



Commission on Aging
Margot Smith, Chair
Darlene Bronson, Commission Secretary

COMMISSION ON AGING MEETING AGENDA

Wednesday, November 15, 2023
North Berkeley Senior Center
1:30 p.m. – 3:30 p.m.

Preliminary Matters

1. Call to Order by Chair Smith
2. Roll Call by Secretary
3. Public Comments
The public may comment about any item not on the agenda. Public comments are limited to two minutes per speaker. Public comments regarding agenda items will be heard while the Commission is discussing the item.
4. Approval of minutes from October 18, 2023 (Attachment A)

The Commission may discuss any subject listed on the Agenda. Public comments regarding agenda items will be heard while the Commission is discussing the item. Public comments are limited to two minutes per speaker.

Presentations/Updates

1. Tenant and landlord protections – *Rent Board*
2. Update: Staffing for Aging Services – *Tanya Bustamante, Aging Services Manager*
3. Taxi updates – *Tanya Bustamante, Aging Services Manager*

Commissioner reports

1. Commission on Disabilities lawsuit with City of Berkeley over commissioner virtual attendance; letter to Council—Rani Cochran / George Porter (Attachment B)

Discussion / Action Items

1. Support and management services needed for housing homeless and elder populations
2. Referral from City Council: updating Berkeley Municipal Code regarding shared bicycle/pedestrian usage of sidewalks; possible town hall meeting in February 2024 (Attachment C)
3. Ohlone Greenway safety and modernization project.
4. Mailing of hard copy agendas

Items for Ongoing Discussion

1. Financial and digital literacy
2. Around town shuttle buses
3. City website
4. Support for Senior Centers/ Age-Friendly Berkeley

Information Items

1. Ohlone Greenway comments from community members (Attachments D & E)
2. Council meeting timeline for 2024 (Attachment F)

Adjournment

COMMUNICATION ACCESS INFORMATION

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.

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

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 North Berkeley Senior Center located at 1901 Hearst Avenue, during regular business hours. The Commission Agenda and Minutes may be viewed on the City of Berkeley website: <http://www.cityofberkeley.info/commissions>.

Secretary:

Darlene Bronson
Health, Housing & Community Services Department
(510) 981-5194
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Commission on Aging/HHCS
Darlene Bronson
1901 Hearst Ave.
Berkeley, CA 94709



Health, Housing & Community
Services Department
Commission on Aging

COMMISSION ON AGING REGULAR MEETING DRAFT MINUTES

Wednesday, October 18, 2023
1:30 p.m.

1. Roll Call

Present: (6) Collins; Lavault; Orrick; Porter; Smith; Yamaguchi

Absent: (2) Chisholm; Cochran

Staff Present: (2) Tanya Bustamante, Darlene Bronson

Public: (6)

2. Public Comment (3)

Presentations

1. Use and multifunctionality of senior centers as a City resource – Aging Services staff.

Action Items

1. Approval of the Minutes from September, 2023 Regular Meeting:

M/S: Orrick / Collins

Ayes: Cochran, Lavault, Smith, Yamaguchi, Porter,

Noes: None

Abstain: None

Absent: None

Motion passed.

Discussion Items

1. **Commissioner Report regarding need for repair of City sidewalks**
Discussion; No action taken
2. **Need for increased outreach to community regarding Sr. Center services and activities**
Discussion; No action taken

Commissioners adjourned at 3:28 p.m.

Minutes Approved on:

Darlene Bronson, Commission Secretary



Health, Housing & Community
Services Department
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M/S: Orrick / Collins

Ayes: Cochran, Lavault, Smith, Yamaguchi, Porter,

Noes: None

Abstain: None

Absent: None

Motion passed.

Discussion Items

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Minutes Approved on:

Darlene Bronson, Commission Secretary

Dear City of Berkeley Council Members,

The Commission on Aging (CoA) has been discussing its charter and work. This letter represents two requests arising from immediate concerns.

I. City sidewalks

Some of the sidewalks in my district have been deformed by the trees planted ages ago on the medians between the sidewalks and the streets. The trees are beautiful, but their roots and trunks have damaged the sidewalks, and the cracks and distortions present hazards to elders and to anyone with compromised mobility.

For a prime example, see the sidewalk in front of 2116 Stuart Street, which I must carefully negotiate whenever I walk to and from Berkeley Bowl.

I may have mentioned that 8 years ago, while I was walking east on the south side of Stuart Street, the toe of my right shoe caught on the uneven sidewalk. I fell straight forward. Result: 5 broken ribs, a thoroughly smashed right-knee meniscus, and a whiplash that drove 5 cervical disks right against my spinal cord resulting in the need for surgery. (My cervical spine is now held together with titanium!)

The Age Friendly City mentions a "city sidewalk assessment." When and how will that happen, and will it include both a "diagnosis" of needed work as well a projected schedule of the work? How can the CoA commissioners help speed that along?

The cost of sidewalk repairs is another issue and would need further discussion by the CoA and several other city officials. In my opinion this discussion comes *after* the sidewalk assessment and identification of the most potentially dangerous sidewalks.

II. Publicizing the services of Berkeley, an "age friendly" city .

I spent almost 6 hours scouring every department on the city's website to find all the services available to elders.

Would it be possible to gather *all* information about elder services onto one website page?

Please do consider each of these concerns, and the CoA looks forward to discussing them with you soon.
Regards,

2128 Stuart Street
Rani Cochran
Berkeley, CA 94705
1 (650) 387-4624

CONSENT CALENDAR

November 7, 2023

To: Honorable Mayor and Members of the City Council

From: Councilmember Rigel Robinson (Author)

Subject: Modernizing and updating outdated & unnecessary language in the BMC related to transportation

RECOMMENDATION

Adopt first reading of an Ordinance amending BMC Chapters 6.32, 14.32, and 14.68 to:

1. Rescind outdated or unnecessary regulations pertaining to jaywalking, skateboarding, bicycle licenses, and bicycle establishment requirements
2. Allow 24/7 use of public paths by pedestrians and bicyclists for the purpose of transportation
3. Allow bicyclists on non-electric bicycles to ride on the sidewalk while exercising due care and yielding right-of-way to pedestrians when no Class I, Class II, or Class IV bicycle facility is available
4. Align the penalty for bicycle violations with other moving violations by amending it from a misdemeanor to an infraction
5. Update definitions of bicycles and scooters to align with definitions in the California Vehicle Code

PROPOSED POLICY COMMITTEE TRACK

Facilities, Infrastructure, Transportation, Environment, & Sustainability.

BACKGROUND

Berkeley Municipal Code Chapter 6.32 regulates parks and public pathways, and Chapters 14.32 and 14.68 regulate pedestrians and bicyclists respectively. BMC 14.32 was adopted in 1952 and BMC 14.68 was adopted in 1976, with minimal amendments since adoption. As a result, many provisions of these ordinances are outdated and do not reflect current practice, terminology, or state law. Table 1 summarizes proposed amendments to the municipal code and their justifications.

