



# TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING AGENDA

Thursday, September 21<sup>st</sup>, 2023, 7:00 pm

*Mission: The Berkeley City Council established this Transportation and Infrastructure Commission to advise the City Council on matters related to transportation and public works infrastructure policies, facilities, and services in the City. In addition, the commission functions as the City of Berkeley's Bicycle and Pedestrian Advisory Committee (BPAC).*

**North Berkeley Senior Center  
Dining Room  
1901 Hearst Avenue  
Berkeley, CA 94709**

## **A. PRELIMINARY BUSINESS**

1. Call to order
2. Roll call
3. Public comment on items not on the agenda
4. Approval of minutes from July 20<sup>th</sup>, 2023 meeting
5. Approval and Order of Agenda
6. Update on administration and staff
7. Announcements

## **B. DISCUSSION/ACTION ITEMS**

\* Written material included in packet

\*\* Written material to be delivered at meeting

The public may speak at the beginning of any item.

### **1. Jeronimus Alley Naming Recommendation\* – Action requested**

*Public Works Staff on behalf of Berkeley Path Wanderers Association*

In accordance with the City of Berkeley's Policy for Naming and Renaming of Public Facilities, the Berkeley Path Wanderers Association requests consideration by the Transportation and Infrastructure Commission (TIC) to recommend naming of the alleyway running parallel between 5th and 6th Streets, located between Camelia St and Virginia St, to "Jeronimus Alley" in honor of Wayne Jeronimus. As Wayne Jeronimus is a living person, a 2/3 majority vote of the City Council would be required. See page 35 of "The Berkeley City Council Rules of Procedure and Order" for the street renaming process. Action requested: Recommend to the City Council to rename 5 ½ Street, an alley that runs parallel to 5<sup>th</sup> and 6<sup>th</sup> streets between Camelia and Virginia streets, to Jeronimus Alley.

**2. City of Berkeley's Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028 \* \*\* – Action requested**

*Public Works Staff*

Staff will present the City's current 5-Year Paving Plan to the Commission and answer questions about the plan the City's Street Maintenance and Rehabilitation Policy – i.e. "paving policy." The presentation will cover an overview of the streets planned for paving in Fiscal Year 2024 and future years of the 5-Year plan. The City's paving covers areas such as developing basic assumptions, funding, planning, equity, performance metrics, the dig once policy, demonstration projects, use of new technologies and other policy updates. Action requested: Make recommendation to the City Council on how to proceed with the City's 5-Year Paving Plan.

**C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS**

*Information items can be moved to Discussion or Action by majority vote of the TIC*

1. Subcommittee reports & assignments: verbal reports from subcommittees
2. TIC [Work Plan](#)
3. TIC Mission Statement (enclosed)
4. Public Works' [Top Goals and Projects](#) and [progress report](#)
5. Council Summary Actions 2022\*
6. [Link to Council and Committee Agendas and Minutes](#)

**D. COMMUNICATIONS**

**E. FUTURE AGENDA ITEMS**


**F. ADJOURNMENT 9:30 pm**

Agenda Posted: September 15<sup>th</sup>, 2023

*The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, October 19<sup>th</sup>, 2023 at 7:00 pm.*

**A complete agenda packet is available for public review at the Main Branch Library and at the Transportation Division and Engineering Division front desks.**

### **ADA Disclaimer**

 *This meeting is being held in a wheelchair accessible location. To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at 981-6418 (V) or 981-6347 (TDD) at least three business days before the meeting date. Please refrain from wearing scented products to this meeting.*

### **SB 343 Disclaimer**

Any writings or documents provided to a majority of the commission regarding any item on this agenda will be made available for public inspection at the Public Works Transportation Division offices located at 1947 Center Street, 4<sup>th</sup> Floor.

### **Communications Disclaimer**

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

Acting Commission Secretary: Hamid Mostowfi, Acting Transportation Division  
Manager, Public Works  
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**TRANSPORTATION and INFRASTRUCTURE COMMISSION  
REGULAR MEETING  
DRAFT MINUTES**

Thursday, July 20<sup>th</sup>, 2023, 7:00 pm

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

**A. PRELIMINARY BUSINESS**

**1. Call to order**

**7:01 pm:** Vice Chair Fixler called the meeting to order

**2. Roll call**

**7:03 pm:**

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

Commissioners Excused: Karen Parolek

Commissioners Absent: Liza Lutzker

Staff Present: Liam Garland (arrived at 8:10 pm), Hamid Mostowfi, Ron Nevels, Srinivas Muktevi, Eric Anderson, Noah Budnick

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

**7:03 pm:** None

**4. Approval of minutes from June 15<sup>th</sup>, 2023**

**7:03 pm: Discussion:** Commissioner Yep asked that the mention of Rule “28” be corrected to say Rule “20 A;” Commissioner Ghosh asked that mention of the Public Transit “Subcommittee” be changed to the Public Transit “Liaison” and that mention of a price increase for Clipper Cards be removed; commissioners asked that staff add a “DRAFT” watermark to the draft letter about staffing that was included in the June 15, 2023 agenda packet; Commissioner Nesbitt asked that the new device for conducting traffic counts be described as a “crowdsource device” that counts traffic; commissioners asked that the minutes restate the City Clerk’s policy on Commission meeting minutes.

**7:11 pm Action:** It was Moved / Seconded (Ghosh / Nebitt) to approve the minutes with the requested changes:

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

**7:20 pm Motion passed 7-0-0-2-0**

**5. Approval and Order of Agenda**

**7:12 pm:** No changes suggested.

**6. Update on administration and staff**

**7:13 pm:** Co-Secretary Mostowfi (Public Works Acting Transportation Manager) provided updates and answered Commissioners' questions on the following: Signal installations on San Pablo and Virginia (Caltrans) and on California and Ashby (Berkeley Public Works); Addison Street between Shattuck and Milvia is reverting back to two-way travel by mid-August; the Transportation Division made an offer to a Principal Planner candidate and is hiring an office assistant to help with parking citation appeals. Co-Secretary Nevels (Public Works Acting Manager of Engineering) provided updates and answered Commissioners' questions on the following: providing periodic updates on the watershed management plan; the Engineering Division is hiring three Assistant Public Works Engineers, selected a fourth candidate to fill a future Assistant Public Works Engineer opening and is hiring to backfill two Junior Public Works Engineer positions. Acting Principal Planner Eric Anderson answered commissioners' questions about bicycle counts.

**7. Announcements**

**7:18 pm:** Commissioner Raffanti reminded the Commission that Golden Gate Fields is going to close, and Commissioner Nesbitt noted that this will have an impact on truck traffic.

**B. DISCUSSION / ACTION ITEMS**

**1. ACTC San Pablo Avenue Multimodal Corridor Program: Safety Enhancement and Parallel Bike Improvements Projects – Action Requested**

**7:20 pm:** Alameda County Transportation Commission (ACTC) staff and consultants from Kimley-Horn and Associates gave a presentation about their San Pablo Avenue Multimodal Corridor Program, which includes safety enhancements on San Pablo Avenue and bicycle network improvements on parallel streets (see attached presentation). The project runs along San Pablo

Avenue in Alameda County, connecting the municipalities of Oakland, Emeryville, Berkeley and Albany.

Commissioners asked clarifying questions and staff answered them about where bicycle detection systems will be included in the project to enable people to safely cross San Pablo Avenue; the net gain or loss of car parking spaces; where traffic calming elements like speed tables will be installed to improve safety and access for vulnerable road users; how the project is being funded; how the parallel bike route was planned; why dedicated bus lanes do not run the entire length of the project; if changing the speed limit on San Pablo Avenue was considered; if bus stops and bus shelters will be relocated; how the parallel bike route will connect with existing and planned routes in the bike network; if the Commission recommends the project move forward, what parts are fixed and what is malleable; if there is the potential to add greening to this project; if there is any way to send new street designs to navigation apps so they can update the directions they give people.

The one member of the public who attended the meeting commented in support of the traffic calming elements that create the parallel bike route and asked if adding traffic signals will slow down buses, hoping that AC Transit can use technology that allows buses to “hold” green lights and, thus, not impeded by traffic signals.

Commissioners commented that they are very excited about the project; expressed their thanks to ACTC staff for working on it; the project has a wide scope and long history and appreciate the staff expertise that went into outreach and design; they look forward to seeing the project implemented and hope there’s good collaboration and coordination with the City of Berkeley; they are disappointed that there isn’t a protected busway in the Berkeley section of the project; AC Transit should be worried about drivers slowing down buses in Berkeley; staff should be recognized for their work stitching the project together; ACTC should collaborate with local businesses to enhance the project from an urban design perspective; bike riders will use San Pablo Avenue anyway; frustration that the bike route leaves San Pablo Avenue; the project has important pedestrian safety improvements to make crossing San Pablo Avenue safer; disinterest in biking on San Pablo Avenue; concerned that the project could encourage drivers to speed on the parallel bike route; need for bike route connections in Albany; building more housing on San Pablo Avenue will increase the number of people who bike on San Pablo Avenue, so there should be a protected bike lane on it as well as a parallel bike route.

Transportation and Infrastructure Commission  
Thursday, June 15<sup>th</sup>, 2023

**8:31 pm Action:** It was Moved / Seconded (Fixler / Raffanti) that the Transportation and Infrastructure Commission recommends City Council approve the Alameda County Transportation Commission concept design within Berkeley for the San Pablo Avenue Multimodal Corridor Program with the following adjustments and considerations:

- Explore the potential funding for greening San Pablo Ave as part of this project, Contribute to the overall urban design perspective in project scope, for example, bike racks, benches, bus stations, or other designs.
- Speed tables can be unpleasant for cyclists, the preferable design is diverters to remove thru traffic from bicycle boulevards altogether. If speed tables are added, a wheel gap for cyclist convenience is recommended.

Additionally, the Transportation and Infrastructure Commission recommends that the City Council direct City staff to partner with the Alameda County Transportation Commission on final design and implementation of these projects.

Outside of the scope of The San Pablo Avenue Multimodal Corridor Program, The Transportation and Infrastructure Commission recommends the Alameda County Transportation Commission investigate the following items for projects in the future:

- Ensuring robust connections between cities that are hard to plan between, for example the Adams Street discontinuity between Berkeley and Albany.
- Explore future efforts to ensure google, apple maps, waze, and other direction apps do not lead drivers on bike boulevards and other designated bike routes.

