerate the transition to clean energy and electrification
- Implement Complete Streets
- Develop natural streetscapes and ecosystem solutions
- Use sensors, data, and advanced technologies
- Prepare a wildfire mitigation and safety plan



# Strategy 4

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## Invest in our future

- Reduce unfunded infrastructure liability by doubling capital expenditures



# Strategy 5

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Prepare the City's organization to implement a major capital program

- Develop an organization that is integrated and has greater capacity
- Develop a program approach
- Provide independent oversight and reporting



# Accomplishments to Date

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- Council adopted Vision 2050 report
- Joined ISI and trained staff on use of Envision
- Prepared Strategic Asset Management Plan
- Met with UC Berkeley on technology collaboration
- BFD prepared Community Wildfire Protection Plan
- Planned for funding with Measure L
- Prepared draft Program Plan
- Researched program implementation with other cities



# Keeping the vision alive

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- Leadership from the Mayor, Council and TIC
- Leadership from City departments
- Incorporate with City infrastructure planning
- Continue with the work progress
- Regular reporting to Council and the public



## Budnick, Noah

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**From:** Bryce Nesbitt <bryce2@obviously.com>  
**Sent:** Thursday, March 21, 2024 10:00 AM  
**To:** Budnick, Noah; WAmiri@berkeleyca.gov  
**Subject:** Open resignation letter for Bryce Nesbitt from TIC

**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.

March 20th 2024

Dear Fellow Commissioners,

I will be resigning from the TIC.

Hopefully the paperwork will land in time so the new commissioner can start by 3/21 for the new work plan discussion.

My impressions from a year on this commission are contained in the Open Letter in the last packet. Transportation and Infrastructure are both important topics, and I hope *both* topics will receive attention in the work of the commission over the next year. In particular I hope the topic of paving dollar efficiency, and new paving technologies will be covered, to be in line with increasing paving budgets. And I hope the Council's small scale retail support program will bear good fruit, increasing the number of trips people will find safe & delightful to make via walking or other "alternative" transportation.

I will remain engaged as a member of the public.

I will advocate for expansion and upgrades to the Bicycle Boulevard network, with strategic additions like **Acton Street** as a Boulevard to BART. The Boulevards are where the majority of cycling is now, and there is plenty of room for cycling growth with intersection work, and as long as it's protected from excessive cut through traffic.

And as a member of the public I will try to argue for a return to the days when traffic enforcement -- red light running and speeding -- was more prominent in the minds of drivers. I fear we've lost our way in hoping that physical infrastructure can do all the heavy lifting. Even if the type of enforcement and the penalties need work due to equity grounds, a way must be found to reverse what feels like a **lack of risk of consequences** for poor road behavior. At least, until the robots do the driving.

Bryce Nesbitt, Berkeley CA

NB: I will leave you with an item from the DFSC worthy of your attention

<https://berkeleyca.gov/sites/default/files/legislative-body-meeting-agendas/DFSC%20Agenda%20Packet%2024-02-08.pdf>

"Recommendation to Form a Working Group to Explore a Recommendation for Council to Implement a Street Trauma Prevention Program"

*The Berkeley Fire Department is a progressive department that is well-positioned to offer the citizens of Berkeley a new vision of the fire service that calls attention to the importance of both rapid response and effective prevention.*

DISASTER AND FIRE SAFETY COMMISSION REGULAR MEETING

February 28, 2024 7:00 PM

## Budnick, Noah

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**From:** Shannon Allen <shannonallen.sa@gmail.com>  
**Sent:** Saturday, March 23, 2024 1:51 PM  
**To:** WAmiri@berkeleyca.gov  
**Cc:** rnevels@berkeleyca.gov; NBudnick@berkeleyca.gov  
**Subject:** Native Plants  
**Attachments:** 4\_12\_2022\_CLK - Resolution\_City Council\_ 70301\_ \_ REQUIRING NATIVE & DROUGHT RESISTANT PLANTS IN ALL CITY LANDSCAPING.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 Mr. Amiri -

This email is a quick follow-up to the public comment I gave on Thursday evening. As I described, in 2022 the City Council passed a resolution requiring native and drought resistant plants. I've attached the Reso for your reference/review. I strongly recommend the City's "Standard Details" (link below,) be updated to reflect this commitment to native plants. [Construction Standards in the Public Right of Way | City of Berkeley \(berkeleyca.gov\)](https://www.berkeleyca.gov/Construction-Standards-in-the-Public-Right-of-Way) I imagine that contract language could be cut/paste from the excellent native planting work done on University Avenue, east of I-80/I-580.