Table 1: Summary of Proposed Amendments

Proposed Amendment	Reasoning
6.32.020: Allowing use of public paths during park closure hours	Public paths in parks, such those in Ohlone Park, Strawberry Creek Park, San Pablo Park, and Cedar-Rose Park, provide a connection for pedestrians and bicyclists where the park interrupts the continuity of public streets. Several of these paths also connect directly to on-street and off-street bicycle facilities. In addition to recreation, these paths serve an important transportation function and should be open for through travel 24/7 as public streets are.
6.32.050 – 060: Clarifying vehicle regulations in parks	BMC 6.32.010 includes bicycles and scooters in the definition of “vehicle.” However, BMC 6.32.050 and 6.32.060 regulate vehicles in a manner that seems to only make sense for automobiles and motorcycles — for example, disallowing their use on public paths and requiring that they be parked in painted parking spaces. This amendment clarifies that these restrictions only apply to motor vehicles.
14.32.020 – 050: Rescinding jaywalking regulations	The California Vehicle Code (CVC) already regulates jaywalking, rendering these BMC sections redundant as local law is preempted by state law. Furthermore, the passage of AB 2147 (2022) decriminalized jaywalking when there is no immediate danger. ¹ The City of Berkeley supported a previous iteration of this bill (AB 1238) that would have repealed jaywalking laws altogether. ² Rescinding the City’s local jaywalking laws is therefore in line with past Council action.
14.32.060: Rescinding skateboarding regulations	The CVC already regulates skateboarding, prohibiting the use of motorized skateboards on sidewalks, roadways, and trails. ³ This BMC section requires skateboarders to wear reflective or light-colored clothing after dark — a requirement that is not imposed on bicyclists, scooter riders, or roller skaters.
6.32.010, 14.68.110: Updating bicycle, electric	These amendments align the definitions in the BMC with recently updated definitions in the CVC, improving clarity, consistency,

¹ https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2147

² <https://berkeleyca.gov/sites/default/files/documents/2021-05-11%20Item%2027%20Support%20for%20AB%201238%20and%20AB%20122.pdf>

³

https://leginfo.ca.gov/faces/codes_displaySection.xhtml?sectionNum=21968.&nodeTreePath=15.5&lawCode=VEH

bicycle, and motorized scooter definitions	and accuracy. Terminology is updated throughout BMC 6.32 and 14.68.
14.68.020 – 100, 320 – 340: Rescinding bicycle licensing requirements	These regulations are currently not enforced or followed in practice. There is no system in place for residents to register their bicycles with BPD and has not been since at least 2015. Furthermore, this change is necessary to comply with state law: AB 1909 (2022) prohibits jurisdictions from requiring bicycle licenses. ⁴ In lieu of obtaining bicycle licenses, residents can register their bikes with Bike Index, a free, non-profit, and open-source database that partners with local community organizations such as Bike East Bay. ⁵
14.68.130: Allowing sidewalk bicycling with due care	Sidewalk bicycling is a direct result of insufficient bicycling facilities and dangerous traffic conditions on streets. Research shows that bike infrastructure is disproportionately absent from Black and Latino neighborhoods, and bicyclist citations are subsequently issued disproportionately in these neighborhoods. ⁶ The due care clause still allows for enforcement in situations where the bicyclist is not yielding right-of-way to pedestrians or otherwise not exercising due care. This ordinance permits sidewalk bicycle with due care for people riding non-electric bicycles on streets without Class I, Class II, or Class IV bicycle facilities. This recommendation is similar to language in AB 825, ⁷ which was passed by the California state legislature but failed to be signed into law.
14.68.140: Allowing bicycling in parks, playgrounds, and school grounds with due care	The current language, requiring “permission of the person having supervision of said playground, park or school ground,” is unenforceable as it is unclear who has the supervisory power to grant access to a public park or playground. Trespassing laws already prohibit trespassing on public property after hours and on private property. This change strikes the permission requirement and adds a requirement to exercise due care for children playing in the area.
14.68.210 – 300: Rescinding bicycle establishment requirements	These regulations are currently not enforced or followed in practice. BPD does not have sufficient capacity to enforce the regulations.

⁴ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB1909

⁵ <https://bikeeastbay.org/Register>

⁶ <https://www.sciencedirect.com/science/article/pii/S1361920921003254>

⁷ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB825

14.68.370: Amending penalty for violation to be an infraction instead of a misdemeanor	In the state of California, misdemeanors are punishable by a maximum fine of \$1,000 or up to 6 months of imprisonment. Infractions are less serious offenses with fines of \$100 to \$500 and no imprisonment option. ⁸ Examples of misdemeanors are reckless driving, driving under the influence, and hit and runs, which are violations far more severe than those outlined in this chapter. This change brings penalties for violations of this chapter in line with the vast majority of moving violations.
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FINANCIAL IMPLICATIONS

No significant financial implications.

ENVIRONMENTAL SUSTAINABILITY

There are no identifiable negative environmental impacts associated with this action.

CONTACT PERSON

Councilmember Rigel Robinson, (510) 981-7170
Angie Chen, Legislative Assistant
Julie Zhu, Intern

Attachments:

1: Ordinance

⁸ <https://berkeley.municipal.codes/BMC/1.20.020>

ORDINANCE NO. -N.S.

ORDINANCE AMENDING TITLES 6 AND 14 OF THE BERKELEY MUNICIPAL CODE
TO UPDATE BICYCLE AND PEDESTRIAN REGULATIONS

BE IT ORDAINED by the Council of the City of Berkeley as follows:

Section 1. That Berkeley Municipal Code Chapter 6.32 is amended to read as follows:

Chapter 6.32 PARKS AND PUBLIC PATHWAYS--USE RESTRICTIONS

6.32.010 Definitions.

A. "Vehicle" means every device in, upon or by which any person or property is or may be transported or drawn upon a public highway, excepting devices moved by human power, devices used exclusively upon stationary rails or tracks, and motor-driven wheelchairs or similar devices used by a physically handicapped person; provided, however, that for the purposes of this chapter, a bicycle shall be deemed a vehicle.

B. "Bicycle" means a device upon which a person may ride, propelled exclusively by human power, except as provided in BMC 6.32.010.C, through a belt, chain or gears, and having one or more wheels. An electric bicycle is a bicycle.

C. "Electric bicycle" means a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts.

1. "Class 1 electric bicycle," or "low-speed pedal-assisted electric bicycle," means a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

2. "Class 2 electric bicycle," or "low-speed throttle-assisted electric bicycle," means a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.

3. "Class 3 electric bicycle," or "speed pedal-assisted electric bicycle," means a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour, and equipped with a speedometer.

~~B. "Automobile" means every motor vehicle, as herein defined, except motorcycles.~~

DC. "Loud or offensive noise" means willful disruption of the public tranquility or peace by any tumultuous proceeding.

ED. "Motorcycle" means every motor vehicle, other than a tractor, designed to travel on not more than three wheels in contact with the ground.

F. "Motorized scooter" means any two-wheeled device that has handlebars, has either a floorboard that is designed to be stood upon when riding or a seat and footrests in place of the floorboard, and is powered by a motor.