**Discussion:** Commissioners said that it is better to implement this project than not implement it; urban design elements like bike racks, benches, bus stations and shelters should be added; ACTC should explore greening San Pablo Avenue and how to fund it; diverters and speed tables with gaps between them are preferred over removing stop signs and using standard speed tables; there should be good bike connections between the cities along the corridor and that a countywide bike network should be explored; greening should be included now because it will be more expensive to add it in the future.

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

Noes: None

Abstain: None

Absent: Parolek, Lutzker

Recused: None

**8:38 pm Motion passed 7-0-0-2-0**

**2. Informational Briefing on the City of Berkeley's Street Maintenance and Rehabilitation Policy and 5-Year Paving Plan**

**8:40 pm:** City of Berkeley staff gave a presentation on the methodology and process used to develop the 5-Year Paving Plan. Public Works uses the StreetSaver pavement management tool to recommend what streets to pave and works with utility companies to coordinate utility work and City paving. Staff also noted that building green infrastructure currently takes funding away from the paving budget.

Commissioners asked clarifying questions and staff answered them about how the paving plan changes from fiscal year to fiscal year; what streets from the previous fiscal year have been paved and why some are on hold; why Shattuck Avenue isn't on the repaving list; the process for the City to access State gas tax funding; adding green infrastructure; how StreetSaver works; the City's paving contract.

There were no public comments.

The Commissioners discussed how the former Public Works Commission's subcommittee reviewed the 5-Year Paving Plan; how the Transportation and Infrastructure Commission has reviewed the paving plan and how the Commission will move forward and advise the City Council on the plan; how staff used StreetSaver analysis, utility work, major City projects and the Water Board's green infrastructure requirements to develop the draft 5-Year Paving Plan; paving funding scenarios; the estimated change in StreetSaver's Pavement Conditions Index (PCI).



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

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

**9:45 pm Motion passed 7-0-0-2-0**

The Commissioners continued to discuss the paving plan's equity zone; the cost of not paving streets; getting feedback from staff regarding specific questions from Commissioners; the generally unsustainable nature of paving; that the 5-Year Paving Plan subcommittee should propose a motion to the next Commission meeting.

**9:45 pm Action:** It was Moved / Seconded (Walton / Leung) to extend the meeting for 10-minutes:

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

**9:45 pm Motion passed 7-0-0-2-0**

The Commissioners continued to discuss the 5-Year Paving Plan subcommittee's draft memo; the subcommittee meeting with staff to get more detail on how the plan was developed.

## **C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS**

**9:46 pm:** Subcommittee reports & assignments  
Verbal reports from subcommittees

## **D. COMMUNICATIONS**

## **E. FUTURE AGENDA ITEMS**

**9:47 pm:** The Commission will have the 5-Year Paving Plan on a future meeting agenda; Commissioner Walton suggested drafting a letter commending staff who've left Public Works for their hard work; Commissioner Nesbitt requested a

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briefing on pavement lifecycles, to make a presentation on crowdsourced traffic camera technology and to discuss annual bicycle counts.

#### **F. ADJOURNMENT**

**9:51 pm Action:** It was Moved / Seconded (Yep / Raffanti) to close the meeting:

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

Noes: None

Abstain: None

Absent: Parolek, Lutzker

Recused: None

**9:51 pm Motion passed 7-0-0-2-0**

Public Present:

One member of the public at 7:01 pm

One member of the public at 9:51 pm

Speakers: 1

*The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, September 21<sup>st</sup>, 2023 at 7:00 pm at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.*

#### Administrative Procedures

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

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

The secretary shall keep an accurate record of the commission's proceedings and transactions. The secretary shall provide action minutes similar to those provided to the Council by the City Clerk. Action minutes list the date, time, and place of the meetings; the staff in attendance; the commissioners present and absent; and a clear and concise description of final actions taken. Approved motions are indicated by "moved, seconded, and carried" and include a breakdown of the vote. The vote breakdown includes the commissioners voting

Transportation and Infrastructure Commission  
Thursday, June 15<sup>th</sup>, 2023

yes, no, abstain, absent, recused, and reason for recusal. Reasons for making a motion, debate, content of public comments, and audience reaction are not to be included.

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Public Works

Commission Co-Secretary: Ron Nevels, Acting Manager of Engineering, Public Works  
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# San Pablo Avenue Multimodal Corridor Program



Berkeley Transportation and Infrastructure Commission

July 20, 2023

# San Pablo Avenue Corridor Program



- Enhance **safety** for all travel modes
- Improve **comfort and quality** of trips for all users
- Support a **strong local economy** and efficiently accommodate **growth** along the corridor while respecting local contexts
- Promote **equitable** transportation and design solutions for diverse communities throughout corridor

# Project Overview Map

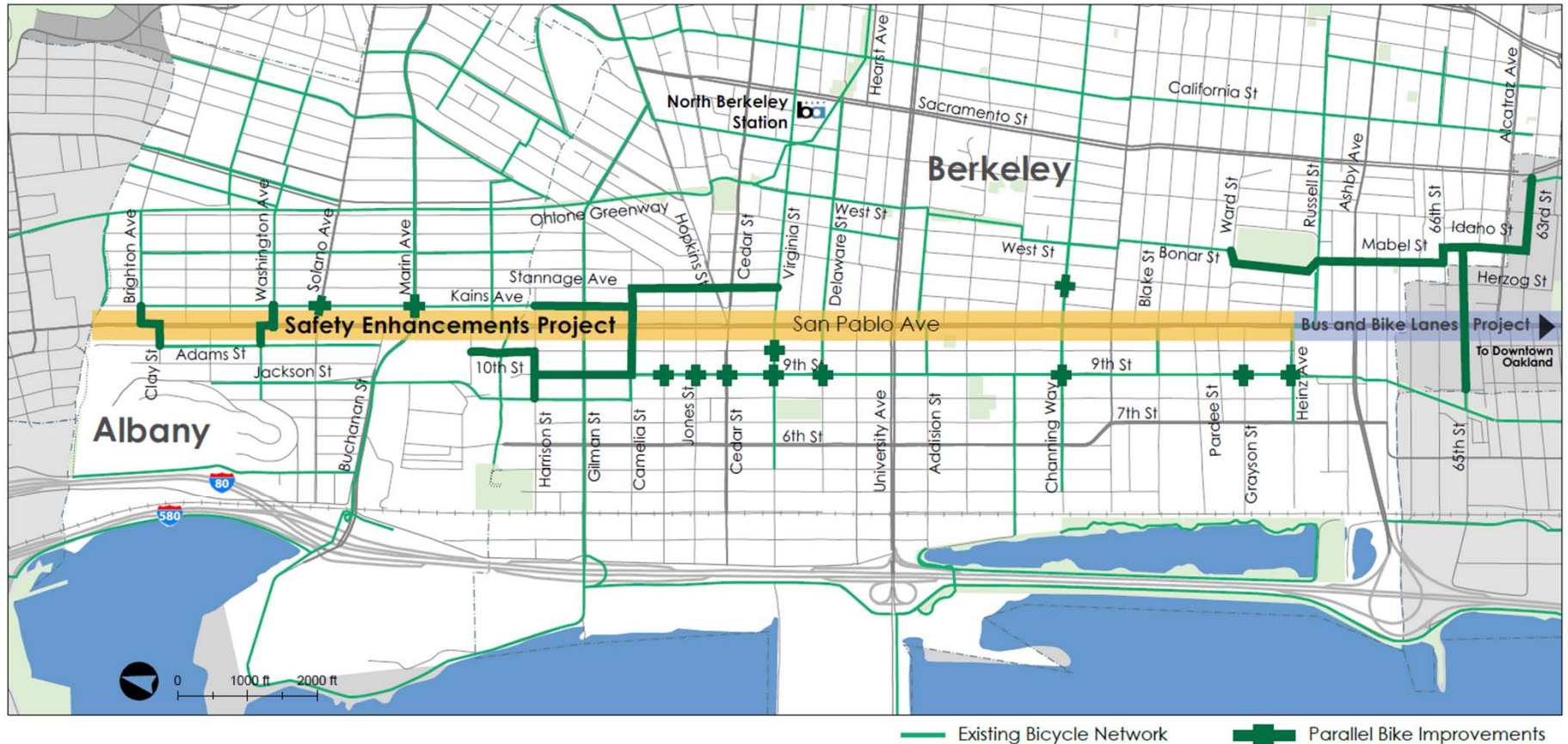


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# Program Partners

- Cities of:
  - Oakland
  - Emeryville
  - Berkeley
  - Albany
- AC Transit
- Caltrans

# Project Locations: Safety and Parallel Bike





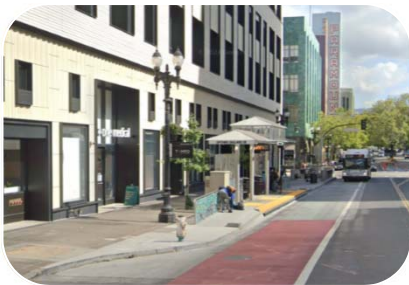
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# Coordinated Projects

- Parker-Addison Mobility and Safety Improvements Project
- Addison St Bicycle Boulevard
- Ohlone Greenway Safety Improvements Project

# Safety Enhancements Project

## Project Elements



Bus bulbs



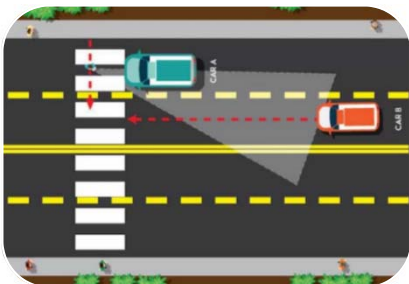
Pedestrian Signals (PHBs)



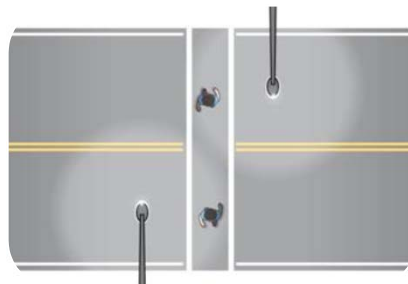
Flashing Beacons (RRFBs)



