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| 56  | 9/6/2013 Isabelle Gaston | Appreciate seeing Wildcat Canyon and Grizzly Peak on the draft list of streets to be paved in FY2014. | Hi Ray,  
Nice seeing you at the Public Works Commission meeting last night. I’m sorry we had to leave at 8:30 and therefore missed Andrew.  
Steve and I were very encouraged (if not delighted) to see Wildcat Canyon and Grizzly Peak on the draft list of streets to be paved in FY2014.  
We greatly appreciate the Commission’s recognizing these two “collectors” as a top priority for city residents to continue enjoying cycling in and around Tilden Park. I would only like to reiterate that the Commission take into consideration a full reconstruction of Wildcat from the “Spiral” to the “East City Limit”. This section of Wildcat has virtually no pavement and is just a collection of patches.  
Thanks again for all your hard work!  
Best,  
Isabelle | 9/6/2013 | Isabelle, Steve, Sybil,  
I’m glad that all of you could attend yesterday. I even learned something .... you are President of NEBA! I get your newsletters and should have made the connection. I also get the TONA newsletters .... is there overlap or are these separate organizations?  
The good news with the draft paving plan is that the amount of street improvements will dramatically accelerate, as follows:  
Old plan: Fiscal year 14 - 6.45 miles  
Fiscal year 15 - 3.73 miles  
New plan: Fiscal year 14 - 7.8 miles  
Fiscal year 15 - 15.53 miles  
And yes .... Wildcat Canyon and Grizzly Peak are on the list for FY14. I would like to share the “hard work thanks” with my fellow Commissioners and a volunteer group of about 12 people, including the League of Women Voters.  
Ray |
| 55  | 9/6/2013 Sharon Eige | Request adding Keeler Avenue to the City’s paving plans. | Dear Ray Yep,  
I have heard that Keeler Avenue is not on the list for repairs in 2014. If this is true, then please help us to add Keeler. There are plants growing through the cracks in the street in front of our house, 720 Keeler (between Grizzly Peak Blvd and Marin), and there are mud holes in the street every time it rains. The conditions are nearly third world.  
Mike Roshal from the Engineering Division of Public Works was here in May to talk to us about the sidewalk, and he saw the terrible condition of our street. He said that he would recommend that Keeler be repaved.  
If it would help to have additional emails sent to you, I could ask my neighbors to write. | 9/6/2013 | Hi Sharon,  
The draft 5-year paving plan, with Measure M funding, was discussed yesterday at the Public Works Commission Meeting. The good news is the amount of street improvements will dramatically accelerate, as follows:  
Old plan: Fiscal year 14 - 6.45 miles  
Fiscal year 15 - 3.73 miles |
New plan: Fiscal year 14 - 7.8 miles    Fiscal year 15 - 15.53 miles
Regarding Keeler Avenue, I am copying Andrew Clough (Public Works Director) and Jeff Egeberg (City Engineer) so that they will know your concerns. City Staff are the people preparing the paving plans. The role of the Public Works Commission is to review the plans for consistency with policy and to advise the City Council. We also led the public participation process to help with implementing Measure M. As for your neighbors writing to me, that is ok, but I think it will be more effective for them to write to your Council person. They are the elected officials; the Commission is voluntary.

Thanks,
Ray Yep
Chair, Public Works Commission

54 9/4/2013  Dan Pines

Request adding Michigan Avenue to the City’s paving plans.

Good evening Mr. Yep:
Please add Michigan Avenue to the list of road repairs this year (see previous correspondence with councilman Laurie Capitelli below.) I look forward to a response at your earliest convenience.

Thank you,
Dan Pines 510 693-1466
dan@berkeleyrealty.com

On July 25, 2013 at 4:41 PM, Laurie Capitelli wrote:
Dear Dan,
I can’t answer that. The staff is in the middle of a big public process around the Measure M monies, developing criteria and priorities. They won’t come up with a revised five-year plan for Council approval until November.

We have done what we can do referring this through the City Manager. I suggest you could also make a formal request through the on line service center at:
http://www.ci.berkeley.ca.us/onlineservicecenter/

Jill A. Martinucci
aide to Laurie Capitelli
Berkeley City Council, District 5
510-981-7150

9/5/2013
Hi Dan,
The Berkeley voters approved Measure M last November, authorizing $30 million of additional funding to improve our streets and related watershed needs. We have been going through a public participation process to help prioritize the work. A draft 5-year paving plan, with the Measure M funding, will be discussed by the Public Works Commission tonight (9/5), 7:00 pm, at the North Berkeley Senior Center. It is open to the public, if you wish to attend. This plan will then go the our City Council on October 1st in a work session and the Council will consider adoption of it in November. I do not currently know where Michigan Avenue fits in the plan, but we are at the time where you input is pertinent. Thank you.
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<td>53</td>
<td>9/4/2013 Chris Bailey</td>
<td>Wildcat Canyon Road needs improvements.</td>
<td>Dear Sir, I was informed that you would accept input from the public regarding the below matter. I was informed that communicating with Public Works would be helpful but they did not acknowledge my below email. I forward my words to you, hoping that they might be acknowledged and accepted for input and consideration. Thank you. Sincerely, Chris Bailey 415-725-5310</td>
<td>9/4/2013</td>
<td>Ray, Thank you so much. It is always a challenge, I know. Sincerely, Chris Bailey 415-725-5310</td>
</tr>
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<td>52</td>
<td>9/4/2013 Lily Huang</td>
<td>Wildcat Canyon and Grizzly Peak roads are dangerous to bicyclists and need to be repaved!</td>
<td>Please repave Wildcat Canyon and Grizzly Peak! I bicycle on those roads frequently and find that they are full of tire-eating cracks and potholes that force me to ride erratically and in the wrong part of the lane – it seems so dangerous to leave these roads in such poor condition.</td>
<td>9/4/2013</td>
<td>Lily, Thanks very much for your comments. We have heard from many bicyclists who use Wildcat Canyon and understand the safety issues and the need for improvements. Measure M will triple to annual expenditures for street improvements and we are looking forward to accelerating the work. Our next Public Works Commission meeting is tomorrow (9/5), 7:00 pm, at the North Berkeley Senior Center. It is open to the public, if you wish to attend. Ray Yep Chair, Public Works Commission</td>
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<td>Thank you for your consideration</td>
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<td>Lily Huang</td>
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<td>comments. We have heard from many bicyclists who use Wildcat Canyon and Grizzly Peak roads and understand the safety issues and the need to improve the roads. Our next Public Works Commission meeting is tomorrow (9/5), 7:00 pm, at the North Berkeley Senior Center. It is open to the public to attend, if you wish.</td>
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<td>Ray Yep</td>
<td></td>
<td>Chair, Public Works Commission</td>
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| 51  | 9/3/2013 Jean Sanchirico | Wildcat Canyon Road needs to be repaved. | From: Jean Sanchirico [mailto:jean.sanchirico@sbcglobal.net]  
Sent: Saturday, August 31, 2013 10:09 AM  
To: PWEngineering  
Subject: Please PAVE Wildcat Canyon Road  
To whom it may Concern,  
Please PAVE Wildcat Canyon Road in Berkeley. I have been driving and bike riding on this road for 23 years—it has never been in worse shape. It needs attention. Thank you,  
Jean Sanchirico (Berkeley resident) | 9/4/2013 | Jean,  
Thank you for your comments. We understand that Wildcat Canyon Road needs attention and we are looking forward to accelerating the work with Measure M funding.  
Ray Yep  
Chair, Public Works Commission |
| 50  | 9/2/2013 Norm Gold | Wildcat Canyon and Grizzly Peak Road are dangerous to bicyclists and need to be improved. | From: Norm Gold [mailto:norm@normgoldassociates.com]  
Sent: Monday, September 02, 2013 10:34 PM  
To: PWEngineering  
Subject: Fwd: Please pave: Wildcat & Grizzly Peak Blvd.  
Importance: High  
Measure M community Input.  

BTW: I am a member of the East Bay Bicycle Coalition, and support placing safe cycling high on the list of priorities for road improvements. This will improve conditions for cyclists and all drivers, as we encourage more and more people to opt for bikes over cars.  
Begin forwarded message:  
From: Norm Gold <norm@normgoldassociates.com>  
Subject: Please pave: Wildcat & Grizzly Peak Blvd.  
Date: September 2, 2013 10:21:40 PM PDT  
To: swengraf@ci.berkeley.ca.us  