~~E~~. "~~Motor-driven cycle~~" means any motorcycle, including every motor scooter, with a motor which produces less than fifteen gross brake horsepower, and every bicycle with motor attached.

GF. "Motor vehicle" means every device, as herein defined, which is self-propelled. Electric bicycles and motorized scooters are not motor vehicles.

HG. "Operator" means every person who drives, operates or is in actual physical control of a ~~motor~~ vehicle.

IH. "Person" means every natural person, firm, copartnership, association or corporation.

J. "Public path" means public rights-of-way other than sidewalks dedicated to pedestrian use and connecting public streets. (Ord. 4731-NS § 1, 1974; Ord. 4716-NS § 1, 1974)

6.32.020 Park hours.

A. No person shall enter upon or otherwise remain within City parks, or portions thereof, between the hours or for the period specifically posted as closure hours at the entrance to the particular park and, where applicable, adjacent to any portion of a park being closed.

B. Where no hours are posted, a park shall be closed between the hours of ten p.m. and six a.m., except that parks equipped with user operated lights shall be closed between the hours of eleven p.m. and six a.m.

C. Closure hours shall not apply to persons, bicycles, and motorized scooters traveling on a public path within a park for the sole purpose of transportation through the park.

DC. Reserved. (Ord. 6524-NS § 1, 2000; Ord. 5823-NS § 1, 1987; Ord. 5454-NS § 1, 1982; Ord. 4716-NS § 8, 1974)

6.32.030 Park rules and uses.

A. The City Manager or their designee is authorized to issue such regulations and take such other actions as are necessary to preserve park property and public safety and to distribute park space and facilities among competing uses, including the prohibition of certain activities or restriction of them to certain times and/or locations. Failure to obey any directive issued by the City Manager or their designee pursuant to this section shall be a violation of this chapter.

B. Whenever any activity is restricted or prohibited in specified areas of any park, or whenever the use of specified areas is restricted or prohibited, the City Manager or their designee shall cause signs to be posted or permits to be issued notifying the public of such restrictions or prohibitions. Failure to obey the restrictions stated in any properly posted sign or in any permit shall be a violation of this chapter.

C. This ordinance is intended to be declaratory of and does not constitute any change in existing law. (Ord. 6577-NS § 1, 2000)

6.32.040 Offensive noise.

A. It is unlawful for any person to produce or cause to be produced loud or offensive noise in public parks after the hour of ten p.m. and before the hour of seven a.m.

B. Programs and events which may be sponsored by the Department of Recreation, Parks and Community Services or by authorized groups, where a valid permit has been issued therefor by the Director of Recreation and Parks, may continue after ten p.m., but such programs or events shall not unreasonably disturb the neighborhood. (Ord. 6577-NS § 2, 2000; Ord. 4736-NS § 6 (part), 1974; Ord. 4716-NS § 5, 1974)

6.32.050 Traffic prohibited in Aquatic Park when.

It is unlawful for any person to operate, park, stop or leave standing any motor vehicle in the Berkeley Aquatic Park at any time from a half-hour after sunset to a half-hour before sunrise, except that portion lying east of the lake between the southern line of the extension of Bancroft Way and the northern line of the extension of Addison Street. (Ord. 6577-NS § 2, 2000; Ord. 4716-NS § 3, 1974)

6.32.060 Parking and vehicle operation restrictions.

It is unlawful for any person to stop, park or leave standing any ~~vehicle, motor vehicle, automobile, or motorcycle or motor-driven cycle~~, whether attended or unattended, in any park in the City, including the Berkeley Aquatic Park, except that motor vehicles may be parked in the allotted parking spaces designated by painted or marked lines placed for the purpose of allotting spaces to parked motor vehicles, and in such cases

where there are no painted or marked lines designating the allotted parking spaces, motor vehicles shall be parked in such a manner that both wheels on the right side of the roadway of such motor vehicle are not more than six inches from the right-hand edge of the roadway, and such motor vehicle is at least three feet distant from any motor vehicle standing in the front or the rear thereof. It is further unlawful to operate any ~~vehicle~~, motor vehicle, automobile, motorcycle, or Class 3 electric bicycle ~~or motor-driven cycle~~ in parks and on public paths except on roadways designated for vehicular use. (Ord. 6577-NS § 2, 2000: Ord. 4716-NS § 2, 1974)

6.32.070 Vehicle removal authorized when--Procedures required.

The Police Department is authorized to remove or cause to be removed to the nearest garage or other place of safety, or to a garage designated or maintained by the City, any vehicle that is stopped, standing or parked in violation of any of the provisions herein and when signs are posted giving notice of such removal. The provisions of the California Vehicle Code pertaining to notice to owner and garagekeeper's lien shall apply in the event of such removal. (Ord. 6577-NS § 2, 2000: Ord. 4716-NS § 7, 1974)

6.32.080 Applicability--Exceptions.

Authorized officers, employees, agents or representatives of the City shall be excepted from the provisions of this chapter only when such officer, employee, agent or representative is on the official business of the City and such official business requires such person to be in a City park. (Ord. 6577-NS § 2, 2000: Ord. 4716-NS § 4, 1974)

6.32.090 Signs required.

The Police Department is authorized and directed to erect, maintain, place and paint the necessary signs and markings which shall give notice of the regulations prescribed in this chapter. (Ord. 6577-NS § 2, 2000: Ord. 4716-NS § 6, 1974)

6.32.095 Skate parks--rules.

A. All persons using skate parks within the City of Berkeley shall comply with the following requirements:

1. Only persons using skateboards and skates, including but not limited to roller skates, in-line skates and/or roller blades, shall be allowed within any skate park. Persons without skateboards or skates are not allowed within skate parks.
2. Persons using bicycles or scooters are not allowed within any skate park.

3. All persons using skate parks shall wear a helmet, elbow pads and kneepads, suitable to provide protection in the event of falls or collisions. Such safety equipment must be worn at all times.
 4. Additional obstacles or other materials, including but not limited to ramps and jumps, are prohibited within skate parks.
 5. Glass products are prohibited within skate parks.
 6. Earphones or headsets are prohibited while skating or otherwise using a skate park.
- B. Skate parks shall be open only from 6:30 a.m. until 9:30 p.m., provided that if a skate park does not have adequate lighting for after-dark operation, as determined by the City Manager or designee, it shall close no later than one-half (1/2) hour before sunset. No person shall be allowed within a skate park outside of these hours.
- C. The City Manager, or designee, may close any skate park whenever the City Manager, or said designee, determines that such a closure is necessary, or may promulgate other rules as necessary, for the protection of public property or public safety.
- D. No skating contests or events of any kind are permitted within skate parks without the prior written approval of the City Manager or designee.
- E. Amplified sounds are not permitted in skate parks.
- F. Graffiti of any form within, on, or around any skate park is prohibited.
- G. All injuries must be reported to the City Manager's office.
- H. For purposes of this ordinance, a skate park is a public recreational facility that is designed and built specifically to provide skating opportunities to persons using either a skateboard or skates. A skateboard is a flat platform, two to three feet in length, with no handholds, attached to four wheels for riding on while standing or crouching. Skates are defined as a boot or shoe having wheels either attached in-line at the center of the boot or having two wheels attached at the toe and two wheels attached at the heel.
- I. Any person who violates this section shall, in addition to any other criminal or civil penalties provided by this Code, be subject to removal from all skate parks operated by the City of Berkeley for up to twenty-four (24) hours, upon the order of any authorized employee or officer of the City. (Ord. 6592-NS 2, 2000)