Median Refuges



Bus Stop Relocations



Lighting Upgrades

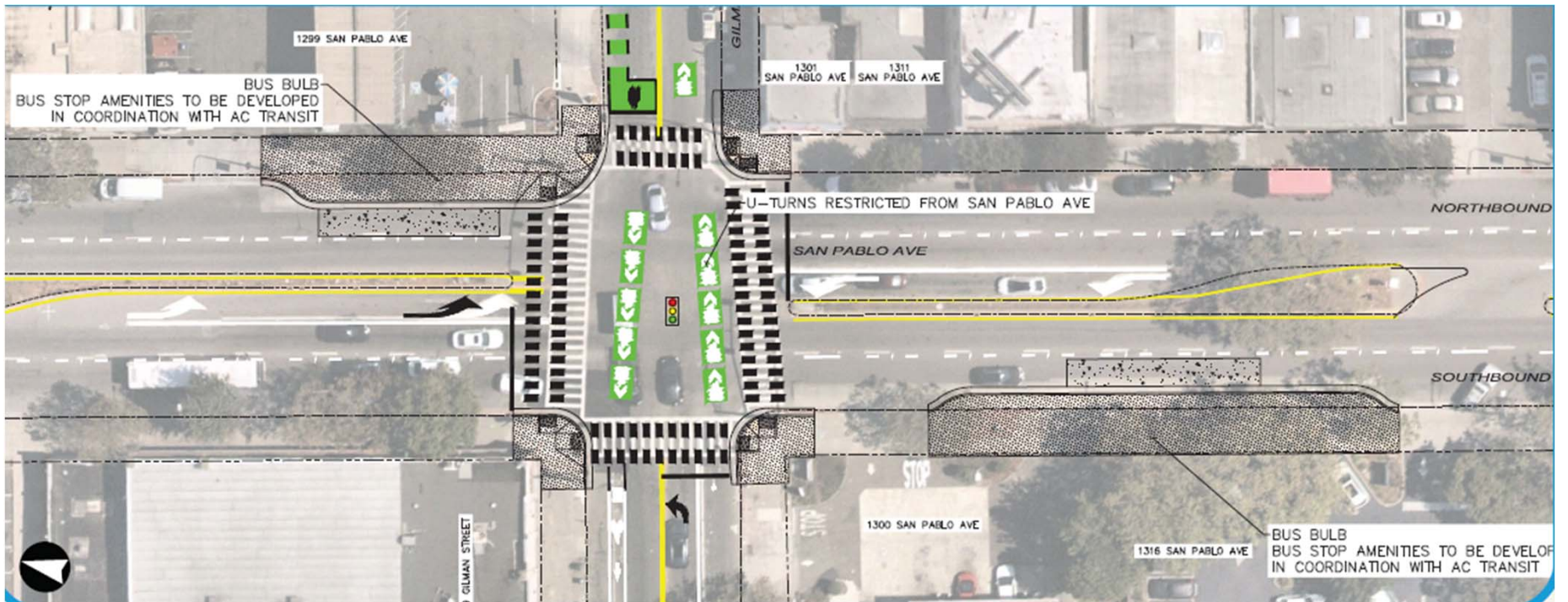


ADA ramp and signal upgrades

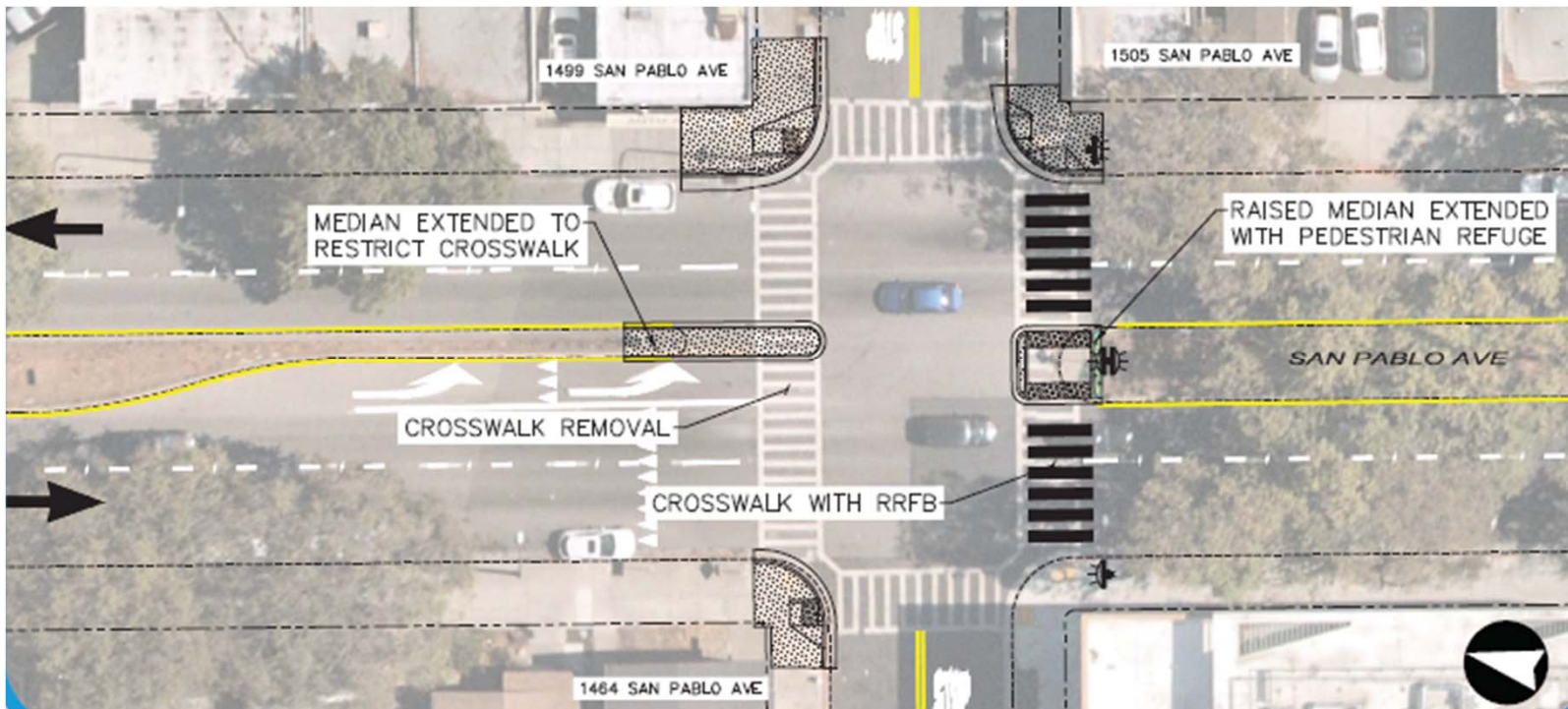


Protected Bikeway Connectors

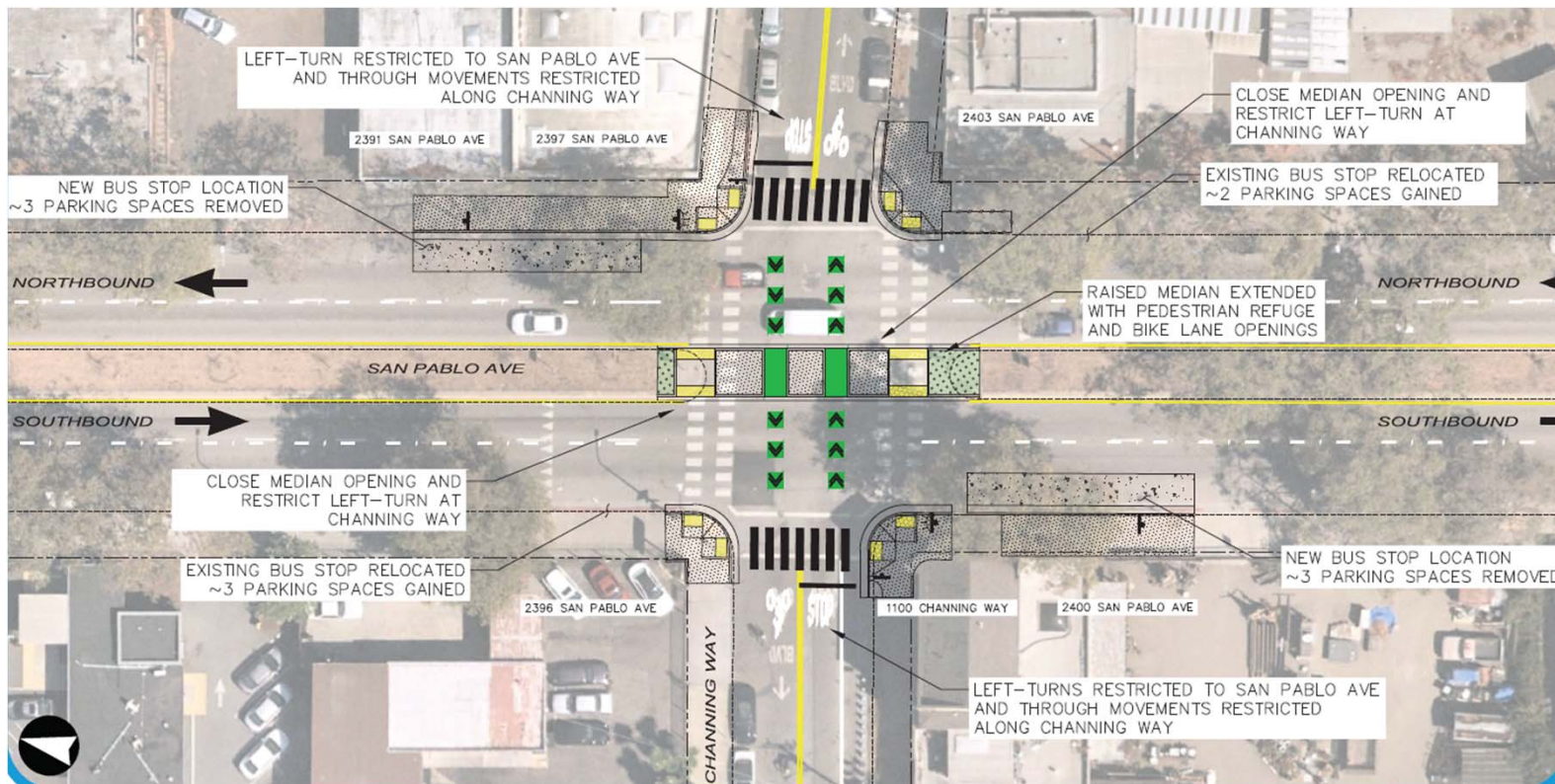
# San Pablo/Gilman



# San Pablo/Jones



# San Pablo/Channing



# Parallel Bike Project

## Project Elements



Diverters



Traffic Circles



Median Refuge Islands



Flashing Beacons



Wayfinding



ADA ramp upgrades

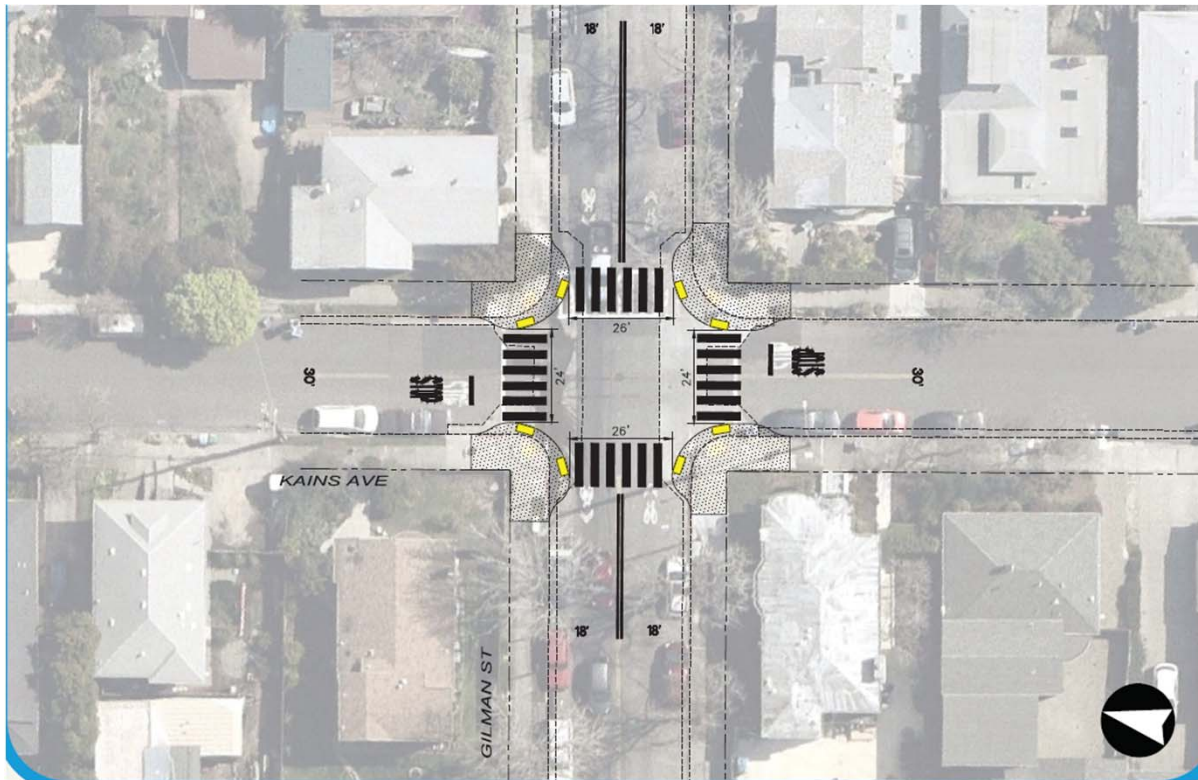


New stop controls

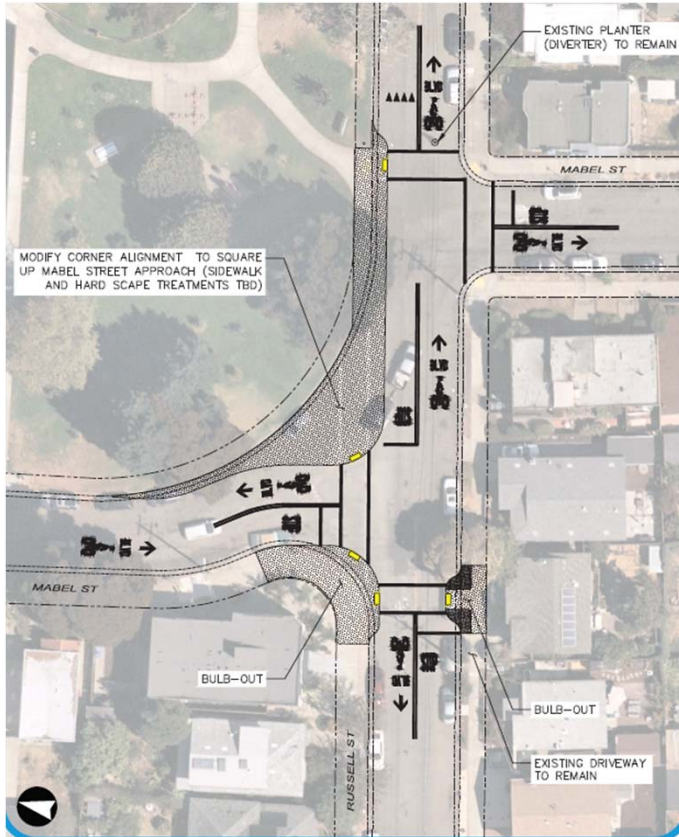


Bulbouts

# Kains/Gilman



# Russell/Mabel





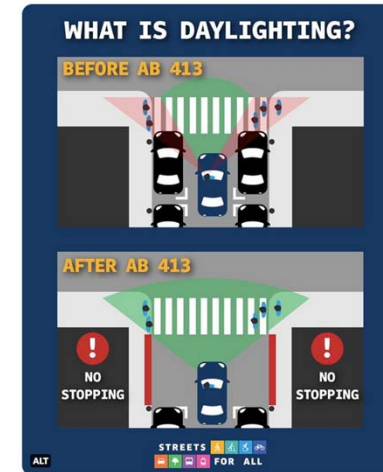
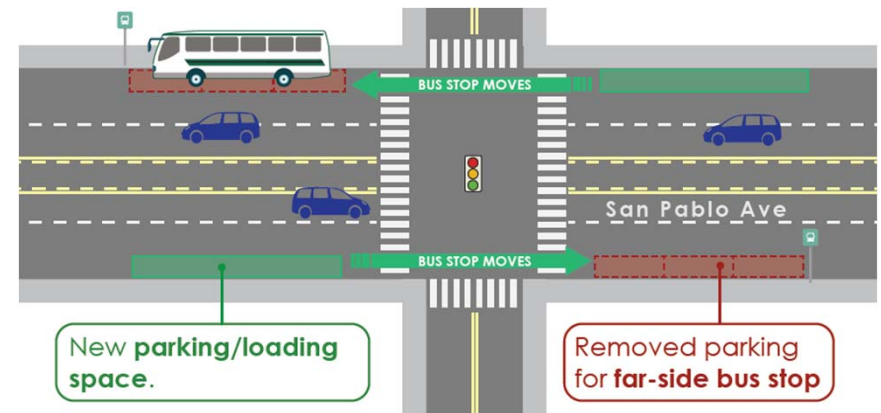
# Circulation Changes

- Diverters (Parallel Bike)
  - Channing/Curtis
  - Delaware/9<sup>th</sup> (reverse orientation)
  - 9<sup>th</sup>/Jones
- Median closures (Safety Enhancements)
  - San Pablo/Pardee
  - San Pablo/Blake
  - San Pablo/Channing
  - San Pablo/Virginia
  - Kains/Marin (Albany)
- Other turn restrictions
  - San Pablo/REI entrance



# Parking Changes

- Safety Enhancements (On SPA)
  - Bus stop changes (majority of cases)
  - Class IV bikeway connectors
  - Some reductions due to stop lengthening and daylighting
- Parallel Bike (Off SPA)
  - “Daylighting” (red-curb) at residential intersections
  - Improves sight distance for all users



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# Safety Enhancements and Parallel Bikeways Project Outreach

- Interactive webmap
- Storefront outreach
- Bus stop flyers
- Postcard mailers (2)
- Active Transportation Working Group (ATWG)
- E-blasts and presentations upon request to CBOs
- Community open house (3/30, over 100 attendees)
- Transportation Commissions (May/June)

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# Key Outreach Themes

- Parallel bike routing and facility type
- Level of traffic control device at major street crossings
- Stop-control changes and speed humps along parallel bike streets
- Suggested improvements at locations not along project streets
- Location-specific parking concerns
- Bus stop nuisance issues
- Detailed design comments (striping, bike detection, signal operations, materials, landscaping)

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# Changes based on outreach