Dear City of Berkeley,  
I drive and bike frequently in the Berkeley Hills. The conditions of Wildcat Canyon and Grizzly Peak Blvd are extremely dangerous for cyclists, do untold mechanical damage to both cars and bikes, and urgently | 9/4/2013 | Hi Norm,  
Thank you very much for your comments. We have heard from many bicyclists using Wildcat Canyon and Grizzly Peak and appreciate the need to accelerate improvements.  
Ray Yep  
Chair, Public Works Commission |
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| 49  | 9/1/2013  
Michel McCoy | Wildcat Canyon Road is dangerous to bicyclists and needs to be improved. | From: Michel McCoy [mailto:michelmccoy@rocketmail.com]  
Sent: Sunday, September 01, 2013 6:13 PM  
To: PWEngineering  
Subject: Wildcat Canyon Road is deadly dangerous  
Dear Sir or Madam,  
I noticed a sign today on Wildcat Canyon Road urging people to alert the city about the deplorable and dangerous conditions, in particular for cyclists, on Wildcat Canyon and Grizzly Peak Roads, due to years of lack of comprehensive attention to these streets (combined with sloppy patching jobs that actually make the situation more dangerous).  
I was proceeding on Wildcat on Friday July 19 on my bicycle, heading back towards Spruce Street. I assume I was being careful since I was aware of the potholes, cracks and bumps all over the road, but since I don't remember what happened I can't estimate my speed. When I regained consciousness, I was covered in blood, my handle bar had been sheared off the bike. A cyclist found me on the road and kindly called 911 and kindly stood by me until help came - Berkeley ambulance, fire truck and police. I was transported to Highland Hospital by Berkeley ambulance service. There was a two plus inch laceration on my head from my helmet crushing against it - I was in and out of consciousness for about an hour. I ended up with multiple staples in my head. The right side of my body was covered with road rash. My elbow looked like hamburger as did my shoulder and hip. I am 65, and probably I am slower to heal these days. But even so, over a month later, I have limited use of my right shoulder and a bad pull of the groin that makes walking rapidly impossible, not to mention running.  
I went back to the site of the crash a few days later, and saw that the Berkeley Fire Department had spray painted around several holes in the road about 10 feet away from where the asphalt was still stained with blood. They wrote "BFD" on the side of the road, to indicate that the City had noted the situation. I went by there today. The spray paint was still there, but that was about it.  
I understand that the city has priorities. Even with this said, it is time for the City of Berkeley to take the responsibility to repave the entire road before someone - perhaps a young person with his or her life to look forward to - is killed or paralyzed. This could happen tomorrow.  
Michel McCoy - 647 San Luis Road, Berkeley Ca (510) 847-1746 or 526-6184 | 9/4/2013  
Hi Michel,  
I'm sorry to hear about your bicycle accident. Measure M will triple the City's annual expenditure for street improvements and we are looking forward to accelerating the work. Thank you for taking the time to provide us your input.  
Ray Yep  
Chair, Public Works Commission | |
| 48  | 8/29/2013  
James Hurley | Wildcat Canyon Road is dangerous to bicyclists and needs to be improved. | From: James Hurley [mailto:james.hurley.personal@gmail.com]  
Sent: Thursday, August 29, 2013 3:15 PM  
To: PWEngineering  
Subject: Measure M Public Input | 9/4/2013  
Hi James,  
Thank you for letting us know of your | |
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<td>47</td>
<td>8/29/2013 Maria Garcia</td>
<td>Wildcat Canyon Road is in poor condition and needs to be improved.</td>
<td>Dear Public Works Dept., This letter is to urge repairs to the section of Wildcat Canyon Rd. between Grizzly Peak Blvd and Shasta Rd. The poor condition of the pavement presents potentially life-threatening hazards to the many cyclists that use this route as a gateway between Berkeley and the Orinda area. Yours, James H. Hurley 1360 Grizzly Peak Blvd. Berkeley</td>
<td>8/29/2013 Maria and concerned public: Maria had told me that she was going to submit a written comment. Now I know why it has taken a while; you folks have prepared a very well written, illustrative, and persuasive letter. I am copying Andrew Clough, Jeff Egeberg, and Ken Emesium of the Public Works Department so that they will see this directly. All of the public comments are valuable and we will be sharing them with the full Public Works Commission at their meeting on September 5th and the City Council at their workshop on October 1st. We have heard from many citizens in the City and know that there are urgent needs for street improvement. Thank you. Ray Yep Chair, Public Works Commission</td>
<td>8/30/2013 Thanks so much Ray, For your kind comments; we would like very much to work the City towards the improvement of our streets, although in this case we are focusing in Wildcat Canyon Rd. Some of us will come to the September 5th meeting. Sincerely Maria T. Garcia de la Noceda Home: 510.540.6449 Cell: 510.725.8405</td>
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Dear Sir / Madam,

We, the Friends of Wildcat Canyon (our personal names are listed below), are a group of avid cyclists who have been cycling in Wildcat Canyon Rd. for many years, some of us for even 30 years or more, and who like this road very much.

We remember the times when riding a bicycle on Wildcat Canyon Rd. was a pleasure. It was a beautiful road, quiet, with very little traffic, and a very smooth pavement. That was many years ago.

Since then, the situation has been progressively deteriorating through the passing of time. The beauty of the scenery remains, but the traffic of motorized vehicles has increased a great deal, especially during commuting hours, early mornings and mid-afternoons, and on the week-ends. The driving speed has also tremendously increased, and quite often it is possible to see cars driving at racing speed through blind corners.

To make the situation worse the pavement has been deteriorating, up to the point that riding a bicycle on Wildcat Canyon Rd. has become hazardous. We are specifically referring to the stretch of the road between the intersection of Wildcat Canyon Rd. with Spruce St., and Grizzly Peak Blvd. to the Contra Costa County line, which is approximately 1.84 miles.

Nowadays given the deteriorating conditions of the road, and being concerned about their own safety as well as the others, the cyclists who are still riding on Wildcat Canyon Rd. are forced to be extremely alert because if you ride your bike on that road, in either direction, East or West, you will inevitably run into bumps, fissures, holes, stones and gravel, and a patchwork of different types of pavement with dangerous seams in between. Some of us have decided to choose alternative routes to bypass Wildcat Canyon Rd. altogether.

We would like to call attention about the liability that the City has if a serious accident occurs due to the conditions of the road, specially in this case when there are no signs advising the pedestrians / drivers /cyclists of the conditions of the road, or limiting the speed limit.

Longitudinal fissures are one the most dangerous hazards. A sad incident comes to our minds in which a cyclist, Alan Lee, a married man with two daughters, was killed in Grizzly Peak because his tire was caught in a fissure. Conditions on Grizzly Peak Blvd. are almost as bad as on Wildcat Canyon Rd., and it deserves your attention.

There is a member of our group, Maria T. Garcia de la Noceda, who had one incident this year in Wildcat Canyon Rd. In her own words: "On March 30, I was riding my bike on Wildcat Canyon Rd., near the intersection with Grizzly Peak Blvd., at 7:30 a.m. It was overcast and there was not traffic. The pavement on the right side of the lane was very bad, in order to avoid it I moved to the left side of my lane, without realizing that there was a longitudinal fissure, my tire got trapped in it, and I fell. I could not move, but nobody was on the road to help, so I had to get up by myself. When I finally got up, I saw that my right knee, and elbow were bleeding, and my knee was inflamed". Fortunately for her, at the time when the incident occurred there was not traffic.

What most cyclists fear the most is that a passing car, or a group of cyclists will force them to ride at the edge of the road, where the surface is often the worst, into a fissure or big hole that will cause them to lose control, fall or collide with the car, or with other cyclists.

Another element to be taken into the consideration are the pedestrians walking or jogging on Wildcat Canyon Rd., sometimes blocking a substantial portion of the road. Therefore we, as cyclists, need to go around the walkers / joggers, try to avoid the hazards of the road, and at the same time be extremely cautious about the passing cars; a very difficult task.
For all the above reasons, hazardous pavement, fast and reckless motor vehicle traffic, presence of pedestrians on the road, and liability of the City if a serious accident occurs caused by the conditions of the pavement, we are asking the City of Berkeley:

1. To consider the repaving of Wildcat Canyon Rd. as a priority with an allocation from the City’s Measure M funds, or at least within the 5 year plan.

2. To implement as ASAP, as a SHORT TERM SOLUTION (within in a month time frame), the following:
   THE PAINTING with a bright orange color the most treacherous spots on the road.
   THE POSTING of 3 DIFFERENT SIGNS ON THE ROAD:
   ROUGH ROAD
   SPEED LIMIT: 15 MPH
   CYCLISTS ON THE ROAD
   Let’s join efforts to make Wildcat Canyon Rd. a safe place for everybody to enjoy it, regardless if the person is walking, jogging, driving, or riding a bicycle.

Respectfully
Friends of Wildcat Canyon Rd.
Maria T. Garcia de la Noceda
Tom Williging
Charles Fineman
Esta Brand
Jim Kaufman
George Clyde
Kristina Mendis
Amanda Sharp
Eric Rydman
Neal Cassidy

NAME STREET ADDRESS CITY PHONE # E-MAIL
Maria T. Garcia de la Noceda 1346 Blake St. Berkeley 510.540.6449 vuelaus@yahoo.com
Tom Williging 177 39th St. #2 D Oakland 510.835.0159 twillgin@gmail.com
Charles Fineman 561 Vistamont Ave Berkeley 510-528-5047 cfineman@gmail.com
Jim Kaufman 700 Grizzly Peak Blvd. Berkeley 510.301.3362 jimtunes@pacbell.net
Esta Brand 41 Oxford Street Berkeley 510. 527.7647 estabrand@sbcglobal.net
George Clyde 80 Alamo Ave. Berkeley 510.526.4974 gclydell@gmail.com
Kristina Mendis 1342 Blake St. Berkeley 702.510.2476 krizkain619@gmail.com
Amanda Sharp 1349 Greenwich St. San Francisco 415.307.8975 asharp@paragon-re.com
Eric Rydman 801 View Dr. Richmond 510.759.8438 emagnusre@yahoo.com
Neal Cassidy Berkeley 510.375.8189 nealybug@hotmail.com

46 8/28/2013 Bill Hofmann
Wildcat Canyon, 1100 block of Blake, 4th street between Channing and Allston are in bad shape and need improvements.