6.32.100 Violation--Penalty.

Any person violating any provision or failing to comply with any of the requirements of this chapter shall be deemed guilty of an infraction as set forth in Chapter 1.20 of this code. (Ord. 6577-NS § 2, 2000; Ord. 5591-NS § 1 (part), 1984; Ord. 4716-NS § 9, 1974)

Section 2. That Berkeley Municipal Code Chapter 14.32 is amended to read as follows:

Chapter 14.32 PEDESTRIAN REGULATIONS

14.32.010 Traffic Engineer to establish marked crosswalks.

The City Traffic Engineer is authorized to establish and maintain crosswalks and to designate them by appropriate devices or painted signs upon the surface of the roadway. (Ord. 3262-NS § 8, 1952)

~~14.32.020 When pedestrian must use crosswalks.~~

~~It is unlawful for any pedestrian to cross a roadway in any business district other than by a crosswalk. (Ord. 3262-NS § 8.1, 1952)~~

~~14.32.030 Crossing at right angles.~~

~~It is unlawful for any pedestrian to cross a roadway at any place other than by a route at right angles to the curb or by the shortest route to the opposite curb except in a marked crosswalk. (Ord. 3262-NS § 8.2, 1952)~~

14.32.0~~2~~40 Standing in roadway--Use of divisional islands.

It is unlawful for any person to stand in any roadway other than in a safety zone or in a crosswalk if such action interferes with the lawful movement of traffic and it is unlawful for any person to use any safety zone or divisional island for any purpose other than that necessary to provide temporary safety from moving vehicular traffic. This section shall not apply to any public officer or employee, or employee of a public utility when necessarily upon a street or divisional island in the line of duty. (Ord. 4241-NS § 1, 1967; Ord. 3262-NS § 8.3, 1952)

~~14.32.050 Pedestrians to obey special pedestrian traffic signals.~~

~~Pedestrians shall obey the indication of special traffic signals installed for pedestrians only and shall disregard the indication of a vehicular traffic signal at any location where special pedestrian traffic signals are in place. (Ord. 3262-NS § 8.4, 1952)~~

~~14.32.060 Regulating the use of skateboards.~~

~~Skateboards shall obey all rules applicable to pedestrians, the California Vehicle Code and comply with the following regulations:~~

~~A. No age restrictions shall be placed upon skateboard users;~~

~~B. Skateboarders shall wear reflecting material and/or light colored clothing when skateboarding after dark;~~

~~C. Butt boarding and lying down on skateboards shall be prohibited;~~

~~D. Home made ramps in streets shall be prohibited;~~

~~E. Sidewalks shall be used for skateboarding where available, and skateboarders will yield the right-of-way to pedestrians;~~

~~F. Where sidewalks are not available, the skateboarder will be required to use the extreme left-hand edge of the roadway; facing oncoming traffic;~~

~~G. Skateboarders are required to obey traffic laws and vehicles codes set forth in California Highway Patrol's Skateboard Safety Handbook. (Ord. 5853-NS § 1, 1988)~~

Section 3. That Berkeley Municipal Code Chapter 14.68 is amended to read as follows:

Chapter 14.68 BICYCLES ~~AND BICYCLE ESTABLISHMENTS~~

14.68.010 Definitions.

~~A. "Bicycle" means a device upon which any person may ride, propelled exclusively by human power, except as provided in BMC 14.68.010.B, through a belt, chain or gears, and having one or more wheels either two or three wheels in a tandem or tricycle arrangement. An electric bicycle is a bicycle.~~

~~B. "Bicycle establishment" means and includes a business operated by any person, partnership, association or corporation, wherein new or used bicycles or bicycle parts are purchased, sold, dismantled or junked.~~

~~BC. "Motorized Electric bicycle" means any two-wheeled or three-wheeled device having fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy, and an automatic transmission and a motor which produces less than two gross brake horsepower and is capable of propelling the device at a maximum speed of not more than thirty miles per hour on level ground. means a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts.~~

1. “Class 1 electric bicycle,” or “low-speed pedal-assisted electric bicycle,” means a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

2. “Class 2 electric bicycle,” or “low-speed throttle-assisted electric bicycle,” means a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.

3. “Class 3 electric bicycle,” or “speed pedal-assisted electric bicycle,” means a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour, and equipped with a speedometer.

C. “Non-electric bicycle” means a bicycle that does not fall under BMC 14.68.010.B.

CD. "Motorized scooter" means any two-wheeled device that has handlebars, has either a floorboard that is designed to be stood upon when riding or a seat and footrests in place of the floorboard, and is powered by a motor. (Ord. 7786-NS § 3, 2021; Ord. 4957-NS §§ 1-3, 1976)

Article I. Bicycles and Motorized ~~Bicycles~~Scooters

~~14.68.020 License and registration required.~~

~~It is unlawful for any person to operate or use a bicycle or motorized bicycle in the city which has not been registered and licensed in accordance with Section 39002(a) of the Vehicle Code of the state. (Ord. 4957-NS § 4, 1976)~~

~~14.68.030 Applicability of provisions.~~

~~Any bicycle or motorized bicycle not subject to the provisions of Division 16.7 of the Vehicle Code of the state of California shall be subject to this chapter, as provided by Section 39002(b) of the Vehicle Code of the state. (Ord. 4957-NS § 5, 1976)~~

~~14.68.040 License--Application required.~~

~~Every person making application for a bicycle license or registration in the City shall make application to the Chief of Police, either directly or through a bicycle establishment, upon forms provided by the Chief of Police. Said application form shall contain such information as may be required by the Chief of Police as to the applicant and the description of the bicycle licensed. (Ord. 6230-NS § 1, 1994; Ord. 4957-NS § 6, 1976)~~

~~14.68.050 License--Proof of ownership.~~

~~For each bicycle license issued, the applicant may be required to provide proof of ownership to the Chief of Police. Said proof shall be in any form designated by the Chief of Police to be satisfactory for such purpose. (Ord. 4957-NS § 7, 1976)~~

~~14.68.060 License--Bicycle to be presented.~~

~~Upon making application for a bicycle license or bicycle license renewal, the applicant shall present the bicycle at such place designated by the Chief of Police as a licensing facility. (Ord. 4957-NS § 8, 1976)~~