- Kains vs Stannage routing
- Mabel/65<sup>th</sup>/Idaho routing
- Pardee/9<sup>th</sup> diverter – removed
- Channing/10<sup>th</sup> diverter – removed
- Kains/Gilman – bulbouts added
- SB Dwight, SB University – bus bulbs shortened
- SB Allston, NB Cedar – bus stops stay nearside
- Speed tables added
- Stop-control flipped, traffic circles change to yield control

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## Next steps

- Environmental clearance
- Caltrans Project Report (Safety Enhancements)
- Final design

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# Project Schedules

	<b>Safety Enhancements</b>	<b>Parallel Bike Improvements</b>
Planning/ Scoping	2017 – Spring 2022	2017 – Spring 2022
Environmental Studies & Final Design	Winter 2022 – Spring 2025	Winter 2022 – Spring 2024
Construction	Fall 2025 – Winter 2026	Fall 2024 – Winter 2026

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## Recommended Action

That the Commission recommend that the City Council:

1. Approve the conceptual design for the San Pablo Avenue Multimodal Corridor Program: Safety Enhancement and Parallel Bike Improvements Projects within the City of Berkeley, and
2. Direct city staff to work with the Alameda County Transportation Commission on final design and implementation of these projects.



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# Questions and Comments?

Website: [alamedactc.org/sanpablo](http://alamedactc.org/sanpablo)

Email: [sanpabloave@alamedactc.org](mailto:sanpabloave@alamedactc.org)



To: Transportation and Infrastructure Commission  
From: Janet Byron, Berkeley Path Wanderers Association  
Date: September 21, 2023  
Subject: Request to Recommend Naming "5 ½ Street" Alleyway to Jeronimus Alley

In accordance with the City of Berkeley's Policy for Naming and Renaming of Public Facilities, the Berkeley Path Wanderers Association requests consideration by the Transportation and Infrastructure Commission (TIC) to recommend naming of the alleyway running parallel between 5<sup>th</sup> and 6<sup>th</sup> Streets, located between Camelia St and Virginia St, to "Jeronimus Alley" in honor of Wayne Jeronimus. As Wayne Jeronimus is a living person, a 2/3 majority vote of the City Council would be required.