From: Bill Hofmann [mailto:bill.hofmann@gmail.com]
Sent: Wednesday, August 28, 2013 10:28 AM
To: PWEngineering
Cc: rayepe1@gmail.com; Wengraf, Susan; Moore, Darryl
Subject: Measure M community input

As a long-time resident of Berkeley and an avid cyclist, I’d like to bring your attention to the state of Wildcat in the Berkeley Hills. There are several sections (esp near Lake Anza) where there are
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<td>45</td>
<td>8/27/2013 Kelly Townsend</td>
<td>Alvarado Road needs improvements.</td>
<td><em>substantial</em> numbers of potholes and fissures that can easily damage a bike or cause an accident. I should note also there are a number of side streets and bicycle routes in West Berkeley (1100 block of Blake, 4th street between Channing and Allston) that are also in horrible shape - Blake has a 3-4&quot; deep fissure running much of the length of that block. Thanks for your attention to the quality of the roads in Berkeley. -Bill</td>
<td>8/27/2013</td>
<td>Kelly, Thank you for your input. We have also heard from others on the needs on Alvarado. Ray Yep Chair, Public Works Commission</td>
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<td>44</td>
<td>8/26/2013 Phil Morton</td>
<td>Suggested criteria to prioritize street improvements.</td>
<td>From: Phil Morton [<a href="mailto:pmorton.cal@gmail.com">mailto:pmorton.cal@gmail.com</a>] Sent: Monday, August 26, 2013 4:35 PM To: PWEngineering Subject: Wildcat Canyon Hi, In general I support the reconstruction of Wildcat Canyon Rd. I don't know how to prioritize it against other necessary projects. For example I spend more time bicycling on Derby Street than is pleasant. The pavement between Shattuck and Milvia has been severely damaged by fire service vehicles. The pavement between California and Sacramento has been severely damaged by buses for school field trips. Both pieces of Derby St. need to be re-engineered for the weight of the vehicles that use them. Here are some questions that might help me or anyone else to decide. - How much will the improvements cost? - How many people use the road by each weekday, and at the weekend? - What is the mode split between motor vehicles, bicycles, pedestrians? - How many accidents have there been on that piece of road? - Is there a cost estimate?</td>
<td>8/27/2013</td>
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<td>43</td>
<td>8/22/2013 Terri Bimes</td>
<td>Wildcat Canyon and Grizzly Peak need to be safe for bicyclists and improved.</td>
<td>HI, I wanted to put my two cents in about repaving Wildcat Canyon and Grizzly Peak Drive. These roads are two of the gems of Berkeley. There are so many bikers who travel these roads. The potholes, however, make it treacherous. It would be great to have safe roads to bike on. Thank you for your consideration, Terri Bimes Member of the YMCA Tri Club</td>
<td>8/23/2013: Terri, We are tabulating and incorporating input from Berkeley citizens and thank you for your input. Ray Yep Chair, Public Works Commission</td>
<td>8/23/2013: Thank you Ray. I appreciate your efforts.</td>
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<td>42</td>
<td>8/20/2013 Maria Garcia</td>
<td>Wildcat Canyon Road is dangerous to bicyclists and need improving. Suggesting posting caution signs.</td>
<td>Ray Yep met with Maria Garcia and Esta Brand on 8/20/2013 to discuss their concerns on the condition of Wildcat Canyon Road. Ms. Garcia responded with the following message on 8/21/2013: Hello Ray, Thanks so much for taking the time to meet with us yesterday, and for all the detailed information you provide us with at the meeting. I would like to verify with you the e-mail address where we need to send our comments, is: <a href="mailto:PWEngineering@cityofberkeley.info">PWEngineering@cityofberkeley.info</a> Regards Maria Garcia</td>
<td>8/21/2013: Maria, Yes, that is the correct email address. You should say &quot;Measure M community input&quot; in the subject line. Thanks for the opportunity to meet and discuss the concerns in your area. Ray</td>
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<td>41</td>
<td>8/18/2013 Bud Travers</td>
<td>Alvarado Road is in abysmal condition and needs to be improved.</td>
<td>I understand that the City has under review Streets and Watershed Improvements under Measure M. I am a 46 year resident of Berkeley who lives on Gravatt Drive, off of Alvarado Road. The road conditions leading to my home are abysmal and require correction. I want to stress in the strongest terms that Alvarado Rd. must be addressed and improved. The pot holes and uneven pavement is both dangerous and damaging to my vehicle. Please allocate funds to correcting Alvarado Road. Bud Travers 72 Gravatt Drive Berkeley, California</td>
<td>8/23/2013: Bud, We are tabulating and incorporating input from Berkeley citizens and thank you for your input. Ray Yep Chair, Public Works Commission</td>
<td>8/23/2013: Ray: Thanks for responding to my communication. The roads leading up to Gravatt are really in bad shape and need to be addressed. Many Thanks Bud Travers</td>
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<td>40</td>
<td>8/17/2013 Steve Robey</td>
<td>Wildcat Canyon Road and Grizzly Peak Blvd. are in dismal condition.</td>
<td>Hello Susan, This is just a follow up to our meeting last month regarding the dismal condition of Wildcat Canyon Road and Grizzly Peak Boulevard. Thank you once again for taking time to meet with us. I hope you have heard from our neighbors as well that this is a priority. We plan on following up by attending any relevant City Council meetings this fall. It is really important that the City of Berkeley adequately perform its basic services like road maintenance and repair, something which it no longer seems to think is part of its</td>
<td>8/23/2013: Steve, We are tabulating and incorporating input from Berkeley citizens and</td>
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8/20/2013: Maria Garcia and Esta Brand on 8/20/2013 to discuss their concerns on the condition of Wildcat Canyon Road. Ms. Garcia responded with the following message on 8/21/2013: Hello Ray, Thanks so much for taking the time to meet with us yesterday, and for all the detailed information you provide us with at the meeting. I would like to verify with you the e-mail address where we need to send our comments, is: PWEngineering@cityofberkeley.info Regards Maria Garcia

8/18/2013: Bud Travers
I understand that the City has under review Streets and Watershed Improvements under Measure M. I am a 46 year resident of Berkeley who lives on Gravatt Drive, off of Alvarado Road. The road conditions leading to my home are abysmal and require correction. I want to stress in the strongest terms that Alvarado Rd. must be addressed and improved. The pot holes and uneven pavement is both dangerous and damaging to my vehicle. Please allocate funds to correcting Alvarado Road.
Bud Travers
72 Gravatt Drive
Berkeley, California

8/23/2013: Bud, We are tabulating and incorporating input from Berkeley citizens and thank you for your input.
Ray Yep
Chair, Public Works Commission

8/23/2013: Ray: Thanks for responding to my communication. The roads leading up to Gravatt are really in bad shape and need to be addressed.
Many Thanks
Bud Travers
From: Isabelle Gaston [mailto:isabelle.gaston@gmail.com]
Sent: Monday, August 05, 2013 3:44 PM
To: abregul@gmail.com; agserp@sbcglobal.net; 'Albert'; 'Alice Gruber'; 'Alice Kahn'; andresacediel@gmail.com; 'Andy Fucht'; 'Anthony Broese'; backendo@berkeley.edu; cfineman@gmail.com; ckremen@gmail.com; claytonmschuster@gmail.com; Cohen, Frances'; csvarshaw@aol.com; dgartens@yahoo.com; 'Don Kasamoto'; drshin@socrates.berkeley.edu; 'Eve Contente'; francineostrem@gmail.com; 'Gay Rose'; 'Georjana Barnes'; ghidora@bcbglobal.net; gould137@mac.com; hellowboundslayer5150@gmail.com; hill-cynthia@comcast.net; hiro@morimotoarch.com; 'Howard Gruber'; irmaAdelman@berkeley.edu; j.altshuler@comcast.net; 'James Williams'; 'Jim Guerette'; 'Jim Lunt'; 'Joe Ungerer'; 'Judith Maguire'; 'karen gold'; 'Karen Lottman'; kass@pixar.com; 'Kate Deyoe'; 'Kate Frankel'; katrin.rustici@yahoo.com; kellysika@gmail.com; kevin.furlong@smithbarney.com; kudszus@berkeley.edu; 'Linda Banta'; 'Linda Fong'; 'Lisa Shor'; 'Mark Springer'; 'Mary Burmester'; npladen@sfsu.edu; 'Neil Burmester'; nglwmyn54@hotmail.com; 'Nigel Warshaw'; pims@pacbell.net; P.oood@brainbang.com; gardner@comcast.net; pol.tgros@yahoo.co.uk; Patricia@batnet.com; 'Paul Werner'; rdering@comcast.net; richardladen@comcast.net; rsbamb@sbcglobal.net;ryanmedlin2001@yahoo.com; s.hatch@conveyinc.com; sambambai2@aol.com; 'shlomo Rosenfeld'; ts5577@pacbell.net; steve.robey@gmail.com; ylawes53@yahoo.com; tamniightanddayimages.com; r揽香@bcbglobal.net; ryanabrahamson@yahoo.com; urthlove@yahoo.com; veronicacap@hotmail.com; wildewoodg@yahoo.com; wxi1229@gmail.com; 'Adam Duhan'; Bgilbertca@aol.com; 'Sharon Eige'; wlam@pacbell.net; 'Realtor'; 'Cole Smith'
Cc: swengraf@cityofberkeley.info
Subject: Pave Wildcat Canyon: Contact Susan Wengraf

Dear All,

Please find below the August newsletter from Susan Wengraf, our City Councilwoman. In it she requests YOUR input on the need for paving Wildcat Canyon. This is important. Please read it. She is also copied on this email.

Last week, Sybil, Steve, and I met with Susan as well as the Public Works Commissioner in charge of Measure M, Ray Yep. We toured Wildcat Canyon and Grizzly Peak by car and discussed the urgent need in having these roads paved. As most of you know, parts of these streets have not been paved in decades and they are extremely hazardous.

We greatly appreciate Susan and Ray taking the time to meet with us and they shared with us some vital information -- that is, if we want to have our streets paved we have to be VOCAL as residents and contact our local representatives. If there aren’t 5 votes on the City Council to support our request for the streets to be paved, it simply will not happen.