~~14.68.070 License--Examination of applicant required when.~~

~~Upon making an application for a first bicycle license, the applicant may be required to be examined by an examining officer designated by the Chief of Police. The Chief of Police may further designate the manner of examination. Upon completion of said examination, the examining officer may refuse to issue a license to the applicant if the said examination discloses to the examining officer that the applicant does not have a reasonable knowledge of the provisions of this chapter, the provisions of Division 11 (commencing with Section 21220) of the Vehicle Code of the state, or that the applicant is unable to exercise reasonable control in operating a bicycle. (Ord. 4957-NS § 9, 1976)~~

~~14.68.080 License--Renewal procedures.~~

~~Application for a bicycle license renewal shall be made by presentation of the licensed bicycle and the registration certificate last issued for the bicycle, and by payment of the full annual fee for said bicycle as provided by this chapter. (Ord. 4957-NS § 10, 1976)~~

~~14.68.090 License--Fees.~~

~~The fees required to be paid pursuant to the provisions of this chapter are:~~

~~A. For each new bicycle license and registration certificate, the sum shall be two dollars per year or any portion thereof;~~

~~B. For each transfer of registration certificate, the sum shall be one dollar;~~

~~C. For each replacement of a bicycle license and registration certificate, the sum shall be one dollar;~~

~~D. For each replacement of a registration certificate only, there shall be no fee;~~

~~E. For each bicycle license renewal, the sum shall be one dollar. (Ord. 5181-NS § 1, 1979; Ord. 4957-NS § 11, 1976)~~

~~14.68.100 License--Issuance.~~

~~Upon approval of the application and payment of the license fee, the Chief of Police will issue a license and a copy of the registration certificate to the applicant pursuant to Section 39003 of the Vehicle Code of the state. (Ord. 4957-NS § 12, 1976)~~

~~14.68.02110 Operation--Conformity with chapter provisions required.~~

~~It is unlawful for any person to operate a bicycle or motorized bicycle or motorized scooter in the City in violation of any of the provisions of this chapter. (Ord. 4957-NS § 13, 1976)~~

~~14.68.03120 Riding motorized electric bicycles and motorized scooters on sidewalk prohibited.~~

~~No person shall ride or operate an electric motorized bicycle or motorized scooter on any sidewalk in the City. (Ord. 7786-NS § 4, 2021; Ord. 4957-NS § 14, 1976)~~

~~14.68.04130 Riding bicycles on sidewalk permitted when.~~

No person shall ride or operate a bicycle on any sidewalk in the city except:

A. ~~Juveniles~~Persons, exercising the due care and giving the pedestrian the right-of-way, may ride and operate their non-electric bicycles upon the sidewalk adjacent to a street that does not include a Class I, Class II, or Class IV bikeway, as defined in Section 890.4 of the Streets and Highway Code, ~~except such sidewalks as are in front of schools, stores or buildings used for business purposes;~~

B. ~~Juveniles~~Persons riding or operating a non-electric bicycle on the sidewalk shall do so in single file at a speed no higher than 10 miles per hour;

C. Peace officers who determine in good faith that riding or operating a bicycle on the sidewalk is necessary to perform official duties. (Ord. 6113-NS § 1, 1992; Ord. 4957-NS § 15, 1976)

~~14.68.05140 Operation restrictions--Playgrounds, parks, school grounds.~~

No person shall ride or operate a bicycle or motorized bicycle upon any playground, park, or school ground where children are playing, without ~~the permission of the person~~

~~having supervision of said playground, park or school ground due regard for the safety of the operator and other persons upon such place.~~ (Ord. 4957-NS § 16, 1976)

14.68.06150 Operation restrictions--Public places.

No person shall ride or operate a bicycle ~~or motorized bicycle~~ upon any public place in the City other than a public street or highway, without due regard for the safety of the operator and other persons upon such public place. (Ord. 4957-NS § 17, 1976)

14.68.07160 Stunt riding.

No person riding or operating a bicycle ~~or motorized bicycle~~ shall perform or attempt to perform any acrobatic, fancy or stunt riding upon any public place, other than a street or highway, in the City. (Ord. 4957-NS § 18, 1976)

14.68.08170 Procedures on emerging from driveway or alley.

The operator of a bicycle ~~or motorized bicycle~~ or motorized scooter, on leaving a driveway or alley when the operator's view of either the sidewalk or street area is obstructed, shall stop such bicycle ~~or motorized bicycle~~ or motorized scooter immediately prior to riding upon or across such sidewalk or street area. (Ord. 4957-NS § 19, 1976)

14.68.09180 Parking Restrictions.

No person shall park any bicycle ~~, motorized bicycle,~~ or motorized scooter against windows or parking meters or on the main-traveled portion of the sidewalk, nor in such manner as to constitute a hazard to pedestrians, traffic or property. (Ord. 7786-NS § 5, 2021; Ord. 4957-NS § 20, 1976)

14.68.1090 Accidents--Procedures required.

The operator of any bicycle ~~or motorized bicycle~~ or motorized scooter involved in an accident shall take reasonable steps to ascertain whether or not anyone was injured, and shall give their name and, address ~~and the license number of their bicycle or motorized bicycle~~ to the person with whom they had the accident, and shall obtain the same information from the other person. (Ord. 4957-NS § 21, 1976)

14.68.11200 Accidents--Report required when.

It shall be the duty of the operator of any bicycle ~~or motorized bicycle~~ or motorized scooter to make a written report of any accident resulting in death or injury to the Police Department immediately after such accident. (Ord. 4957-NS § 22, 1976)

Article II. Bicycle Establishments

14.68.210 Business license and permit required.

~~No person or persons in the city shall establish, carry on or operate a bicycle establishment, except as authorized by this chapter, and without first obtaining a business license as provided in Ordinance 2805-NS of the City, and a permit from the Chief of Police. (Ord. 4957-NS § 23, 1976)~~

14.68.220 Permit--Application.

~~A. The application for such permit shall be in writing and signed by the applicant and shall set forth the following information: The name, age and residence address of the applicant if a natural person, or if a corporation, its name, date and place of incorporation, address of its principal place of business and the names of all its officers with their respective residence addresses, or if a partnership, association or unincorporated company, the names of the partners or persons comprising the partnership, association or company with their respective residence addresses. The application shall state whether the applicant had conducted a bicycle establishment prior to the current filing. If so, the applicant shall specify each and every such business, its location and dates of operation.~~

~~B. The application shall be made on forms provided by the Chief of Police and filed in duplicate with the Chief of Police. (Ord. 4957-NS § 24, 1976)~~

14.68.230 Permit--Not transferable.

~~No person having a bicycle establishment permit under the provisions of this chapter shall transfer, sell, assign, loan or permit any person to have or use such permit. (Ord. 4957-NS § 25, 1976)~~

14.68.240 Weekly secondhand buy report required.

~~A. All persons operating a bicycle establishment are required to make a weekly report to the Chief of Police upon forms provided for that purpose by the Chief of Police, giving the true name and address of the person from whom each bicycle or bicycle part is purchased, and a description of each bicycle, its frame number and the number of any license found thereon, if any. If the bicycle does not have a license, the buyer shall require the seller to obtain the approval of the Chief of Police to complete such sale or exchange. This report shall be known as the "secondhand buy report," and shall be made in triplicate. The original shall be mailed or delivered to the Chief of Police, the duplicate shall remain with the dealer, and the triplicate shall be given to the seller. It shall be the duty of the dealer to mail or deliver to the Chief of Police all reports at the close of each business week.~~