### BACKGROUND

Following a pair of perfunctory jobs in Oakland and San Francisco, Wayne Jeronimus landed at the City of Berkeley Housing Department in February 1976, where he spent the next 24 years. He was part of a team working to provide affordable housing within city limits. Jeronimus led the City's popular first-time homebuyers program, in which buyers received a \$20,000 interest-free loan, with the City as a silent second on mortgages.

Berkeley's Redevelopment Agency owned nine parcels at the corner of Fifth Street and Cedar. These were working people's Victorian cottages and the agency and City of Berkeley had a vision to preserve them for limited-income residents. A lottery identified low-income, first-time home buyers, and Wayne worked with them personally to determine their income and liabilities.

Under Wayne's persuasion, a deal was struck between the U.S. Department of Housing and Urban Development (HUD) and the City of Berkeley to structure mortgages that would enable these properties to remain affordable in perpetuity. The City received a federal Section 312 loan; HUD was in first position on the purchases, the City of Berkeley was a silent second, and the owners put down 10%.

Once the buyers were settled, City leadership sought opportunities to honor the Housing Department for a job well done. Wayne jokingly suggested that they could name the alley after him. In 1989, a small sign with "Jeronimus Alley" was installed on the back of what is now the Kermit Lynch office and warehouse building.

Currently there is no officially recognized name to this alleyway, though on Google Maps, it is unofficially labelled as "5 ½ Street".

## EVALUATION

We have evaluated the proposal against the established criteria set forth in the City's policy for naming public facilities. Our evaluation found that the naming proposal meets the following criteria:

1. Mr. Jeronimus has had a positive effect on the community during his lifetime.
2. The naming is in accordance with the policy, as the current unofficial name of the alleyway (5 1/2 Street) does not have significant historical or geographical importance.

However, as per the policy, public facilities should generally not be named after living persons. To override this policy, a 2/3 majority vote of the City Council would be required.

## IMPACTS

As this alleyway does not have any addresses, there would be no impact to public services as a result of the naming.

The cost to install eight (8) street signs on posts would total approximately \$2,400.

Berkeley Path Wanderers Association requests the TIC recommend the official naming of the "5 1/2 Street" alleyway between Camelia St and Virginia St to "Jeronimus Alley" in honor of Wayne Jeronimus, provided that a 2/3 majority vote of the City Council is achieved.

# **The Berkeley City Council Rules of Procedure and Order**

Adopted by Resolution No. 70,725–N.S.

Effective March 14, 2023

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## I. DUTIES

### A. Duties of Mayor

The Mayor shall preside at the meetings of the Council and shall preserve strict order and decorum at all regular and special meetings of the Council. The Mayor shall state every question coming before the Council, announce the decision of the Council on all subjects, and decide all questions of order, subject, however, to an appeal to the Council, in which event a majority vote of the Council shall govern and conclusively determine such question of order. In the Mayor's absence, the Vice President of the Council (hereafter referred to as the Vice-Mayor) shall preside.

### B. Duties of Councilmembers

Promptly at the hour set by law on the date of each regular meeting, the members of the Council shall take their regular stations in the Council Chambers and the business of the Council shall be taken up for consideration and disposition.

### C. Motions to be Stated by Chair

When a motion is made, it may be stated by the Chair or the City Clerk before debate.

### D. Decorum by Councilmembers

While the Council is in session, the City Council will practice civility and decorum in their discussions and debate. Councilmembers will value each other's time and will preserve order and decorum. A member shall neither, by conversation or otherwise, delay or interrupt the proceedings of the Council, use personal, impertinent or slanderous remarks, nor disturb any other member while that member is speaking or refuse to obey the orders of the presiding officer or the Council, except as otherwise provided herein.

All Councilmembers have the opportunity to speak and agree to disagree but no Councilmember shall speak twice on any given subject unless all other Councilmembers have been given the opportunity to speak. The Presiding Officer may set a limit on the speaking time allotted to Councilmembers during Council discussion.

The presiding officer has the affirmative duty to maintain order. The City Council will honor the role of the presiding officer in maintaining order. If a Councilmember believes the presiding officer is not maintaining order, the Councilmember may move that the Vice-Mayor, or another Councilmember if the Vice-Mayor is acting as the presiding officer at the time, enforce the rules of decorum and otherwise maintain order. If that motion receives a second and is approved by a majority of the Council, the Vice-Mayor, or other designated Councilmember, shall enforce the rules of decorum and maintain order.

### E. Voting Disqualification

No member of the Council who is disqualified shall vote upon the matter on which the member is disqualified. Any member shall openly state or have the presiding officer announce the fact and nature of such disqualification in open meeting, and shall not be subject to further inquiry. Where no clearly disqualifying conflict of interest appears, the matter of disqualification may, at the request of the member affected, be

decided by the other members of the Council, by motion, and such decision shall determine such member's right and obligation to vote. A member who is disqualified by conflict of interest in any matter shall not remain in the Chamber during the debate and vote on such matter, but shall request and be given the presiding officer's permission to recuse themselves. Any member having a "remote interest" in any matter as provided in Government Code shall divulge the same before voting.

**F. Requests for Technical Assistance and/or Reports**

A majority vote of the Council shall be required to direct staff to provide technical assistance, develop a report, initiate staff research, or respond to requests for information or service generated by an individual council member.



## II. MEETINGS

### A. **Call to Order - Presiding Officer**

The Mayor, or in the Mayor's absence, the Vice Mayor, shall take the chair precisely at the hour appointed by the meeting and shall immediately call the Council to order. Upon the arrival of the Mayor, the Vice Mayor shall immediately relinquish the chair. In the absence of the two officers specified in this section, the Councilmember present with the longest period of Council service shall preside.

### B. **Roll Call**

Before the Council shall proceed with the business of the Council, the City Clerk shall call the roll of the members and the names of those present shall be entered in the minutes. The later arrival of any absentee shall also be entered in the minutes.

### C. **Quorum Call**

During the course of the meeting, should the Chair note a Council quorum is lacking, the Chair shall call this fact to the attention of the City Clerk. The City Clerk shall issue a quorum call. If a quorum has not been restored within two minutes of a quorum call, the meeting shall be deemed automatically adjourned.

### D. **Council Meeting Conduct of Business**

The agenda for the regular business meetings shall include the following: Ceremonial Items (including comments from the City Auditor if requested); Comments from the City Manager; Comments from the Public; Consent Calendar; Action Calendar (Appeals, Public Hearings, Continued Business, Old Business, New Business); Information Reports; and Communication from the Public. Presentations and workshops may be included as part of the Action Calendar. The Chair will determine the order in which the item(s) will be heard with the consent of Council.

Upon request by the Mayor or any Councilmember, any item may be moved from the Consent Calendar or Information Calendar to the Action Calendar. Unless there is an objection by the Mayor or any Councilmember, the Council may also move an item from the Action Calendar to the Consent Calendar.

A public hearing that is not expected to be lengthy may be placed on the agenda for a regular business meeting. When a public hearing is expected to be contentious and lengthy and/or the Council's regular meeting schedule is heavily booked, the Agenda & Rules Committee, in conjunction with the staff, will schedule a special meeting exclusively for the public hearing. No other matters shall be placed on the agenda for the special meeting. All public comment will be considered as part of the public hearing and no separate time will be set aside for public comment not related to the public hearing at this meeting.

Except at meetings at which the budget is to be adopted, no public hearing may commence later than 10:00 p.m. unless there is a legal necessity to hold the hearing or make a decision at that meeting or the City Council determines by a two-thirds vote that there is a fiscal necessity to hold the hearing.

**E. Adjournment**

1. No Council meeting shall continue past 11:00 p.m. unless a two-thirds majority of the Council votes to extend the meeting to discuss specified items; and any motion to extend the meeting beyond 11:00 p.m. shall include a list of specific agenda items to be covered and shall specify in which order these items shall be handled.
2. Any items not completed at a regularly scheduled Council meeting may be continued to an Adjourned Regular Meeting by a two-thirds majority vote of the Council.

**F. Unfinished Business**

Any items not completed by formal action of the Council, and any items not postponed to a date certain, shall be considered Unfinished Business. All Unfinished Business shall be referred to the Agenda & Rules Committee for scheduling for a Council meeting that occurs within 60 days from the date the item last appeared on a Council agenda. The 60 day period is tolled during a Council recess.

**G. City Council Schedule and Recess Periods**

Pursuant to the Open Government Ordinance, the City Council shall hold a minimum of twenty-four (24) meetings, or the amount needed to conduct City business in a timely manner, whichever is greater, each calendar year.

Regular meetings of the City Council shall be held generally two to three Tuesdays of each month except during recess periods; the schedule to be established annually by Council resolution taking into consideration holidays and election dates.

Regular City Council meetings shall begin no later than 6:00 p.m.

A recess period is defined as a period of time longer than 21 days without a regular meeting of the Council.

When a recess period occurs, the City Manager is authorized to take such ministerial actions for matters of operational urgency as would normally be taken by the City Council during the period of recess except for those duties specifically reserved to the Council by the Charter, and including such emergency actions as are necessary for the immediate preservation of the public peace, health or safety; the authority to extend throughout the period of time established by the City Council for the period of recess.

The City Manager shall have the aforementioned authority beginning the day after the Agenda & Rules Committee meeting for the last regular meeting before a Council recess and this authority shall extend up to the date of the Agenda & Rules Committee meeting for the first regular meeting after the Council recess.

The City Manager shall make a full and complete report to the City Council at its first regularly scheduled meeting following the period of recess of actions taken by the City Manager pursuant to this section, at which time the City Council may make such findings as may be required and confirm said actions of the City Manager.

## **H. Pledge of Allegiance to the Flag**

At the first meeting of each year following the August recess and at any subsequent meeting if specifically requested before the meeting by any member of the Council in order to commemorate an occasion of national significance, the first item on the Ceremonial Calendar will be the Pledge of Allegiance.

## **I. Ad Hoc Subcommittees**

From time to time the Council or the Mayor may appoint several of its members but fewer than the existing quorum of the present body to serve as an ad hoc subcommittee. Only Councilmembers may be members of the ad hoc subcommittee; however, the subcommittee shall seek input and advice from residents, related commissions, and other groups, as appropriate to the charge or responsibilities of such subcommittee. Ad hoc subcommittees must be reviewed annually by the Council to determine if the subcommittee is to continue.