WE CANNOT ASSUME that because we voted for Measure M last fall (30 million dollar bond) and that our property taxes will be raised that any of the streets in our neighborhood will be paved. In fact, there is a good chance that very few streets in our neighborhood will see any improvement unless we take action. Why? Although 3 million is allocated for repairing roads every year and an additional 6 million will be available from Measure M per year for the next 5 years, the City Auditor stated that it would cost 65 million dollars to simply upgrade all the streets

thank you for your input.
Ray Yep
Chair, Public Works Commission
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<td>39</td>
<td>8/13/2013 Joe DiStefano to Susan Wengraf</td>
<td>Wildcat Canyon Road – road is in poor condition and is dangerous to bicyclists. Repaving needs to be made soon.</td>
<td>in Berkeley to an 'average' rating from their present 'failed' state (I can send you more info or the auditor's report if you would like). Again, please read Susan's newsletter below and contact her. Let her know you care. She will share this with her fellow Council members. If the City doesn't hear from us, they will think we're OK with how the roads are up here. We are out of sight, out of mind. There is a lot of competition for how the annual $9 million dollars for road repair over the next several years will be spent. Let our voices be heard whether you are a bicyclist or just a concerned citizen. Finally this is a <strong>SMALL WINDOW OF OPPORTUNITY</strong>. By early fall, the City will have drawn up their list of streets that will be repaved and either our streets including Wildcat are on it or they are not. Please pass this email along to anyone else in District 6. Thank you! Best, Isabelle</td>
<td>8/14/13 From Larry Henry: Julian, The Public Works Commission (PWC) has just completed holding three public hearings on how to invest the Measure M bond funds for Street Rehabilitation, Green Infrastructure (GI) and Flood Mitigation investments that were identified in the Measure M bond language. Key part of that process is that we are likely to recommend at the next PWC meeting on September 5th that the Measure M funds be used exclusively for Capital projects like “Reconstruction” of streets, GI and flood mitigation projects. That will free up current direct tax dollars for Maintenance of streets that do not need a full reconstruction and can be treated through “Slurry Seal and Overlay”. What that means is that streets like Wildcat Canyon, that is addressed in the email below, that are currently...</td>
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8/9/2013  
David Nasatir  
Summit Road neighbors - 100% of Measure M funds should go to repave streets.  
From: David Nasatir [mailto:nasatir@gmail.com]
Sent: Friday, August 09, 2013 11:20 AM
To: PWWorks
Cc: Wengraf, Susan
Subject: Measure M--
After talking with my neighbors on the 1500 block of Summit Road, we have come to a consensus that 100% of the funds from the $30 M bond issue to repave streets should go for the "RAD" proposal; a technical emphasis on pavement and quantity. In general neighbor's comments reflected the idea that the pavement on our street and the streets we use on a regular basis is so bad that it would be a mistake to focus on anything else until the general state of the roads in Berkeley were to be markedly improved.
Thank you.

8/8/2013  
Barbara Sargent  
McGee Ave. resident - safe sidewalks are as important as street condition.  
From: Barbara Sargent [mailto:barbarasargent@sbcglobal.net]
Sent: Wednesday, August 07, 2013 7:59 PM
To: PWEngineering
Subject: Measure M Community Input
It seems that "street repaving" refers to the roads where vehicles are driven. To me, safe sidewalks for pedestrians are at least as important. I have tripped and fallen several times because of the abominable...
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<td>8/2/2013 Isabelle Gaston, Sybil Hatch</td>
<td>Wildcat Canyon and Grizzly Peak Road – roads are unsafe for bicyclists and need to be repaved.</td>
<td>At the request of Isabelle Gaston and Sybil Hatch, Ray Yep met with them to review the pavement conditions on Wildcat Canyon Road and Grizzly Peak Road. We toured Wildcat Canyon Road from the intersection of Spruce Street to the Brazilian Room area. The pavement has extensive cracking, pot holes, and patching in several areas. The road has also had sewer work done. Isabelle and Sybil pointed out that many bicyclists use the road and that the pavement condition is dangerous. We also toured Grizzly Peak Road in the same area. Isabelle and Sybil pointed out that the road has bus traffic and it contributes to the heavy use and cracking of the pavement. Ray provided an update of the Measure M community meetings and the next steps in implementing street improvements. Isabelle and Sybil appreciated the visit and the information. They have also been communicating with Susan Wengraf on their concerns.</td>
<td>Hi Ray, I wanted to thank you very much for coming over last Friday to tour Wildcat Canyon and Grizzly Peak. We greatly appreciate your taking the time to meet with us and see how much these streets are in need of paving. I know there is a limited window of opportunity to ensure that these streets do indeed get on the list so I will probably reach out again to you in the near future and see if there is anything more that we can do before the October 1st City Council meeting. Sincerely, Isabelle</td>
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Dear Mr. Clough,

Thank you for rationalizing the priorities for street replacement and repair. Unfortunately, however, these priorities fall short of the comprehensiveness needed to correct years of neglect that some streets have suffered yet not others. As is so common in this town, priorities tend toward new development rather than investment in existing properties and structures. This is nowhere more evident than on Panoramic Hill where for years the City has deferred maintenance with hopes, perhaps, that we would give in and tax ourselves through an Assessment District so as to get emergency access, sewers, and roadwork. Instead, we have not taxed ourselves, except for Measure M, and as a result, have not gotten road improvements (other than patching) despite years of paying taxes for basic city services.

In the past, the City has prioritized residential streets other than Panoramic Hill streets despite those streets being less heavily trafficked and less degraded and not serving as corridor or feeder compared to Panoramic Way’s rating on all these variables. To illustrate, please compare Panoramic Way to Oak Ridge Road. These streets are similar in that both culminate in dead-ends, both are one-lane, both have parking on one-side only. But they are different in that Panoramic Way has more traffic than Oak Ridge among other features which would seem to favor Panoramic Way as a city priority. The logic of this contrast and comparison would lead one to infer that if Oak Ridge Road had its roadway reconstructed then Panoramic Way would likewise have its roadway reconstructed. To the contrary, only Oak Ridge was improved.

There are other examples too. For example, numerous streets throughout the Claremont area carry less traffic than Panoramic Way yet have had street reconstruction work. A drive through the area demonstrates this fact, but for the record, a few of the improved streets include El Camino Real and The Plaza Drive.

Panoramic Hill has numerous hazardous roadway conditions. For example, the section of Panoramic Way just south of the second hair pin turn and near Orchard Lane appears to be quite weak. The roadway, the railing, and the retaining wall tilt toward the house on the downhill side of the road. This is by no means the only hazardous roadway condition on Panoramic Way or on the other Panoramic Hill roadways including Mosswood Road, Canyon Road, Arden Road. But this is one of the more visible hazards.

Infrastructure improvements which should have been done as a matter of course have been dangerously postponed to an indefinite future date. For example, the utility pole and overhead power lines at the first hairpin of Panoramic Way lie on top of the Hayward Fault, which courses through the earth at exactly this point of the roadway. If the utility pole were to topple during a quake, it would fall in the direction it is leaning, which is toward the roadway. If it falls into the roadway, traffic would be blocked on the only roadway available for cars to exit the neighborhood. This pole should be undergrounded, and the City should take the lead in initiating this fundamental public safety improvement by working with PG&E.

In consideration of the criteria used for the 5-Year Street Rehabilitation Plan, Panoramic Way meets the “coordination with City programs criterion.” The City is currently in the process of partially rehabilitating sewers on Panoramic Hill. There should be no further delay in moving forward with street reconstruction on Panoramic Way. As you have not scheduled the work previously, it needs to be moved forward as an emergency.

Reconstruction of the street would also satisfy the environmental sustainability criterion by improving storm water quality that runs off of these steep hillside streets. Few streets in Berkeley are as steep as these.

Another reason to improve the street is because this very old neighborhood has very few sidewalks. Instead on many sections of the street, people must walk on the roadway. Panoramic Way was carved out in 1888 when it was developed as part of University Terrace by Charles A. Bailey. Given the hazards of

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<td>7/24/2013 Suzanne Baker</td>
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walking on a very narrow, substandard street with two way traffic, it would behoove the City to make the roadways as safe as possible, i.e. free of bumps, dips, severe slants, and potholes. Reconstruction, and not just street maintenance, is long overdue and desperately needed. Unfortunately, maintenance – which is better than potholes – has also tended to make the streets even bumpier and more uneven and hence more hazardous for pedestrians.

In short, there is no excuse for this neglect. Panoramic Hill property owners have paid several times over to have our streets in good condition. Please prioritize these roadways as a matter of common sense and common decency. Thank you.

Sincerely,

Janice

Thomas

[1] Panoramic Hill Historic District is listed on the National Register of Historic Places as of 10/28/05.

http://www.cr.nps.gov/nr/listings/20051028.HTM
July 23, 2013

Sent via Certified Mail
City of Berkeley
Office of the City Attorney
2180 Milvia Street, 4th Floor
Berkeley, CA 94704

City of Berkeley
Department of Public Works
2180 Milvia Street
Berkeley, CA 94704

Re: 1634 Cornell Ave., Berkeley, CA 94703

Dear Gentlemen:

I am the owner of the above referenced real property located in Berkeley, California, having purchased it in September 2011. I write to advise you of my serious concerns that this property is at risk of flooding, and sustaining substantial damage, as a result of the City of Berkeley’s on-going negligence.

The property is situated at the last location where Schothhouse Creek remains above ground, before draining into the San Francisco Bay. It is my understanding that in 2005, the property sustained significant damage as a result of flooding, caused by the City of Berkeley’s negligence. Accordingly, the prior owner of the property filed suit against the City of Berkeley in 2007, and in 2009, ultimately recovered in excess of $225,000.00 from the City. For reference, please see the lawsuit filed in Alameda County Superior Court entitled Gambia v. City of Berkeley, ACSC No. RG07561471. I have enclosed a copy of the First Amended Complaint from that matter for your review/assistance. Per the meeting minutes of the City of Berkeley dated September 22, 2009, I believe the matter was resolved as discussed above. I have enclosed a copy of the minutes for your convenience as well.

In December of 2012, Schothhouse Creek flooded the exterior of property, coming within inches of entering the interior of the house, raising serious concerns that my home would be damaged in a similar manner.
In light of the above, I made multiple inquiries/requests for assistance from the City of Berkeley in 2012 and 2013 to address this issue and to assist me in ensuring I would not experience flooding similar to that which essentially destroyed the property in 2005. An employee of the city, Danny Akagi examined my property and essentially informed me that there was nothing that I could personally do to address my concerns of flooding. Mr. Akagi informed me that the problem and actual cause of the flooding must have occurred as a result of a blockage west of my property, due to the speed at which the water receded, and this was beyond the control/extent of my property.

While it is clear that the City of Berkeley was liable for prior flooding in the past, it is not clear to me that any steps have been taken to remedy the problem and abate the City of any future responsibility for this problem. As my experience last year has shown, there definitely remains an issue with potential/actual flooding of the property, which I was informed is beyond my control to prevent/repair.