~~B. This section shall not apply to new bicycles or bicycle parts purchased at wholesale. (Ord. 4957-NS § 26, 1976)~~

~~**14.68.250 Dealer's report of sale required weekly.**~~

~~All persons operating a bicycle establishment shall make a weekly report to the Chief of Police upon forms provided for that purpose by the Chief of Police, to report all sales made, including the name and address of each person to whom a bicycle is sold, together with the make, frame number and license number found thereon, if any. These reports shall be known as the "dealer's report of sale," and shall be made in triplicate. The original shall be mailed or delivered to the Chief of Police, the duplicate shall be retained by the dealer, and the triplicate shall be given to the seller. It shall be the duty of the dealer to make or deliver all reports to the Chief of Police at the close of each business week. (Ord. 4957-NS § 27, 1976)~~

~~**14.68.260 Holding period for bicycles and parts.**~~

~~No person operating a bicycle establishment shall alter, repair or dispose of any bicycle or bicycle part purchased or taken in exchange as secondhand bicycle or bicycle part thereof until after the expiration of thirty days from the date of purchase or exchange, and during those thirty days the bicycle or bicycle part so obtained shall remain without alteration on the premises of such bicycle establishment, shall be kept separate from bicycles or bicycle parts previously purchased, and shall be subject to inspection at any time during business hours by the Chief of Police, or any police officer or other person designated by the Chief of Police. (Ord. 4957-NS § 28, 1976)~~

~~**14.68.270 Bicycle register--Required--Contents.**~~

~~A. The Chief of Police shall furnish free of charge to every person operating a bicycle establishment a book known as the "bicycle register" in which shall be entered in plain and legible handwriting a record of all bicycles or bicycle parts purchased or taken in exchange. The entry must be made at the time of purchase or immediately thereafter and shall include, in addition to the date and hour of purchase, a full description of the bicycle or bicycle part, the price paid therefor, and the name, address, age, height, weight and complexion of the seller. In entering the description of the bicycle, the name of the manufacturer and the factory serial number thereof shall in every case be recorded if known or if it can be ascertained.~~

~~B. This section shall not apply to new bicycles or bicycle parts purchased at wholesale. (Ord. 4957-NS § 29, 1976)~~

~~**14.68.280 Bicycle register--Disposition of purchased items.**~~

~~The operator of a bicycle establishment shall also enter in the bicycle register a record showing the disposition of each bicycle purchased, indicating whether such bicycle was resold or dismantled. (Ord. 4957-NS § 30, 1976)~~

~~14.68.290 Bicycle register--Safekeeping--Inspection.~~

~~The operator of a bicycle establishment shall keep the bicycle register in a safe place and see that it is not mutilated or destroyed. The bicycle register shall remain the property of the City, and shall be opened to inspection by the Chief of Police or any police officer at any time the establishment is open for business, and it may be taken by such police officer from the possession of the operator of a bicycle establishment if deemed necessary. (Ord. 4957-NS § 31, 1976)~~

~~14.68.300 Permit--Revocation conditions.~~

~~A. Bicycle establishment licenses issued pursuant to this chapter may be revoked by the Chief of Police after notice and hearing for any of the following reasons:~~

- ~~1. Fraud, misrepresentation, or any false statement contained in the application for a permit;~~
- ~~2. Any violation of any provision of this chapter or any provisions of any other chapter or law relating to and regulating the bicycle establishment;~~
- ~~3. Conviction of the permit holder of any felony or lesser crime reasonably related to the purposes of this chapter.~~

~~B. Any hearing on revocation or suspension conducted by the Chief of Police shall be conducted pursuant to written rules of procedure adopted by the City Council. (Ord. 4957-NS § 32, 1976)~~

Article III. General Regulations

14.68.12310 Provisions supersede other regulations.

The provisions of this chapter with reference to bicycles and motorized scooters shall supersede and be in lieu of any other ordinance or section of any other ordinance which is in conflict with the provisions of this chapter. (Ord. 4957-NS § 40, 1976)

~~14.68.320 License transfer prohibited.~~

~~It is unlawful to transfer a bicycle license from one bicycle or motorized bicycle to another. (Ord. 4957-NS § 34, 1976)~~

14.68.330 Dismantled or junked bicycles--Return of registration certificate.

~~Upon dismantling or disposing of a bicycle or motorized bicycle as junk, the licensee shall turn in the registration certificate for such bicycle or motorized bicycle to the Chief of Police within ten days of the date of said disposal indicating that the bicycle or motorized bicycle was junked. (Ord. 4957-NS § 35, 1976)~~

14.68.340 Bicycle rental agency--Licensing requirements.

~~All persons engaged in operating a bicycle rental agency for the purpose of renting or lending bicycles or motorized bicycles to patrons shall first obtain a bicycle license and registration certificate for each bicycle or motorized bicycle prior to renting or lending such bicycle or motorized bicycle. (Ord. 4957-NS § 36, 1976)~~

14.68.13350 Abandoned or unidentified bicycles and motorized scooters.

All bicycles ~~and motorized bicycles~~and motorized scooters that are abandoned or unidentified remaining in the hands of the Chief of Police shall at the end of six months be sold at auction and the proceeds therefrom deposited in the general fund of the City. (Ord. 4957-NS § 37, 1976)

14.68.14360 Violation of provisions by persons under eighteen--Penalty.

Where this chapter has been violated by juveniles under the age of eighteen years, in lieu of such fine ~~and imprisonment~~ provided in Section 14.68.150370, and in lieu of filing charges in the juvenile court, the Chief of Police may prohibit the operation upon the streets, alleys and public places in the City for a period not to exceed thirty days of a bicycle or motorized scooter so used in such violation, in which event the bicycle or motorized scooter so used in such violation shall be impounded by the Chief of Police and retained by them during the period of the operation which is prohibited, ~~and the owner's registration card shall be held for a like period.~~ (Ord. 4957-NS § 39, 1976)

14.68.15370 Violations Generally--Penalty.

Any person found to be in violation of any of the provisions of this chapter, ~~except for Section 14.68.130, shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished as set forth in Chapter 1.20 of this code. Any person found to be in violation of Section 14.68.130~~ shall be deemed guilty of an infraction and upon conviction thereof shall be punished as set forth in Chapter 1.20 of this code. (Ord. 6921-NS § 1, 2006; Ord. 5716-NS § 3 (part), 1986; Ord. 4957-NS § 38, 1976)

Section 4. Copies of this Ordinance shall be posted for two days prior to adoption in the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way. Within 15 days of adoption, copies of this Ordinance shall

be filed at each branch of the Berkeley Public Library and the title shall be published in a newspaper of general circulation.

Attachment D

10-30-2023
Berkeley Calif.