Upon creation of an ad hoc subcommittee, the Council shall allow it to operate with the following parameters:

1. A specific charge or outline of responsibilities shall be established by the Council.
2. A target date must be established for a report back to the Council.
3. Maximum life of the subcommittee shall be one year, with annual review and possible extension by the Council.

Subcommittees shall conduct their meetings in locations that are open to the public and meet accessibility requirements under the Americans with Disabilities Act. Meetings may be held at privately owned facilities provided that the location is open to all that wish to attend and that there is no requirement for purchase to attend. Agendas for subcommittee meetings must be posted in the same manner as the agendas for regular Council meetings except that subcommittee agendas may be posted with 24-hour notice. The public will be permitted to comment on agenda items but public comments may be limited to one minute if deemed necessary by the Committee Chair. Agendas and minutes of the meetings must be maintained and made available upon request.

Ad hoc subcommittees will be staffed by City Council legislative staff. As part of the ad hoc subcommittee process, City staff will undertake a high-level, preliminary analysis of potential legal issues, costs, timelines, and staffing demands associated with the item(s) under consideration. Staff analysis at ad hoc subcommittees is limited to the points above as the recommendation, program, or project has not yet been approved to proceed by the full Council.

Subcommittees must be comprised of at least two members. If only two members are appointed, then both must be present in order for the subcommittee meeting to be held. In other words, the quorum for a two-member subcommittee is always two.

Ad hoc subcommittees may convene a closed session meeting pursuant to the conditions and regulations imposed by the Brown Act.

### III. AGENDA

#### A. Declaration of Policy

No ordinance, resolution, or item of business shall be introduced, discussed or acted upon before the Council at its meeting without prior thereto its having been published on the agenda of the meeting and posted in accordance with Section III.D.2. Exceptions to this rule are limited to circumstances listed in Section III.D.4.b and items continued from a previous meeting and published on a revised agenda.

#### B. Definitions

For purposes of this section, the terms listed herein shall be defined as follows:

1. "Agenda Item" means an item placed on the agenda (on either the Consent Calendar or as a Report For Action) for a vote of the Council by the Mayor or any Councilmember, the City Manager, the Auditor, or any board/commission/committee created by the City Council, or any Report For Information which may be acted upon if the Mayor or a Councilmember so requests. For purposes of this section, appeals shall be considered action items. All information from the City Manager concerning any item to be acted upon by the Council shall be submitted as a report on the agenda and not as an off-agenda memorandum and shall be available for public review, except to the extent such report is privileged and thus confidential such as an attorney client communication concerning a litigation matter. Council agenda items are limited to a maximum of four Authors and Co-Sponsors, in any combination that includes at least one Author.

Authors must be listed in the original item as submitted by the Primary Author. Co-Sponsors may only be added in the following manner:

- In the original item as submitted by the Primary Author
  - In a revised item submitted by the Primary Author at the Agenda & Rules Committee
  - By verbal request of the Primary Author at the Agenda & Rules Committee
  - In a revised item submitted by the Primary Author in Supplemental Reports and Communications Packet #1 or #2
  - By verbal or written request of the Mayor or any Councilmember at the Policy Committee meeting or meeting of the full Council at which the item is considered
2. Agenda items shall contain all relevant documentation, including the information listed below:
    - a) A descriptive title that adequately informs the public of the subject matter and general nature of the item or report;
    - b) Whether the matter is to be presented on the Consent Calendar or the Action Calendar or as a Report for Information;

- c) Recommendation of the report's Primary Author that describes the action to be taken on the item, if applicable;
  - d) Fiscal impacts of the recommendation;
  - e) A description of the current situation and its effects;
  - f) Background information as needed;
  - g) Rationale for recommendation;
  - h) Alternative actions considered;
  - i) For awards of contracts; the abstract of bids and the Affirmative Action Program of the low bidder in those cases where such is required (these provisions shall not apply to Mayor and Council items);
  - j) Person or persons to contact for further information, with telephone number;
  - k) Additional information and analysis as required. It is recommended that reports include the points of analysis in Appendix B - Guidelines for Developing and Writing Council Agenda Items.
3. "Author" means the Mayor or other Councilmembers who actually authored an item by contributing to the ideas, research, writing or other material elements.
  4. "Primary Author" means the Mayor or Councilmember listed first on the item. The Primary Author is the sole contact for the City Manager with respect to the item. Communication with other Authors and Co-Sponsors, if any, is the responsibility of the Primary Author.
  5. "Co-Sponsor" means the Mayor or other Councilmembers who wish to indicate their strong support for the item, but are not Authors, and are designated by the Primary Author to be co-sponsors of the council agenda item.
  6. "Agenda" means the compilation of the descriptive titles of agenda items submitted to the City Clerk, arranged in the sequence established in Section III.E hereof.
  7. "Packet" means the agenda plus all its corresponding agenda items.
  8. "Emergency Matter" arises when prompt action is necessary due to the disruption or threatened disruption of public facilities and a majority of the Council determines that:
    - a) A work stoppage or other activity which severely impairs public health, safety, or both;
    - b) A crippling disaster, which severely impairs public health, safety or both. Notice of the Council's proposed consideration of any such emergency

matter shall be given in the manner required by law for such an emergency pursuant to Government Code Section 54956.5.

9. "Continued Business" Items carried over from a prior agenda of a meeting occurring less than 11 days earlier.
10. "Old Business" Items carried over from a prior agenda of a meeting occurring more than 11 days earlier.

**C. Procedure for Bringing Matters Before City Council**

**1. Persons Who Can Place Matters on the Agenda.**

Matters may be placed on the agenda by the Mayor or any Councilmember, the City Manager, the Auditor, or any board/commission/committee created by the City Council. All items are subject to review, referral, and scheduling by the Agenda & Rules Committee pursuant to the rules and limitations contained herein. The Agenda & Rules Committee shall be a standing committee of the City Council.

The Agenda & Rules Committee shall meet 15 days prior to each City Council meeting and shall approve the agenda of that City Council meeting. Pursuant to BMC Section 1.04.080, if the 15<sup>th</sup> day prior to the Council meeting falls on a holiday, the Committee will meet the next business day. The Agenda & Rules Committee packet, including a draft agenda and Councilmember, Auditor, and Commission reports shall be distributed by 5:00 p.m. four days before the Agenda & Rules Committee meeting.

The Agenda & Rules Committee shall have the powers set forth below.

**a) Items Authored by the Mayor, a Councilmember, or the Auditor.**

As to items authored by the Mayor, a Councilmember, or the Auditor, the Agenda & Rules Committee shall review the item and may take the following actions:

- i. Refer the item to a commission for further analysis (Primary Author may decline and request Policy Committee assignment).
- ii. Refer the item to the City Manager for further analysis (Primary Author may decline and request Policy Committee assignment).
- iii. Refer the item back to the Primary Author for adherence to required form or for additional analysis as required in Section III.B.2 (Primary Author may decline and request Policy Committee assignment).
- iv. Refer the item to a Policy Committee.
- v. Schedule the item for the agenda under consideration or one of the next three full Council agendas.

For referrals under Chapter III.C.1.a.i, ii, or iii, the Primary Author must inform the City Clerk within 24 hours of the adjournment of the Agenda & Rules Committee meeting whether they prefer to:

- 1) re-submit the item for a future meeting with modifications as suggested by the Agenda & Rules Committee; or
- 2) pull the item completely; or
- 3) re-submit the item with revisions as requested by the Agenda & Rules Committee within 24 hours of the adjournment of the Agenda & Rules Committee meeting for the Council agenda under consideration; or
- 4) accept the referral of the Agenda & Rules Committee in sub paragraphs III.C.1.a. i, ii, or iii, or request Policy Committee assignment.

If the Primary Author requests a Policy Committee assignment, the item will appear on the next draft agenda presented to the Agenda & Rules Committee for assignment.

In the event that the City Clerk does not receive guidance from the Primary Author of the referred item within 24 hours of the Agenda & Rules Committee's adjournment, the item will appear on the next draft agenda for consideration by the Agenda & Rules Committee.

Items held for a future meeting to allow for modifications will be placed on the next available Council meeting agenda at the time that the revised version is submitted to the City Clerk.

- b) **Items Authored by the City Manager.** The Agenda & Rules Committee shall review agenda descriptions of items authored by the City Manager. The Committee can recommend that the matter be referred to a commission or back to the City Manager for adherence to required form, additional analysis as required in Section III.B.2, or suggest other appropriate action including scheduling the matter for a later meeting to allow for appropriate revisions.

If the City Manager determines that the matter should proceed notwithstanding the Agenda & Rules Committee's action, it will be placed on the agenda as directed by the Manager. All City Manager items placed on the Council agenda against the recommendation of the Agenda & Rules Committee will automatically be placed on the Action Calendar.

- c) **Items Authored by Boards and Commissions.** Council items submitted by boards and commissions are subject to City Manager review and must follow procedures and timelines for submittal of reports as described in the Commissioners' Manual. The content of commission items is not subject to review by the Agenda & Rules Committee unless referred for policy review to the Agenda & Rules Committee.
  - i) For a commission item that does not require a companion report from the City Manager, the Agenda & Rules Committee may act on an agendaized commission report in the following manner:
    1. Move a commission report from the Consent Calendar to the Action Calendar or from the Action Calendar to the Consent Calendar.
    2. Re-schedule the commission report to appear on one of the next three regular Council meeting agendas that occur after the regular meeting under consideration. Commission reports submitted in response to a Council referral shall receive higher priority for scheduling.
    3. Refer the item to a Policy Committee for review.
    4. Allow the item to proceed as submitted.
  - ii) For any commission report that requires a companion report, the Agenda & Rules Committee may schedule the item on a Council agenda. The Committee must schedule the commission item for a meeting occurring not sooner than 60 days and not later than 120 days from the date of the meeting under consideration by the Agenda & Rules Committee. A commission report submitted with a complete companion report may be scheduled pursuant to subparagraph c.i. above.
- d) The Agenda & Rules Committee shall have the authority to re-order the items on the Action Calendar regardless of the default sequence prescribed in Chapter III, Section E.

**2. Scheduling Public Hearings Mandated by State, Federal, or Local Statute.**

The City Clerk may schedule a public hearing at an available time and date in those cases where State, Federal or local statute mandates the City Council hold a public hearing.

**3. Submission of Agenda Items.**

- a) **City Manager Items.** Except for Continued Business and Old Business, as a condition to placing an item on the agenda, agenda items from departments, including agenda items from commissions, shall be furnished to the City Clerk at a time established by the City Manager.