Having provided the City of Berkeley with ample notice of this problem, I would prefer that the City take active steps to avoid another flooding (thereby preventing future potential litigation) and would make all reasonable efforts to assist the City in doing so. I am therefore writing to request that the City please address this issue and take steps to rectify the problem referred to by Mr. Akagi. I am aware of the recent Measure M legislation and believe addressing this obvious flood issue would be an appropriate use of Measure M funds.

If you have any questions, or require additional information concerning the above, please do not hesitate to contact me at 510-435-9526 or Suzanne.blaker@gmail.com.

Thank you for your anticipated cooperation in this matter.

Sincerely,

Suzanne L. Blaker

Enclosures:
1. First Amended Complaint
2. September 22, 2009 City Council Minutes

cc: Danny Akagi
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| 32  | 7/19/2013 Helen Dickson | Scorecard criteria weighting – most important is protection of San Francisco Bay. Also overlap in "overall community improvement" and "environment and climate" helps draw attention to these criteria. | From: Helen Dickson [mailto:helenmariedickson@gmail.com]  
Sent: Friday, July 19, 2013 12:37 PM  
To: PWEngineering  
Subject: Measure M Scorecard feedback  
To whom it may concern,  
After attending the Measure M meeting last night, I wanted to give some feedback regarding the weighting of the scorecard.  
I feel that the most important part of the scorecard is the "Environment and Climate" section. As guardians of one of the great natural resources, San Francisco Bay, it is our job to think about the health of the bay.  
I also think that there is considerable overlap between the "Overall Community Improvement" section and the "Environment and Climate" section. For example, bicycle and pedestrian paths (OCI 2.1) and Advancing CAP (OCI 3.1) will directly result in reducing greenhouse gas emissions (EC 4). With limited resources, an overlap in goals helps concise spending.  
Sincerely,  
Helen Dickson  
helenmariedickson@gmail.com | Janice,  
There is no official closing date, but getting your comments in the next 2 weeks would be good. We are currently working on a Measure M report and are targeting to have a draft by mid-August. Also, the Berkeley Public Works Department is preparing the next version of the city’s 5-year paving plan. They will be using the scorecard criteria that we discussed yesterday. Their target to have that draft plan completed is late August. Thanks very much.  
Ray  
Chair, Public Works Commission | Hi Ray.  
I reviewed the criteria, and none of them deal with neglect. I live on Mosswood Road, and I'll be interested in finding out when it was last paved. There is patching on top of patching on top of patching. No one in our neighborhood was notified about the public comment period. It's quite problematic that homeowners who have been paying taxes for decades would not have the benefit of street re-paving. |
| 31  | 7/19/2013 Janice Thomas | Time period to comment on scorecard criteria. | Greetings. When does the Measure M comment period close?  
Thank you! | Janice,  
There is no official closing date, but getting your comments in the next 2 weeks would be good. We are currently working on a Measure M report and are targeting to have a draft by mid-August. Also, the Berkeley Public Works Department is preparing the next version of the city’s 5-year paving plan. They will be using the scorecard criteria that we discussed yesterday. Their target to have that draft plan completed is late August. Thanks very much.  
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| 30  | 7/18/2013 William Kruse | Derby and Belrose Avenue – special attention needed to repave upper Derby and Belrose Avenue. | REPAVE DERBY AND BELORSE AVENUE  
I understand that the use of Measure M money $$ is being planned. I live on the corner of Belrose and Derby. With the heavy, heavy use of these streets that lead to UCB, I feel that special attention is needed here. Please include repaving of both upper Derby and Belrose Avenue. | Janice,  
There is no official closing date, but getting your comments in the next 2 weeks would be good. We are currently working on a Measure M report and are targeting to have a draft by mid-August. Also, the Berkeley Public Works Department is preparing the next version of the city’s 5-year paving plan. They will be using the scorecard criteria that we discussed yesterday. Their target to have that draft plan completed is late August. Thanks very much.  
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| 29  | 7/18/2013 John Rea     | Scorecard criteria – attendee wants to circulate criteria to bike constituency for comments. | From: John M. Rea [mailto:johnmrea@gmail.com]  
Sent: Thursday, July 18, 2013 8:07 PM  
To: PWEngineering  
Subject: May I have a copy of the single page handout with the (tentative) DRAFT-Scorecard Evaluation criteria (July 18, 2013)  
I took away the understanding that it was on the web site. Either I was mistaken, or finding it is beyond me. I wanted to attach it (and, if possible, point others to it) in an E-mail to the bike constituency that asked me to go.  
Good meeting tonight. Please pass on my compliments.  
Bye | 7/22/2013  
From Ray Yep:  
Hi John,  
Attached is the document that you referenced. We are going to put it on the Berkeley Public Works website but haven’t done it yet. If you have any other questions, please let me know. Thanks for attending.  
| From John Rea:  
Thanks again for so promptly sending the DRAFT-Scorecard.  
I’ve fielded questions from my little interest group (cyclists) over the past weeks. I’ve held off circulating this scorecard, on the theory that the posting on the Public Works web site was not just going to be making it available, but as a part of asking folks to fill it out and send it in electronically.  
But, that may be an incorrect assumption.  
If that is the case, I can just circulate it now, with an explanation of what I learned at the meeting. I don’t think you want to get a flood of E-mailed Scorecards, however. Should people interested enough to fill out the scorecard send it:  
-----Hard copy to the Public works dept? or  
-----Electronically to a public works E-mail address?  
Because the process is holding to a tight time schedule—a good thing—I would like to get this out within a week or so.  
However, if I should hold on until something is on the public works web site, just give me an ETA.  
Thanks again for running an able, and well informed process.  
Bye | 8/2/2013  
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| 27  | 7/18/2013 Hans Giesecke | Panoramic Hill and Mosswood Road – streets are in terrible shape and need repaving. | From: Hans Giesecke [mailto:hanscgiese@gmail.com]  
Sent: Thursday, July 18, 2013 1:52 PM  
To: PWEngineering  
Subject: Measure M Community Input  
TO: City of Berkeley  
FROM: Hans Giesecke  
SUBJECT: Spending Measure M Funds  
I am writing to underscore the compelling need for re-paving the asphalt on Panoramic Hill Road and Mosswood Road in Berkeley. Both of these streets are in terrible shape. They have been patched dozens of times by utility crews with the result being that there are numerous potholes cracks, fissures, and uneven spots. Given the narrowness of the road, it is essential that at the very least these roads receive a new coating of asphalt so that there is a more smooth driving surface on roads which serve as the only points of access to one of Berkeley's most historic neighborhoods.  
Many thanks for taking this compelling need into consideration.  
Sincerely,  
Hans and Susan Giesecke  
8 Mosswood Road  
Berkeley, CA 94704  
510-642-9469  
hanscg@berkeley.edu | | |
| 26  | 7/17/2013 Don Brown | Warring Way gets a lot of traffic and needs to be repaved. | From: Don Brown [mailto:berkeleydon@gmail.com]  
Sent: Wednesday, July 17, 2013 9:58 AM  
To: PWEngineering  
Subject: Measure M Funds  
I'm unable to attend the Thursday night meeting on Measure M Funds and how they are to be spent. However, I'd like to urge that Warring from the Kerr Campus, east on Derby, south on Belrose and then Claremont Blvd be repaved to Russell. These streets must get more than 30,000 cars a day and they are pitted and worn out. | | |
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| 25 | 7/17/2013 Carol Anne Brown | Derby and Belrose Streets get a lot of traffic and need to be repaved. | From: Carol Anne Brown [mailto:carolanne.brown@gmail.com]  
Sent: Wednesday, July 17, 2013 9:27 AM  
To: PWEngineering  
Subject: Measure M Funds  

Derby Street and Belrose Street are in serious need of being paved. This would be true even if they did not get a lot of traffic. However, it's desperately true because they get an enormous amount of traffic as the parade of cars to Cal goes north in the morning and south in the evening.  
Thank you.  
Carol Anne Brown  
2821 Claremont Blvd |
| 24 | 7/17/2013 Gene Rochlin | Derby Street – need priority to resurface Derby Street. | From: Gene [mailto:groke2@gmail.com]  
Sent: Wednesday, July 17, 2013 8:21 PM  
To: PWEngineering  
Subject: Measure  

Dear folks,  
The 2900 block of Derby street is desperately in need of a real repaving (not just patches).  
A few weeks ago I called about a big hole in front of our hose (2918) from which small blocks of pavement were being thrown up. A week or so later, a City crew patched it.  
But today when I went out to get the mail, there were three new fist-sized pavement blocks that had been thrown up from a new hole right behind the old one. So far, my car has not been dinged .... so far.  
Please give Derby street priority for a real resurfacing. We are a major road out from the City and Campus to Tunnel Road, and we really need it.  
Gene Rochlin  
2918 Derby |
| 23 | 7/17/2013 Anne Middleton | Dwight/Derby corridor – this is heavily travelled and needs to be repaved for safety. | From: Anne Middleton [mailto:middletona@berkeley.edu]  
Sent: Wednesday, July 17, 2013 11:50 PM  
To: PWEngineering  
Subject: Measure M funding for street repair  

Dear Berkeley Public Works,  
I write to urge that you use Measure M funds for repaving of the busy and broken streets that form the Dwight-Derby corridor -- and NOT cosmetic patching, but real repaving. The need is now urgent, and matter of public safety.  
I have resided on the heavily-travelled block (from Warring to Belrose) of Derby Street since 1977 -- before, that is, the present Clark Kerr Campus was redeveloped by the University, before Redwood Gardens was developed from a corner of this site, formerly the California School for the Deaf. Since shortly after that "repurposing" of the Dwight-Derby site -- and the increase in campus enrollment by about 10,000 students, and a comparable expansion of staffing -- there has been no further substantive street maintenance of this corridor (Dwight above Telegraph, Piedmont to Warring to Derby to Belrose to Claremont Blvd to the Ashby-Claremont traffic light).  
The cause of the damage isn't hard to discern; about 30,000 vehicles pass my house every day: during morning and evening rush hours traffic is at a virtual crawl, and when it isn't bumper to bumper out there |
(as well as in rush hour), it is the regular route of many kinds of heavy truck (despite posted signs prohibiting such vehicles - - see the sign just east of Warring on Derby).