To the City of Berkeley Commission on Aging

PLEASE NOTE MY OPPOSITION TO THE CITY'S FLAWED OHLONE GREENWAY SAFETY & MODERNIZATION PROJECT (aka The Ohlone Plan)

The City is pursuing wide, fast moving bicycle, e-bicycle, & electric scooter lanes along the Ohlone Right of Way from Virginia Street to the Albany line.

The Plan would remove mature trees & shrink Cedar Rose Park; but would not provide any separate pedestrian pathways, including at the Gilman, Hopkins, Rose & Cedar intersections.

Bicyclists & e-scooter riders do not & will not safely share the Ohlone Pathway with pedestrians. Bicycle-pedestrian collisions & near collisions occur daily.

Pedestrians, including people with disabilities & parents pushing strollers need their own safe pathway, as exists along the nearby West Street Path, and under the BART tracks in Albany.

An ADA compliant pathway should be of an easy to walk or roll on compacted material, not rocks or gravel.

RECKLESS BICYCLE, E-BICYCLE, & E-SCOOTER RIDERS POSE GREAT THREAT TO THE SAFETY OF SENIOR CITIZENS:

The growing problem of fast-moving reckless bicycle, e-bicycle and e-scooter users is posing a great threat to the safety of senior citizens.

As a 73 year old and long-time resident of Berkeley, I find that the growing recklessness of bicycle, e-bicycle, & e-scooter riders makes it more and more dangerous for me to simply take a walk or try to cross the street. This situation should not be tolerated.

THIS ILL-CONCEIVED PLAN MAKES THINGS WORSE!

Bicycle and e-scooter riders in Berkeley go too fast already. Wider pathways will encourage bicyclists & e-scooter riders to go even faster, putting pedestrians – including people with disabilities – at even greater risk of being banged into, knocked over, & seriously or fatally injured.

The willful lack of an ADA compliant pedestrian path invites bicycle-pedestrian accidents & exposes the City to lawsuits.

The developmentally disabled students who participate in the after school programs at the Ala-Costa Center in Cedar Rose Park will be especially vulnerable to being hit by bicycles & e-scooters.

The consultants did not even consider including a separate pedestrian pathway. Why not?

A city staffer recently said that people can just walk across the grass at Cedar Rose Park. This is ridiculous. The grassy field is very uneven and can be covered with dog waste. The field is often filled with aggressive unleashed dogs. And the field is fenced off for several months every year during the rainy season.

The Plan violates the Americans With Disabilities Act – ADA. The city’s consultant acknowledged that no consideration was given to the ADA in the development of this plan.

WHY ARE RECKLESS BICYCLISTS AND E-SCOOTER RIDERS TOLERATED?

Bicyclists, e-bicyclists, & e-scooter riders are getting more and more reckless. They routinely run stop signs and stop lights, pass pedestrians on the right, and overtly knock into pedestrians. It’s time to strictly enforce all traffic laws against bicyclists and e-scooter riders.

Electric scooters should NOT be on sidewalks nor in bicycle lanes. Electric scooter riders should be licensed and at least 18. It makes no sense to exempt them from the rules of the road.

For the above reasons, Paris France recently banned all electric scooter rentals.

LITTLE THOUGHT WAS PUT IN TO MAKING THE OHLONE GREENWAY STREET INTERSECTIONS SAFER

Separate, ADA compliant, pedestrian crosswalks are needed at Gilman/Curtis, Gilman/Hopkins, the Rose & Cedar street intersections with Cedar Rose Park and Virginia Street intersection.

These intersections are already very dangerous.

A transportation expert has stated that the Diablo Engineering Consultant’s proposal for the Hopkins – Peralta intersection would be especially dangerous to pedestrians. Much greater thought needs to be given to this intersection since Hopkins Street is a critical City Evacuation Route.

There should be clear & separate pathways for pedestrians, including wheel chair users, versus bicyclists, e-scooter, and e-bicycle users at each of these intersections.

PLEASE DO NOT REMOVE ANY PARKING ON PERALTA AVENUE

The Plan would remove 12 or more parking spaces on Peralta Avenue & more on Hopkins & Rose streets. The pickle ball players at the Hopkins-Peralta courts will quickly fill the remaining nearby parking spaces. People won’t be able to park in front of their homes again. High speed bicycle lanes with concrete barriers will keep people from safely backing out of their driveways. People without driveways will be forced to park far away from their homes & will risk assault walking or rolling home after dark.

Removing street parking on Peralta Ave and on other nearby streets will result in more auto break-ins, more catalytic converter thefts, & more out right car thefts. Catalytic converters can cost thousands of dollars & many months of waiting to replace. Thieves are savvy. They will quickly recognize the loss of street parking on Peralta as an opportunity to break into cars on adjacent streets that belong to Peralta Avenue residents.

People on Peralta and nearby streets have healthcare workers who assist them at home. Home healthcare workers depend on easily accessible parking. With no place to park, many home health care workers will quit. People will lose their critical home healthcare. Their lives will be put in danger.

There would be no place for the delivery people who bring our food and packages to park. People with driveways would be forced to back out into high speed bicycle lanes. People without driveways would be trapped in their homes. Is this what the City of Berkeley wants?

The Hopkins – Peralta neighborhood recently had a dangerous car-jacking, and a separate August armed robbery with a reckless get-away driver smashing into cars and narrowly missing a pedestrian.

Our neighborhood is getting more dangerous. Don't make it even more dangerous by taking away our street parking.

There's no reason to remove our vitally needed parking spaces. Safe bicycle lanes can & should be designed w/out taking away street parking.

The Diablo Engineering consultants should be told to design a safe alternative that does not remove any street parking.

One way to make Peralta Ave safer for all modes of travel would be to ban trucks from Peralta Ave now. 50 or more large trucks barrel down the 1300 block of Peralta every day, posing a danger to pedestrians, bicyclists, & people backing out of their driveways.

OHLONE PLAN WOULD MAKE IT EASIER FOR CITY TO IMPLEMENT THE CONTROVERSIAL HOPKINS CORRIDOR PLAN

The controversial Hopkins Corridor Plan would have eliminated well over 200 parking spaces on Hopkins Street, greatly harming the small businesses around Hopkins & Monterey, and causing great harm to the hundreds of residents on& adjacent to Hopkins Street from Sutter to San Pablo Ave.

Although the Hopkins Corridor Plan has been delayed indefinitely – due to strong community opposition and to the opposition of the Fire Chief - as it would be incompatible with Hopkins' status as a critical evacuation route, the City Council has refused to kill the Plan. Instead it hired more consultants to figure out a way to approve the Hopkins Corridor Plan.

Approval of this Ohlone Plan would codify into city policy that high speed bicyclists, e-bicycles and e-scooter riders trump the safety of pedestrians and of neighborhood residents.

And it would codify that it's ok to remove critically needed neighborhood street parking to the sole benefit of high speed bicyclists and high-speed e-bicycles and e-scooters.

Thus, the approval and implementation of the Ohlone Plan would make it much easier for the Council to then approve the Hopkins Corridor Plan.