- b) **Council and Auditor Items.** The deadline for reports submitted by the Auditor, Mayor and City Council is 5:00 p.m. on Monday, 22 days before each Council meeting.
- c) **Time Critical Items.** A Time Critical item is defined as a matter that is considered urgent by the sponsor and that has a deadline for action that is prior to the next meeting of the Council and for which a report prepared by the City Manager, Auditor, Mayor or Councilmember is received by the City Clerk after established deadlines and is not included on the Agenda & Rules Committee's published agenda.

The Primary Author of the report shall bring any reports submitted as Time Critical to the meeting of the Agenda & Rules Committee. Time Critical items must be accompanied by complete reports and statements of financial implications. If the Agenda & Rules Committee finds the matter to meet the definition of Time Critical, the Agenda & Rules Committee may place the matter on the Agenda on either the Consent or Action Calendar.

- d) The City Clerk may not accept any agenda item after the adjournment of the Agenda & Rules Committee meeting, except for items carried over by the City Council from a prior City Council meeting occurring less than 11 days earlier, which may include supplemental or revised reports, and reports concerning actions taken by boards and commissions that are required by law or ordinance to be presented to the Council within a deadline that does not permit compliance with the agenda timelines in BMC Chapter 2.06 or these rules.

#### **4. Submission of Supplemental and Revised Agenda Material.**

Berkeley Municipal Code Section 2.06.070 allows for the submission of supplemental and revised agenda material. Supplemental and revised material cannot be substantially new or only tangentially related to an agenda item. Supplemental material must be specifically related to the item in the Agenda Packet. Revised material should be presented as revised versions of the report or item printed in the Agenda Packet. Supplemental and revised material may be submitted for consideration as follows:

- a) Supplemental and revised agenda material shall be submitted to the City Clerk no later than 5:00 p.m. seven calendar days prior to the City Council meeting at which it is to be considered. Supplemental and revised items that are received by the deadline shall be distributed to Council in a supplemental reports packet and posted to the City's website no later than 5:00 p.m. five calendar days prior to the meeting. Copies of the supplemental packet shall also be made available in the office of the City Clerk and in the main branch of the Berkeley Public Library. Such material may be considered by the Council without the need for a determination that the good of the City clearly outweighs the lack of time for citizen review or City Councilmember evaluation.

- b) Supplemental and revised agenda material submitted to the City Clerk after 5:00 p.m. seven days before the meeting and no later than 12:00 p.m. one day prior to the City Council meeting at which it is to be considered shall be distributed to Council in a supplemental reports packet and posted to the City's website no later than 5:00 p.m. one day prior to the meeting. Copies of the supplemental packet shall also be made available in the office of the City Clerk and in the main branch of the Berkeley Public Library. Such material may be considered by the Council without the need for a determination that the good of the City clearly outweighs the lack of time for citizen review or City Council evaluation.
- c) After 12:00 p.m. one calendar day prior to the meeting, supplemental or revised reports may be submitted for consideration by delivering a minimum of 42 copies of the supplemental/revised material to the City Clerk for distribution at the meeting. Each copy must be accompanied by a completed supplemental/revised material cover page, using the form provided by the City Clerk. Revised reports must reflect a comparison with the original item using track changes formatting. The material may be considered only if the City Council, by a two-thirds roll call vote, makes a factual determination that the good of the City clearly outweighs the lack of time for citizen review or City Councilmember evaluation of the material. Supplemental and revised material must be distributed and a factual determination made prior to the commencement of public comment on the agenda item in order for the material to be considered.

## **5. Submission of Late Urgency Items Pursuant to Government Code Section 54954.2(b)**

Late Urgency Items are items proposed for submission to the Council Agenda pursuant to Government Code Section 54954.2(b)

All items to be submitted for consideration for addition to an agenda as Late Urgency Items shall be accompanied by a cover sheet that includes 1) boxes to check for the Author to affirm whether the item is submitted under the Emergency or Immediate Action Rule (and a short explanation of what is required to meet each rule, as well as the vote threshold required for the item to be placed onto the agenda by the City Council); 2) a disclaimer in BOLD 14pt. CAPS stating that the item is not yet agendized and may or may not be accepted for the agenda as a Late Urgency Item, at the City Council's discretion according to Brown Act rules; 3) a prompt requiring the author to list the facts which support consideration of the item for addition to the agenda as either an Emergency or Immediate Action item; and 4) a copy of the City Attorney memo on Late Urgency Items.

Late Items must be submitted to the City Clerk no later than 12:00 p.m. (noon) the day prior to the meeting.

All complete Late Items submitted by the deadline will be distributed with Supplemental Communication Packet #2 by 5:00 p.m. the day before the Council meeting. A Late Item is not considered "complete" and will not be distributed unless submitted with the required cover sheet, filled out in a complete manner.

Very Late Urgency Items of an extremely urgent nature (e.g., earthquake, severe wildfire, pandemic) may be submitted for addition to the agenda after the deadline of 12:00 p.m. the day before the meeting to accommodate unforeseeable, extreme and unusual circumstances. A Very Late Urgency Item will be distributed at the Council meeting prior to any vote to add it to the agenda and the Presiding Officer may provide an appropriate break to allow Councilmembers and the public to review the item before voting on whether to add it to the agenda and possibly again, at the Presiding Officer's discretion, before the item is voted on.

The required cover sheet should be included with the Very Late Urgency Item unless extremely exigent circumstances underlie the Very Late Urgency Item submission and a written cover sheet could not be prepared (for example, power is out and printing or emailing is not possible), in which case the individual "walking in" the item should be ready to provide all required information verbally at the meeting before a vote is taken to add or not add the item to the Agenda.

#### **6. Scheduling a Presentation.**

Presentations from staff are either submitted as an Agenda Item or are requested by the City Manager. Presentations from outside agencies and the public are coordinated with the Mayor's Office. The Agenda & Rules Committee may adjust the schedule of presentations as needed to best manage the Council Agenda. The Agenda & Rules Committee may request a presentation by staff in consultation with the City Manager.

### **D. Packet Preparation and Posting**

#### **1. Preparation of the Packet.**

Not later than the thirteenth day prior to said meeting, the City Clerk shall prepare the packet, which shall include the agenda plus all its corresponding agenda items. No item shall be considered if not included in the packet, except as provided for in Section III.C.4 and Section III.D.4.

#### **2. Distribution and Posting of Agenda.**

- a) The City Clerk shall post each agenda of the City Council regular meeting no later than 11 days prior to the meeting and shall post each agenda of a special meeting at least 24 hours in advance of the meeting in the official bulletin board. The City Clerk shall maintain an affidavit indicating the location, date and time of posting each agenda.
- b) The City Clerk shall also post agendas and annotated agendas of all City Council meetings and notices of public hearings on the City's website.
- c) No later than 11 days prior to a regular meeting, copies of the agenda shall be mailed by the City Clerk to any resident of the City of Berkeley who so requests in writing. Copies shall also be available free of charge in the City Clerk Department.

**3. Distribution of the Agenda Packet.**

The Agenda Packet shall consist of the Agenda and all supporting documents for agenda items. No later than 11 days prior to a regular meeting, the City Clerk shall:

- a) distribute the Agenda Packet to each member of the City Council;
- b) post the Agenda Packet to the City's website;
- c) place copies of the Agenda Packet in viewing binders in the office of the City Clerk and in the main branch of the Berkeley Public Library; and
- d) make the Agenda Packet available to members of the press.

**4. Failure to Meet Deadlines.**

- a) The City Clerk shall not accept any agenda item or revised agenda item after the deadlines established.
- b) Matters not included on the published agenda may be discussed and acted upon as otherwise authorized by State law or providing the Council finds one of the following conditions is met:
  - A majority of the Council determines that the subject meets the criteria of "Emergency" as defined in Section III.B.8.
  - Two thirds of the Council determines that there is a need to take immediate action and that the need for action came to the attention of the City subsequent to the posting of the agenda as required by law.
- c) Matters listed on the printed agenda but for which supporting materials are not received by the City Council on the eleventh day prior to said meeting as part of the agenda packet, shall not be discussed or acted upon.

**E. Agenda Sequence and Order of Business**

The Council agenda for a regular business meeting is to be arranged in the following order:

- 1. Preliminary Matters: (Ceremonial, Comments from the City Manager, Comments from the City Auditor, Non-Agenda Public Comment)
- 2. Consent Calendar
- 3. Action Calendar
  - a) Appeals
  - b) Public Hearings
  - c) Continued Business
  - d) Old Business
  - e) New Business

4. Information Reports
5. Non-Agenda Public Comment
6. Adjournment
7. Communications

Action items may be reordered at the discretion of the Chair with the consent of Council.

The Agenda & Rules Committee shall have the authority to re-order the items on the Action Calendar regardless of the default sequence prescribed in this section.

**F. Closed Session Documents**

This section establishes a policy for the distribution of, and access to, confidential closed session documents by the Mayor and members of the City Council.

1. Confidential closed session materials shall be kept in binders numbered from one to nine and assigned to the Mayor (#9) and each Councilmember (#1 to #8 by district). The binders will contain confidential closed session materials related to Labor Negotiations, Litigation, and Real Estate matters.
2. The binders will be maintained by City staff and retained in the Office of the City Attorney in a secure manner. City staff will bring the binders to each closed session for their use by the Mayor and Councilmembers. At other times, the binders will be available to the Mayor and Councilmembers during regular business hours for review in the City Attorney's Office. The binders may not be removed from the City Attorney's Office or the location of any closed session meeting by the Mayor or Councilmembers. City staff will collect the binders at the end of each closed session meeting and return them to the City Attorney's Office.
3. Removal of confidential materials from a binder is prohibited.
4. Duplication of the contents of a binder by any means is prohibited.
5. Confidential materials shall be retained in the binders for at least two years.
6. This policy does not prohibit the distribution of materials by staff to the Mayor and Councilmembers in advance of a closed session or otherwise as needed, but such materials shall also be included in the binders unless it is impracticable to do so.

## **G. Regulations Governing City Council Policy Committees**

### **1. Legislative Item Process**

All agenda items begin with submission to the Agenda & Rules Committee.

#### Full Council Track

Items under this category are exempt from Agenda & Rules Committee discretion to refer them to a Policy Committee. Items in this category may be submitted for the agenda of any scheduled regular meeting pursuant to established deadlines (same as existing deadlines). Types of Full Council Track items are listed below.