Thank you,  
Shannon Allen  
Berkeley Resident, District 2

RESOLUTION NO. 70,301-N.S.

REQUIRING NATIVE & DROUGHT RESISTANT PLANTS IN ALL CITY  
LANDSCAPING

WHEREAS, the City of Berkeley and the State of California are facing historic drought conditions that are projected to worsen over the course of the next half century or more, and

WHEREAS, the City of Berkeley must adapt its operations to future climate conditions characterized by excessive dryness, extreme weather, and declining populations of pollinators and other local wildlife, and

WHEREAS, the use of native plants in City landscaping offers an opportunity for less water-intensive landscaping throughout Berkeley, and

WHEREAS, native plants intake and filter toxic water runoff more easily than non-native landscaping, and

WHEREAS, native plants provide critical food and habitat for native animals and pollinators that are at risk under future climate conditions, and

WHEREAS, pollinator-friendly plants provide a natural boost to local biodiversity, and

WHEREAS, the costs of native plant landscaping may reduce overall landscaping costs due to a decreased need for pesticides and fertilizers, and

WHEREAS, Resolution No. 64,376-N.S. can be updated with biodiversity goals.

NOW THEREFORE, BE IT RESOLVED that the guidelines for Native Species/Bay-Friendly Landscaping Policy For Enhanced Biodiversity on City Property described in Exhibit A are hereby be adopted, and Resolution No. 64,376-N.S. is rescinded.




The foregoing Resolution was adopted by the Berkeley City Council on April 12, 2022 by the following vote:

Ayes: Bartlett, Droste, Hahn, Harrison, Kesarwani, Robinson, Taplin, Wengraf, and Arreguin.

Noes: None.

Absent: None.

  
\_\_\_\_\_  
Jesse Arreguin, Mayor

Attest:   
\_\_\_\_\_  
Mark Numainville, City Clerk

## EXHIBIT A

### GUIDELINES FOR NATIVE SPECIES/BAY-FRIENDLY LANDSCAPING POLICY FOR ENHANCED BIODIVERSITY ON CITY PROPERTY

Policy Statement: To combat the critical loss of biodiversity in Berkeley and globally due to modern development and climate change, the City shall use the following guidelines for planning and implementing native plant and Bay-Friendly landscape maintenance and vegetation planting improvements on City property (City parks, open spaces, and Right-of-Way planting strips) in order to enhance biodiversity.

1. Use of native plant species that support bees and other lifeforms and are appropriate to our environment when possible; use a diversity of the flowering shrubs, perennials, herbs, grasses, and small trees that bloom successively to produce the leaves, pollens and nectars that attract bees, other pollinators, insects, birds, and leaf-chewing creatures with an emphasis on those that support local species and ecosystem; and to the greatest extent possible, use plants and trees that are low to moderate in their allergenic properties, low water use and drought-tolerant, and higher in insect and bird habitat potential. No species that are invasive in the Berkeley climate shall be used.
1. Control non-native plants and weeds that crowd out native plants that provide higher habitat value for biodiversity.
2. Strive to plant pollinator-friendly vegetation in areas of lower user density away from children's play area, restrooms, picnic tables, barbeques, refuse containers, and other park facilities where bee sting risk is greater due to normal visitor use patterns.
3. For street trees, the City seeks to plant Bay Area and California native tree species that support other life forms where available growing space and/or native conditions exist, including streets, open space, parks, and Right-of-Way planting areas. In both dense urban areas and park spaces with irrigated turf, where very little native soil and water conditions remain, a diverse range of appropriate tree species shall be used that meet the following requirements: that perform successfully in small planting sites with poor soils and above and below ground constraints; that attain appropriate sizes at maturity; that exhibit safe and manageable growth patterns; that enhance biodiversity; that are drought tolerant; that build climate resilience into the urban forest; and that contribute to the City's Climate Action Goals.