The canonical traffic plan supposedly dictates that the southbound and eastbound traffic on this corridor "should" go south on Telegraph from Dwight. But as anyone who lives in SE Berkeley can tell you it doesn’t and won’t: it continues up Dwight and along the corridor toward the Rte 24 tunnel and the Warren freeway. Those who drive this corridor are mostly commuters to the campus from Lamorinda and the Oakland hills. And these thousands endure not only appalling delays, but axle-breaking holes in the roadway from Dwight to Tunnel Road.

 patching of the many holes in the roadway isn’t working: the entire corridor I’ve described is now dangerously fractured, rough and hazardous to vehicles, to say nothing of bicycles and foot traffic.

Patching of the many holes in the roadway isn't working: the entire corridor I've described is now dangerously fractured, rough and hazardous to vehicles, to say nothing of bicycles and foot traffic. Large chunks of the road surface - - about 3 inches deep, and at least that wide - - are jarred loose daily, leaving holes fit to crack axles, as well as sprain ankles. We have a large collection of this seemingly volcanic detritus to show anyone in Public Works!

To my certain knowledge, the last time Derby was surface-scraped and resurfaced (i.e. the kind of treatment that Dwight has had this summer from Shattuck to Telegraph) was more than 25 years ago, probably closer to 30 years; i.e. shortly after the University finished its major retrofit of the Dwight-Derby site. it is WAY overdue for the complete repaving, from the subpavement surface on up, that Dwight has had this summer as far as Telegraph. And a little enforcement of the prohibition of heavy (and polluting) vehicles on this route would be in order too - - but that's a matter for policing, not Public Works. Meanwhile, pavements that aren't a hazard to everyone's health are a necessity - - and soon!!!

Anne Middleton
2918 Derby Street
Berkeley 94705

22 7/18/2013
Eti Valdez-Kaminsky
Ward Street – 2300 block of Ward needs to be repaved.

From: Eti Valdez-Kaminsky [mailto:etimft@gmail.com]
Sent: Thursday, July 18, 2013 2:10 PM
To: PWEngineering
Subject: 2300 block of Ward

Please, please consider repaying our block 2300 Ward ( 2200 block - of which Mayor Bates lives) is also in need.
We have many families with small children and the street has made ground meat of many kids body parts.

Thank you,
Eti Valdez-Kaminsky
2310 Ward St

21 7/17/2013
Monica Thyberg
Notes from community meetings – would like to access notes from the meetings.

Hi, Sherry,

I'm wondering whether tomorrow's public meeting about Measure M is the final one? I am interested in this topic but was unable to attend the first one [didn't know about it until after it was over], and am unable to attend tomorrow due to a long standing commitment. Are there any public notes about the results of the prior meeting or staff recommendations and/or reports that I could review to "catch up."

Thanks for whatever info you can find the time to share with me.

Monica Thyberg
1729 Berkeley Way
Berkeley, CA 94703
(510) 848-7636

From: LWVBAE President
To: Monica Thyberg
Subject: Re: Meeting re: Measure M

Dear Monica,

From: Monica Thyberg
From: Monica Thyberg
<monica_thyberg@sbcglobal.net>
To: LWVBAE President
<president@lwvbae.org>
Subject: Re: Meeting re: Measure M

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<td>20</td>
<td>7/8/2013 Marcia Edelen</td>
<td>EBMUD work – wants to know about EBMUD’s work on Eight Street.</td>
<td>Hello Mr. Yep, Would you please give me some information (or direct me to an article) regarding the EBMUD work being done that involves the story-high black, Baker tanks that are being placed in the streets West of Strawberry Park (Allston, Browning, etc.)? What is their purpose and the extent of the changes? Thank you, Marcia Edelen 2221 Eighth St.</td>
<td>Marcia, I don’t work for the City and do not know the answer to your question. I am copying Margo Schueler (Public Works Commissioner and works for EBMUD) and Jeff Egeberg (City Engineer) in hopes that one of them can answer your question. I am Chair of the Berkeley Public Works Commission, which is a volunteer citizen organization that provides advice to City Council on public works subjects. One of the subjects we are working on is the implementation of Measure M - streets and watershed improvements. Thanks. Ray Yep Chair, Public Works Commission Cell: 510-318-4894</td>
<td>Thanks for your thorough reply and thanks to all of you for your extensive work with the League! Monica Thyberg</td>
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<td>19</td>
<td>6/19/2013 Tracey Goldberg</td>
<td>Mendocino Ave. – want to see streets get paved. Realize that more funding is needed for infrastructure improvements and want to see Berkeley move quickly and strategically.</td>
<td>Hello, My name is Tracey Goldberg. I live in Berkeley on Mendocino Ave. I attended the recent public meeting concerning the allocation of Measure M funds at the South Berkeley Senior Center. Though I am a licensed landscape architect, and have studied many of the issues being sifted through at the meeting, I attended as &quot;just&quot; a Berkeley resident. My own street is in pretty awful condition and, before pushing hard for repaving, I wanted to get a sense of the breadth of the issues before the city during the decision making process. Aside from coming to appreciate how very complex the process is, one of the key things that stood out at the meeting was how few, if any, &quot;regular&quot; citizens attended the meeting. Almost everyone seemed to be Hi Tracey, I am Chair of Berkeley’s Public Works Commission, which is a volunteer citizen group that is advisory to the City Council. Detailed responses should come from Public Works staff and I am copying Andrew Clough (Public Works Director) and Jeff Egeberg (City Engineer). I am a 30</td>
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associated with a group, coalition or organization involved in these issues. People brought their views, based on the organizations they were involved with. These meetings are quite difficult for parents of young families to attend.

Personally, I felt quite torn. There are broad, long-term worthy goals - from bike and pedestrian safety, acquiring matching funds and environmental goals. I laud and value all of those things and yet there was a part of me that just wants the streets to get paved! When I called the city two years ago to ask about our street I was told that there was neither a record of the street being paved in the past 35 years, nor a plan for it to be included in the current five year plan. That adds up to a minimum of 40 years between paving. We have no idea how much further back than the 35 year record it was paved, nor was I given an idea of when it might be. The real number could be more than 50 years. Our street is not a pedestrian thoroughfare and does not meet really any of the other criteria discussed in the meeting. It is a small street in terrible condition. Our neighbors certainly pay our fair share in taxes, Mendocino being a highly desirable street and quite civic minded, yet we have gravel filling our gutters and pavement that seems utterly without a top coat of asphalt. Dwight between Telegraph and MLK is also just awful, as are so many other streets.

The other thing that struck me was when I realized that despite 30 million dollars being a lot of money, someone said there was $250 million in unfunded projects. One has to believe that having the city move quickly and really strategizing as to how to convince people (at a city or county level) that passing something like the narrowly defeated B1 tax is important and ought to be passed in the future. When I see El Cerrito and Albany having effective paving programs and having lived in Massachusetts communities of Cambridge and Brookline, I know it is possible.

In conclusion, I appreciate what Berkeley is trying to do but really want our street paved and wish it were possible for my daughter, entering BHS as a ninth grader this fall to ride her bike to school safely on roads without cracks and potholes and with whatever traffic measures were needed to make it possible. It is 1.6 miles to Berkeley High and there at a minimum 20-30 kids within a couple block radius starting this fall, none of whom will ride their bikes because it is just too dangerous.

Thank you for taking the time to read my comments. Tracey Goldberg

826 Mendocino Ave.

year resident of Berkeley and as a civil engineer, I am keenly aware of the nationwide challenges of aging infrastructure and the trillions of dollars of funding needs. In Berkeley, the approximate $250 million of funding needs is only for streets and watersheds. Other infrastructure funding needs include sewers, buildings, sidewalks, pedestrian ways, bicycle paths, etc. The good news is that the $30 million of Measure M funds is a step in the right direction. The funding for street improvements will increase from the current $3.4 million/year to about $9.4 million/year. More streets will be improved and at a faster rate. In addition, Green infrastructure (such as bio-swales) will be incorporated where it is connected with street improvements.

As for the community meetings, we have planned for three meetings and are holding them in different locations in the city and on different days of the week. This is in hopes of allowing more people to attend. The public input has been very valuable. We have one more meeting on July 18th and will then be preparing our recommendations to the City Council. We are very appreciative of those who take the time to attend.

BTW, my son attended BHS and is now in college. He played alto sax in the Jazz Ensemble and the highlight was performing on stage at the Montreux jazz festival. If you would like any advice on BHS, please let me know. Thanks for writing to us.