ALL WORK ON THE OHLONE PLAN SHOULD STOP UNTIL THE FIRE DEPT'S EVACUATION & RESPONSE TIME STUDY IS AVAILABLE AND HAS BEEN REVIEWED

The Berkeley Fire Department has contracted with a consultant to perform an Evacuation and Response Time Study, which is projected to be completed in the Fall of 2024.

The Fire Department's Standards of Coverage and Community Risk Assessment Study states that current response times are already too long, and that these problem will worsen s Berkeley's density further increases. The report states that survival decreases by 7-10% for every minute of delay getting a heart attack victim.

By not providing an ADA compliant separate pedestrian pathway for the entire length of the Ohlone Greenway, the Plan will result in more pedestrian – two wheeled vehicle collisions and thus the need for yet more 911 emergency calls to an already overburdened Fire Department.

THE WIDENING OF PATHWAY THROUGH CEDAR ROSE PARK FOR BICYCLES, E-BICYCLES & E-SCOOTERS WOULD VIOLATE MEASURE 'L'

Measure L is a parks and open space Citizens Initiative that was adopted by Berkeley voters in Nov. 1986 It states that no public park or public open space can be converted to any non-recreational use without been first submitted to a vote of the citizens at a general election.

The Bicycle, E-Bicycle and E-Scooter pathway through Cedar Rose Park is clearly for transportation – i.e. getting from one place to another. That's the whole point of the Ohlone Corridor Pathway – transportation.

It is NOT for recreation. Cedar Rose Park is NOT an off road vehicle park.

Widening the pathway through Cedar Rose Park – especially to make more room for 2 wheeled motorized vehicles, would be taking away land in a city park that is designated as recreational open space, and instead making it a transportation route.

Thus a vote of the people of Berkeley is needed before the existing pathway in Cedar Rose Park can be widened.

It is important to keep Measure 'L' in mind as the City pursues large scale development at the waterfront.

WHERE'S THE PUBLIC REVIEW?

The city is moving ahead with the Plan now, without public review. We need real public review, before any plan is approved. All we got was a short meeting in with a consultant , who would not take notes. We need more public meetings & a City Council public hearing before any plan is approved.

TO SUM UP:

The Ohlone Path Plan as currently proposed is deeply flawed.

The City and consultants should start over, with a plan that provides separate ADA pedestrian pathway for the entire length of the Plan, that does NOT remove any street parking, and that makes sure that pedestrians can cross safely and away from bicycles, e-bicycles and e-scooters at each intersection within the Ohlone Greenway.

Internal

I therefor respectfully ask the City of Berkeley Commission on Aging to oppose the Ohlone Plan as currently proposed.

Thank you,
Clifford Fred
Berkeley Calif.

Attachment E

Dear Representative Bustamante,

I am writing with concerns about the plans for the Ohlone Way Pathway. Please consider the residents of the area. I have lived on Peralta Avenue for over 50 years, and I have been an involved community resident in all plans for the -neighborhood. Years ago, I helped with planning the Cedar Rose Park, and the community gardens before they were even started. I also helped to put up a sign for bicyclist to yield to pedestrians at Peralta Street. Now that we have electric bikes going at faster speed and much heavier than regular bikes, it has presented more danger for pedestrians. I hope you will remain vigilant in requiring regulations for these fast moving electric bikes, and also consider the disabled community who are vulnerable. As a senior, I am concerned for myself, but I am also concerned for children walking, and actually, when I think of it, everyone.

Thank you.
Virginia Kamp

CITY CLERK DEPARTMENT 2024 COUNCIL MEETING TIMELINE

Attachment F

COUNCIL MEETING	THURSDAY 12:00 PM - Day 33 - DEPT. REPORTS DUE TO CLERK	MONDAY 5:00 PM - Day 22 - COUNCIL MEMBER REPORTS DUE TO CLERK	THURSDAY 12:00 PM - Day 19 - AGENDA COMMITTEE PACKET TO PRINT	MONDAY 2:30 PM - Day 15 - AGENDA COMMITTEE MEETING	WEDNESDAY 11:00 AM - Day 13 - FINAL AGENDA MEETING (PRINT AGENDA ON WED.)	THURSDAY By 5:00 PM - Day 12 - COUNCIL AGENDA DELIVERY
Winter Recess [December 13, 2023 through January 15, 2024]						
Jan 16	12/14	12/26 (Tue)	1/2 (Tue)	1/4 (Thur)	1/4 (Thur)	1/5 (Fri)
Jan 30	12/28	1/8	1/11	1/16 (Tue)	1/17	1/18
Feb 13	1/11	1/22	1/25	1/29	1/31	2/1
Feb 27	1/25	2/5	2/8	2/13 (Tue)	2/14	2/15
Mar 12	2/8	2/20 (Tue)	2/22	2/26	2/28	2/29
Mar 19	2/15	2/26	2/29	3/4	3/6	3/7
Spring Recess [March 20 through April 15, 2024]						
Apr 16	3/14	3/25	3/28	4/1	4/3	4/4
May 7	4/4	4/15	4/18	4/25 (Thur)	4/25 (Thur)	4/26 (Fri)
May 14	4/11	4/22	4/25	5/1 (Wed)	5/1	5/2
May 21	4/18	4/29	5/2	5/7 (Tue)	5/8	5/9
Jun 4	5/2	5/13	5/16	5/21 (Tue)	5/22	5/23
Jun 25	5/23	6/3	6/6	6/10	6/12	6/13
Jul 9	6/6	6/17	6/20	6/24	6/26	6/27
Jul 23	6/20	7/1	7/3 (Wed)	7/8	7/10	7/11
Jul 30	6/27	7/8	7/11	7/15	7/17	7/18
Summer Recess [July 31 through September 9, 2024]						
Sep 10	8/8	8/19	8/22	8/26	8/28	8/29
Sep 24	8/22	9/3 (Tue)	9/5	9/9	9/11	9/12
Oct 1	8/29	9/9	9/12	9/16	9/18	9/19
Oct 15	9/12	9/23	9/26	9/30	10/2	10/3
Oct 29	9/26	10/7	10/10	10/15 (Tue)	10/16	10/17
Nov 12	10/10	10/21	10/24	10/28	10/30	10/31
Nov 19	10/17	10/28	10/31	11/4	11/6	11/7
Dec 3	10/31	11/12 (Tue)	11/14	11/18	11/20	11/21
Dec 10	11/7	11/18	11/21	11/25	11/27	11/27 (Wed)
Winter Recess [December 11, 2024 through January 14, 2025]						

VTO Affected Dates	Holiday Affected Dates	Religious Holiday Affected Date
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Reports not submitted by the deadlines listed will not be included on the agenda.

Worksession	Thursday 12:00 PM	Thursday 5:00 PM
	Day 26	Day 5
	Dept. Reports Due to Clerk	Council Agenda Delivery
Jan 23	12/28	1/18
Feb 6	1/11	2/1
Sep 17	8/22	9/12
Oct 8	9/12	10/3