Ray Yep
Chair, Berkeley Public Works Commission

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<td>18</td>
<td>6/5/2013 Nancy Mennel</td>
<td>Alvarado Road – road needs repaving.</td>
<td>From: Nancy Mennel [<a href="mailto:nancy.m77@gmail.com">mailto:nancy.m77@gmail.com</a>] Sent: Wednesday, June 05, 2013 9:09 PM To: PWWorks</td>
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<td>15</td>
<td>6/6/2013 Brenda Krsul</td>
<td>Alvarado Road – road is in bad condition and needs to be repaved.</td>
<td>Hi Jeff, I have a question for you: Do you like Berkeley? I personally find Berkeley a very charming small town. And in my view it could be even more charming if we took better care of it. Unfortunately Berkeley has been in bad condition and needs to be repaved.</td>
<td>Hi Brenda: Thank you for expressing concern</td>
<td>Good morning Jeffrey, Thank you for your prompt reply. Thank you</td>
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<td>16</td>
<td>6/7/2013 Alec Flett</td>
<td>Wildcat Canyon Road – road is in terrible condition and is dangerous to bicyclists.</td>
<td>From: <a href="mailto:alecflett@gmail.com">alecflett@gmail.com</a> [<a href="mailto:alecflett@gmail.com">mailto:alecflett@gmail.com</a>] On Behalf Of Alec Flett Sent: Friday, June 07, 2013 4:03 PM To: PWEngineering Subject: Use Measure M funds for repaving wildcat canyon! Hi there - I'm an Berkeley citizen and an avid cyclist and runner. I spend a lot of time on Wildcat up in the hills. I take my kids out for hikes in inspiration point. The pavement up there has gotten downright dangerous - mainly to cyclists but also to runners, and the drive alone out to Inspiration Point is really terrible too - your car jostles all over the place! There are numerous patches and holes that have compounded over the years to make As a cyclist, I've many times almost lost control of my bike if I haven't very carefully avoided some of these obstacles! I hope that part of Measure M can include repaving that road - I don't want to encourage people to drive fast on those wind-y back roads, but it's so much more dangerous in the condition it’s in. Thanks for your consideration, Alec</td>
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<td>17</td>
<td>6/12/2013 Jim McGrath</td>
<td>Wildcat Canyon Road – road is dangerous to bicyclists and needs improvements.</td>
<td>From: <a href="mailto:macmcgrath@comcast.net">macmcgrath@comcast.net</a> [<a href="mailto:macmcgrath@comcast.net">mailto:macmcgrath@comcast.net</a>] Sent: Thursday, June 13, 2013 1:54 PM To: PWEngineering Subject: Measure M Priorities I would like to recommend that you include a segment of Wildcat Canyon for repair and/or improvement. The segment of Wildcat Canyon in Tilden Park, from about 0.5 miles west of the Inspiration Point parking lot, and continuing west for approximately 2 miles, is in such bad shape that it is dangerous to bicyclists. Berkeley has a bicycle plan, and this route is on nearly all of the recreational rides for cyclists in the hills south of the Carquinez Straits, including the Grizzly Peak century. Repairs made after sewer repairs were not adequate, and heavy trucks doing that work, and logging, have damaged the roadway to the point where there are potholes and crevices that are almost impossible to see in the dappled sunlight. The deterioration since January in particular is severe, and now represents both a hazard of injury, and a potential liability for the City. Jim McGrath 2301 Russell Street Berkeley, CA 94705</td>
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<td>Subject: Alvarado Road Please pave this road. The ruts are crazy! Nancy Mennel 116 Vicente Rd., Berkeley 94705</td>
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<td>14</td>
<td>6/6/2013 Aaron Welch</td>
<td>Rose Street – Need beautification, traffic calming, and pedestrian safety improvements at Rose, Hopkins, and Curtis intersection.</td>
<td>I have another question for you: When a wooden floor or a carpet in a hallway of your home gets badly cracked and damaged to the extent that you can actually twist your ankle by stepping on it, do you wait 10 to 20 years to repair it? Our streets are our hallways to our work places, grocery shops, friends, theaters, hospitals, etc. I think it is our responsibility to take care of them and keep them safe. As you know, taking care of our infrastructure also creates jobs. Just another positive element in the process of doing it. My drive from home and back is nothing but unpleasant. Certain parts of, namely: Alvarado Road are so rough that I feel (every day!) my internal organs in my body shaking. Personally I feel very disrespected as a citizen of Berkeley. Can we do better than that? City of Berkeley has done some great work recently by re-paving Ashby Ave., Tunnel Road, etc. Thank you for that! It feels great driving on a smooth road. I am forced to drive now on both sides of the road in order to avoid unpleasant drive and damages to my car. I shall be glad to pick you up and take you for a ride so you can see what I mean. I should not be put in situation to write this kind of a letter and bag the city to pave the streets. I am doing my share: I am paying taxes and voting for the officials who promise a lot and then betray us.</td>
<td>about the condition of streets in Berkeley, particularly Alvarado Road. Unfortunately, there is a backlog of over $60 million in street repair, and we are given an annual budget of $3.4 million. So as you can see, it will take quite a long time to get around to all of it. Some good news is that last November voters passed Measure M, a $30 million bond measure, that will go in large part to street repair. The Public Works Commission is hosting a series of community meetings to prioritize how that money will be spent. The next one is this Saturday from 10:00-12:00 at the South Berkeley Community Center. You could consider attending to hear how the process is working and provide your input.</td>
<td>for &quot;some good&quot; news. $30 million? Great!!! Let's do it! Thank you for letting me know about this Saturday community meeting. I shall be there. With best regards, Brenda Krsul</td>
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<td>Full re-design of this irregular intersection and introducing a traffic circle or triangle would be ideal, and offer traffic calming and a neighborhood gateway for the neighborhoods to the east up Rose and Hopkins, including as these streets cross the Ohlone Greenway. Adding street trees or stormwater treatment to the existing paced traffic island would be a secondary strategy, as would curb bulbouts for the crosswalk. Thanks, Aaron Welch and Stephanie Mackley (We own the houses at 1226 and 1228 Rose Street, between Belevedere and Curtis)</td>
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From: aaron welch [mailto:aaronjwelch@yahoo.com] Sent: Thursday, June 06, 2013 11:29 PM To: PWEngineering Subject: Measure M Comments, Aaron Welch, 1226 Rose Please consider beautification, traffic calming, pedestrian safety improvements, and/or streetscape/street trees at the intersection of Rose Street, Hopkins, and Curtis. The crossing is unsafe for pedestrians and motorists, and the low-radius shallow right turn from Hopkins east onto Rose encourage high vehicle speeds while limiting drivers’ ability to see the busy pedestrian crosswalk across Rose. There is also no way to walk up Hopkins across this intersection. Full re-design of this irregular intersection and introducing a traffic circle or triangle would be ideal, and offer traffic calming and a neighborhood gateway for the neighborhoods to the east up Rose and Hopkins, including as these streets cross the Ohlone Greenway. Adding street trees or stormwater treatment to the existing paced traffic island would be a secondary strategy, as would curb bulbouts for the crosswalk.

Sincerely,
Jeffrey L. Egeberg
Manager of Engineering/City Engineer
Public Works Department

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| 13  | 6/6/2013 Doug Wiedwald | Wildcat Canyon Road – road is in terrible condition and needs to be repaved. | From: Doug Wiedwald [mailto:dwiedwald@gmail.com]  
Sent: Thursday, June 06, 2013 5:50 PM  
To: PWEngineering  
Subject: Please Repave Wildcat  
I ride along Wildcat often. Please repave it. It is in terrible shape and would make the riding and driving safer. |  |  |
| 12  | 6/6/2013 Joe DiStefano | Wildcat Canyon Road – road is dangerous for bicyclists and needs to be repaved. | From: joedistefano4@gmail.com [mailto:joedistefano4@gmail.com] On Behalf Of Joe DiStefano  
Sent: Thursday, June 06, 2013 5:45 PM  
To: PWEngineering  
Subject: Use of Measure M Funds to Repave Wildcat  
Hello – I wanted to voice my concern and that of many other cyclists and residents over the abysmal condition of Wildcat Road in the City of Berkeley. The condition of the road is extremely dangerous for cyclists, and I know many who have broken wheels, gotten flat tires, lost water bottles, and even been thrown into oncoming traffic by potholes, cracks, and decaying street surfaces. It is only a matter of time before a death or serious injury occurs. This road, as a major thoroughfare for commuting and recreational cyclists, should be prioritized for repaving with Measure M funds. Thank you for your consideration, Joe DiStefano 1972 Los Angeles Ave Berkeley, 94707 |  |  |
| 11  | 6/6/2013 Jackson Pritt | #1 priority is repairing existing infrastructure. | From: Jackson Pritt [mailto:jacksonpritt@gmail.com]  
Sent: Thursday, June 06, 2013 11:01 AM  
To: PWEngineering  
Subject: Just Fix The Roads  
Hello,  
I read about the Measure M workshops at www.berkeleyside.com and just wanted to voice my opinion that the #1 priority for the funds should be repairing currently existing infrastructure and not adding new things. A lot of the new proposals sound really interesting, but if we don't even have enough money to take care of what we already have how will we get enough money to take care of the ongoing repair costs for the new projects that are being proposed? Every time I go to El Cerrito I am shocked at how much nicer their roads are and how terrible so many of the roads in Berkeley are in comparison. I live on Delaware Street and the roads are worn to the point where we have to wash our car and hose down our house every month or two to get rid of the asphalt dust. We get a lot of traffic from people driving from Sacramento to San Pablo and could really use a fresh coat of asphalt and maybe even a speed hump to get people to slow down and stop rolling through stop signs. Thanks for taking the time to read this.  
Sincerely,  
Jackson Pritt 1255 Delaware Street Berkeley, CA 94702  
P.S. When it comes to traffic calming the large speed humps used in El Cerrito near the Harding Elementary School seem to work better at slowing traffic than bollards or traffic circles. |  |  |
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<td>6/5/2013 Carol Dippel</td>
<td>Concerned about condition of streets with slopes and whether permeable paving is viable in those areas.</td>
<td>Hi Ray, thanks for explanation &amp; for providing the slide deck. Can you please also send me the questionnaire &amp; how it should be returned? I don’t think I’ll be able to make it to this session but do have thoughts about street issues in my NE Berkeley neighborhood. One of the issues I see on streets on slopes is sometimes the existing pavement actually moves when cars go over it during storms. For example, Marin Ave. immediately E. (uphill) from the fountain has wobbling, moving chunks of pavement during heavy storms. There are several others with similar conditions (North Hampton, Oxford) in this area where sometimes I wonder whether cars might be in danger of being swallowed by a sink hole. My primary concern is that these streets get fixed. I’m concerned about the viability of permeable paving solutions in areas subject to potential slides. It seems the water should be collected &amp; transported in storm drains vs being allowed to permeate in such areas. Has this been factored into your analysis? Thanks for consideration. --Carol</td>
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<td>5/24/2013 Vincent Casalaina</td>
<td>Parker Street – fix the street between Benvenue and Hillgas.</td>
<td>From: Vincent Casalaina [<a href="mailto:proberk@aol.com">mailto:proberk@aol.com</a>] Sent: Friday, May 24, 2013 11:04 AM To: PWEngineering Subject: Measure M Community Input. Fix Parker St. between Benvenue and Hillgas. Vincent Casalaina</td>
<td>Hi Ruth, Attached is the questionnaire we used at the May 2nd meeting and the scorecard document we plan to handout this Saturday. Please review, fill in your comments, and send it back to me. I will share it with our planning team. Regarding your comment about Marin Avenue and related streets, I have forwarded your comment to Jeff Egeberg, Berkeley’s City Engineer. Thanks, Ray</td>
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<td>5/19/2013 Ruth Rosen</td>
<td>La Vereda – street is crumbling and dangerous and needs urgent patches.</td>
<td>Dear Ray Yep: I am writing to underscore what other neighbors have told you, namely that parts of La Vereda are virtually crumbling and need urgent patches. It is even dangerous to walk on the street because it’s not just pot holes, but the street is literally falling apart in section. We live on the corner of Hilgard and La Vereda and when we walk out of our house toward La Loma, we pass many part of the street that simply crumbling. We understand that the city wants to improve the infrastructure before it repaves the entire road, but leaving a city street is such ruins is simply unbelievable. Would you kindly tell us when patches will be made? Sincerely, Ruth Rosen</td>
<td>Hi Ruth, I sorry to hear about the condition of your street. I am copying Jeff Egeberg, Berkeley’s City Engineer, and would like to ask him to respond to your specific question. They are in charge of infrastructure improvements and street repairs. My role is Chair of Berkeley’s Public Works Commission, which is a citizen volunteer organization that is advisory to the City Council. We are leading an effort to get public input for the implementation of Measure M. We will include your comment in our review and recommendations. Thanks for contacting us.</td>
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<td>7</td>
<td>5/3/2013 Aimee Baldwin</td>
<td>Would like notes of the community meeting.</td>
<td>Hello Ray Yep, I was unable to come to the Measure M meeting last night. I was wondering if there is a transcript or recording or some kind of summary available for me to review.</td>
<td>Aimee, Unfortunately, we did not record the meeting and are not preparing full</td>
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<td>4/26/2013 Sybil E. Hatch, P.E., Principal Convey 29 Rosemont Ave. Berkeley, CA 94708-1250 510-558-8825 voice 510-847-9603 cell</td>
<td>Expresed interest in Measure M and plans to attend community meeting.</td>
<td>Hello Ray – Hope this email finds you well. Thought I’d send you a copy of the email I sent to the Public Works staff about my thoughts on Measure M. It’s an issue I care about – and I’d like the city to get the best value for the available funds. I see on my calendar that I’ll be out of town for both the June and July public meetings. Are there other ways I can help guide or input to the process? Please keep me in mind if you need assistance with evaluating alternatives, etc. Best, Sybil From: Sybil Hatch [<a href="mailto:s.hatch@conveyinc.com">mailto:s.hatch@conveyinc.com</a>] Sent: Friday, April 26, 2013 3:33 PM To: &quot;<a href="mailto:PWEngineering@cityofberkeley.info">PWEngineering@cityofberkeley.info</a>&quot; Cc: Susan Wengraf (<a href="mailto:swengraf@ci.berkeley.ca.us">swengraf@ci.berkeley.ca.us</a>) Subject: Measure M Community Input Hello Berkeley Public Works – I have reviewed the current City of Berkeley Street Repair Plan, as posted on <a href="http://www.ci.berkeley.ca.us/Public_Works/Sidewalks-Streets-Utility/Street_Repair_Plan.aspx">http://www.ci.berkeley.ca.us/Public_Works/Sidewalks-Streets-Utility/Street_Repair_Plan.aspx</a> I’d like some additional information on how, from an engineering perspective, the City prioritizes the street segments that need repair or reconstruction. For example, has the City performed a formal pavement survey? Does the City use a formalized pavement management approach – or are the segments listed in the plan ones that are already significantly damaged? Are the projects prioritized based on the amount of traffic each street receives? The Street Repair Plan does not include estimated costs for each of the targeted projects. Do you have that information available? I also would like some clarification about how the City is defining “watershed improvements.” As outlined in Measure M text, it appears to me that watershed improvements are specifically defined as things like rain gardens, swales, bio-retention cells, permeable paving, etc. within the public right-of-way and</td>
<td>Nikki, Yes, it is on today at 5:30 pm at the NBSC. Attached is our agenda for your info. See you there!</td>
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<td>streets. This, to me, implies that they are potential extension projects to existing targeted street/pavement projects. Is this true? Or are larger watershed issues being considered?</td>
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<td>What is the timeframe over which the $30 million from Measure M is to be spent? Has the City applied for — or is it considering applying for — any outside funding sources such as grants that will supplement the Measure M moneys? I’d like to point out that El Cerrito managed to repave every single road in their city using ARRA funds.</td>
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<td>In general, although I support measures that will help manage stormwater runoff – both quality and quantity – I am much more supportive of straight pavement improvements. I would prefer that a significant portion of the Measure M money be spent on the pavement itself, as I believe Berkeley’s streets are in a deplorable state of disrepair.</td>
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<td>I plan to be at the May 2 public meeting – and at the subsequent community involvement meetings. I would also welcome the opportunity to serve on an advisory panel for the Measure M, if the need arises.</td>
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<td>4/25/2013 Barbara Bryant</td>
<td>Contra Costa Avenue – wants information on the sewer work in her area.</td>
<td>Hi, Ray, I live at 881 Contra Costa Avenue in Berkeley. Within the last month, some surveyor-types came out and marked the main sewer line in the middle of the street with a brightly-colored spray paint circle. They also made a similar mark on the sidewalk in front of my house and my neighbor’s house. Do you know what this is about? No one said anything to us, and we haven’t received any information about whether some work is being planned here. Is this part of Measure M street/watershed improvements? I am concerned that the City will tear up our street/sidewalk with no notice. I would appreciate any information you can give me. Thanks.</td>
<td>Hi Barbara, I am Chair of Berkeley’s Public Works Commission, which is a volunteer organization advising our City Council. I am copying Jeff Egeberg (Berkeley’s City Engineer) who can answer your specific question. I can say for sure that it is not related to Measure M (streets/watershed improvements). This bond measure was approved by voters last November and our commission is organizing a process to get public input on how to prioritize the investments. We plan to make our recommendations to Council this Fall and to have the improvement projects starting at the beginning of 2014. We hope that you will attend our series of public meetings. I live in the Thousand Oaks area and our block has had water, sewer, and gas line construction in the past few years. In all cases, a flyer was left at our front door prior to the work and there was a contact person provided. If you have not had a flyer, then the work is probably not eminent. Again, Jeff should be able to let you know the details on your street. Thanks very much.</td>
<td>August 12, 2013  Hi, Ray, Still waiting for a response on this from you. It's been 4 months! Thanks. Barbara</td>
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<td>4/23/2013 Anne Lackey</td>
<td>Wildcat Canyon Road – road is in bad shape and is dangerous to bicyclists.</td>
<td>Hi - I am an avid cyclist and often (along with thousands of other avid cyclists) take Wildcat Canyon Road from the top of Spruce to Inspiration Point and beyond. The section of road that is in Alameda County -- and I assume Berkeley? -- is in really awful shape and can be dangerous to cyclists. Is fixing this section of road something contemplated in Measure M? Many thanks, Anne Lackey</td>
<td>Ray Yep  Chair, Berkeley Public Works Commission  Protection Agency (EPA) and Regional Water Quality Control Board (RWQCB) Cease and Desist Order to eliminate sewage overflows and reduce storm water infiltration and inflow into the sanitary sewer system. This year, the sewer main on Contra Costa is planned for rehab. The main is quite old and will be replaced to prevent future pipe failures and leakage problems. The intended result is to replace the existing clay sewer main with an HDPE sewer main. The City will also replace the lower laterals. We encourage you to retain the services of a contractor to inspect the upper or private sewer lateral. Will we note any improved water service afterwards, e.g., stronger toilet flush? [Emeziem, Kenneth] No. the work is not connected to the water service.  How intrusive will the &quot;sewer lateral work&quot; be? [Emeziem, Kenneth] There will be excavation in the street and sidewalk to enable the contractor perform the required work. We will do our best to keep the inconvenience to a minimum. Will it mean breaking up sidewalk concrete/curbs, etc? [Emeziem, Kenneth] Yes. If breaking up concrete is needed to do the project, is that considered “damage caused by the Contractor” (and so not billed to the resident)? [Emeziem, Kenneth] the contractor will be required to replace any concrete that they damaged as a result of the work.</td>
<td>Hi Anne, I don’t have an answer to your question at this time, but am copying Jeff Egeberg (City Engineer) and will include your comment into our planning process. Measure M will double the amount of funds to rehabilitate Berkeley’s streets. The public process we are starting is to gather public input on how and where to accelerate the improvements. Please come to our</td>
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| 1   | 4/22/2013  Dan Smuts    | Hopkins and Rose – would like to see median at Hopkins and Rose be converted to a permeable surface. | Hi Ray,  
I would like to give input on Measure M implementation but can’t make the June 8 public meeting. How can I offer my thoughts?  
In particular, I’d like to see the median at Hopkins and Rose (see image below) converted from asphalt to a natural, water permeable surface (ie: planted similar to the median at Hopkins and San Pablo right down the street).  
Thank you,  
Dan Smuts | | Hi Dan,  
Thanks for your message. As for receiving your input, this message will suffice and I’ve copied others to make them aware of your comment. As you mentioned the June 8th public meeting, I would like to inform you that our first public meeting will be on May 2nd (Thursday) at 5:30 pm, at the North Berkeley Senior Center. We hope that you will be able to attend. Also, we will be informing the public that they can submit written comments to the Berkeley Public Works email box at: PWEngineering@cityofberkeley.info. Thanks again.  
Ray | |
| 2   | 4/22/2013  Ann-Marie Hogan  
City Auditor  
City of Berkeley | Interest to attend public meetings. | Good morning! For the upcoming workshops on Measure M, I see in the informational flyer that the June 8 meeting starts at 10 am and the one in July at 5:30, but do we have a sense of how long either will last? The flyer had an agenda and start and end time for the May meeting, which, unfortunately, I can’t attend. Thanks for everything you do and good luck with the public process.  
Ann-Marie Hogan | | May 2nd community meeting and continue to voice your comments.  
Regards,  
Ray Yep  
Chair, Public Works Commission |