- a. Items submitted by the City Manager and City Auditor
- b. Items submitted by Boards and Commissions
- c. Resolutions on Legislation and Electoral Issues relating to Outside Agencies/Jurisdictions
- d. Position Letters and/or Resolutions of Support/Opposition
- e. Donations from the Mayor and Councilmember District Office Budgets
- f. Referrals to the Budget Process
- g. Proclamations
- h. Sponsorship of Events
- i. Information Reports
- j. Presentations from Outside Agencies and Organizations
- k. Ceremonial Items
- l. Committee and Regional Body Appointments

The Agenda & Rules Committee has discretion to determine if an item submitted by the Mayor or a Councilmember falls under a Full Council Track exception or if it will be processed as a Policy Committee Track item.

#### Policy Committee Track

Items submitted by the Mayor or Councilmembers with moderate to significant administrative, operational, budgetary, resource, or programmatic impacts will go first to the Agenda & Rules Committee on a draft City Council agenda.

The Agenda & Rules Committee must refer an item to a Policy Committee at the first meeting that the item appears before the Agenda & Rules Committee. The Agenda & Rules Committee may only assign the item to a single Policy Committee.

For a Policy Committee Track item, the Agenda & Rules Committee, at its discretion, may either route item directly to 1) the agenda currently under consideration, 2) one of the next three full Council Agendas (based on completeness of the item, lack of potential controversy, minimal impacts, etc.), or 3) to a Policy Committee.

### Time Critical Track

A Time Critical item is defined as a matter that is considered urgent by the sponsor and that has a deadline for action that is prior to the next meeting of the Council and for which a report prepared by the Mayor or Councilmember is received by the City Clerk after established deadlines and is not included on the Agenda & Rules Committee's published agenda.

The Agenda & Rules Committee retains final discretion to determine the time critical nature of an item.

- a) Time Critical items submitted on the Full Council Track deadlines, that would otherwise be assigned to the Policy Committee Track, may bypass Policy Committee review if determined to be time critical. If such an item is deemed not to be time critical, it may be referred to a Policy Committee.
- b) Time Critical items on the Full Council Track or Policy Committee Track that are submitted at a meeting of the Agenda & Rules Committee may go directly on a council agenda if determined to be time critical.

### **2. Council Referrals to Committees**

The full Council may refer any agenda item to a Policy Committee by majority vote.

### **3. Participation Rules for Policy Committees Pursuant to the Brown Act**

- a. The quorum of a three-member Policy Committee is always two members. A majority vote of the committee (two 'yes' votes) is required to pass a motion.
- b. Two Policy Committee members may not discuss any item that has been referred to the Policy Committee outside of an open and noticed meeting.
- c. Notwithstanding paragraph (b) above, two members of a Policy Committee may be listed as Authors or Co-Sponsors on an item provided that one of the Authors or Co-Sponsors will not serve as a committee member for consideration of the item, and shall not participate in the committee's discussion of, or action on the item. For purposes of the item, the appointed alternate, who also cannot be an Author or Co-Sponsor, will serve as a committee member in place of the non-participating Author or Co-Sponsor.
- d. All three members of a Policy Committee may not be Authors or Co-Sponsors of an item that will be heard by the committee.
- e. Only one Author or Co-Sponsor who is not a member of the Policy Committee may attend the committee meeting to participate in discussion of the item.

- f. If two or more non-committee members are present for any item or meeting, then all non-committee members may act only as observers and may not participate in discussion. If an Author who is not a member of the committee is present to participate in the discussion of their item, no other non-committee member Councilmembers, nor the Mayor, may attend as observers.
- g. An item may be considered by only one Policy Committee before it goes to the full Council.

#### **4. Functions of the Committees**

Committees shall have the following qualities/components:

- a. All committees are Brown Act bodies with noticed public meetings and public comment. Regular meeting agendas will be posted at least 72 hours in advance of the meeting.
- b. Minutes shall be available online.
- c. Committees shall adopt regular meeting schedules, generally meeting once or twice per month; special meetings may be called when necessary, in accordance with the Brown Act.
- d. Generally, meetings will be held at 2180 Milvia Street in publicly accessible meeting rooms that can accommodate the committee members, public attendees, and staff.
- e. Members are recommended by the Mayor and approved by the full Council no later than January 31 of each year. Members continue to serve until successors are appointed and approved.
- f. Chairs are elected by the Committee at the first regular meeting of the Committee after the annual approval of Committee members by the City Council. In the absence of the Chair, the committee member with the longest tenure on the Council will preside.
- g. The Chair, or a quorum of the Committee may call a meeting or cancel a meeting of the Policy Committee.
- h. Committees will review items for completeness in accordance with Section III.B.2 of the City Council Rules of Procedure and Order and alignment with Strategic Plan goals.
- i. Reports leaving a Policy Committee must adequately include budget implications, administrative feasibility, basic legal concerns, and staff resource demands in order to allow for informed consideration by the full Council.
- j. Per Brown Act regulations, any revised or supplemental materials must be direct revisions or supplements to the item that was published in the agenda packet.

Items referred to a Policy Committee from the Agenda & Rules Committee or from the City Council must be agendized for a committee meeting within 60 days of the referral date.



Within 120 days of the referral date, either (1) the committee Chair may accept the Primary Author's request, either in writing, or in person at a meeting of the committee, that the item remain in committee until a date certain (more than one extension may be requested by the Primary Author); or (2) the committee may vote to send the item to the Agenda & Rules Committee to be placed on a Council Agenda with a Committee recommendation consisting of one of the four options listed below. The Committee Chair shall report any extension granted outside of a meeting to the Committee by email or verbally at the next Committee meeting.

1. Positive Recommendation (recommending Council pass the item as proposed),
2. Qualified Positive Recommendation (recommending Council pass the item with some changes),
3. Qualified Negative Recommendation (recommending Council reject the item unless certain changes are made) or
4. Negative Recommendation (recommending the item not be approved).

The Policy Committee's recommendation will be included in a separate section of the report template for that purpose.

A Policy Committee may not refer an item under its consideration to a city board or commission.

The Primary Author of an item referred to a Policy Committee is responsible for revisions and resubmission of the item back to the full Council. Items originating from the City Manager are revised and submitted by the appropriate city staff. Items from Commissions are revised and resubmitted by the members of the Policy Committee. Items and recommendations originating from the Policy Committee are submitted to the City Clerk by the members of the committee.

If a Policy Committee does not take final action by the 120-day deadline, the item is returned to the Agenda & Rules Committee and appears on the next available Council agenda. The Agenda & Rules Committee may leave the item on the agenda under consideration or place it on the next Council agenda. Items appearing on a City Council agenda due to lack of action by a Policy Committee may not be referred to a Policy Committee and must remain on the full Council agenda for consideration.

Policy Committees may add discussion topics that are within their purview to their agenda with the concurrence of a majority of the Committee. These items are not subject to the 120-day deadline for action.

Once the item is voted out of a Policy Committee, the final item will be resubmitted to the agenda process by the Primary Author, and it will return to the Agenda & Rules Committee

on the next available agenda. The Agenda & Rules Committee may leave the item on the agenda under consideration or place it on the following Council agenda. Only items that receive a Positive Recommendation can be placed on the Consent Calendar.

The Primary Author may request expedited committee review for items referred to a committee. Criteria for expedited review is generally to meet a deadline for action (e.g. grant deadline, specific event date, etc.). If the committee agrees to the request, the deadline for final committee action is 45 days from the date the committee approves expedited review.

## **5. Number and Make-up of Committees**

Six committees are authorized, each comprised of three Councilmembers, with a fourth Councilmember appointed as an alternate. Each Councilmember and the Mayor will serve on two committees. The Mayor shall be a member of the Agenda and Rules Committee. The committees are as follows:

1. Agenda and Rules Committee
2. Budget and Finance Committee
3. Facilities, Infrastructure, Transportation, Environment, and Sustainability
4. Health, Life Enrichment, Equity, and Community
5. Land Use, Housing, and Economic Development
6. Public Safety

The Agenda & Rules Committee shall establish the Policy Committee topic groupings, and may adjust said groupings periodically thereafter in order to evenly distribute expected workloads of various committees.

All standing Policy Committees of the City Council are considered “legislative bodies” under the Brown Act and must conduct all business in accordance with the Brown Act.

## **6. Role of City Staff at Committee Meetings**

Committees will be staffed by appropriate City Departments and personnel. As part of the committee process, staff will undertake a high-level, preliminary analysis of potential legal issues, costs, timelines, and staffing demands associated with the item. Staff analysis at the Policy Committee level is limited to the points above as the recommendation, program, or project has not yet been approved to proceed by the full Council.

## IV. CONDUCT OF MEETING

### A. Comments from the Public

Public comment will be taken in the following order:

- An initial ten-minute period of public comment on non-agenda items, after the commencement of the meeting and immediately after Ceremonial Matters and City Manager Comments.
- Public comment on the Consent and Information Calendars.
- Public comment on the Action Calendar at the onset of the Action calendar with the exception of appeals, public hearings, and quasi-judicial matters requiring public comment for due process purposes.
- Public comment on action items by those who did not speak in the earlier Action Calendar public comment period, any appeals, public hearings, and/or other quasi-judicial matters requiring extended public comment for due process purposes as they are taken up under procedures set forth in the sections governing each below.
- Public comment on non-agenda items from any speakers who did not speak during the first round of non-agenda public comment at the beginning of the meeting.

Speakers are permitted to yield their time to one other speaker, however no one speaker shall have more than four minutes. A speaker wishing to yield their time shall identify themselves, shall be recognized by the chair, and announce publicly their intention to yield their time. Disabled persons shall have priority seating in the front row of the public seating area.

A member of the public may only speak once at public comment on any single item, unless called upon by the Mayor or a Councilmember to answer a specific inquiry, or unless the individual is speaking with respect to a public hearing, a quasi-judicial matter, and/or any other item requiring extended public comment as a matter of due process.

#### 1. Public Comment on Consent Calendar and Information Items.

The Council will first determine whether to move items on the agenda for “Action” or “Information” to the “Consent Calendar,” or move “Consent Calendar” items to “Action.” Items that remain on the “Consent Calendar” are voted on in one motion as a group. “Information” items are not discussed or acted upon at the Council meeting unless they are moved to “Action” or “Consent.”

The Council will then take public comment on any items that are either on the amended Consent Calendar or the Information Calendar. A speaker may only speak once during the period for public comment on Consent Calendar and

Information items. No additional items can be moved onto the Consent Calendar once public comment has commenced.

At any time during, or immediately after, public comment on Information and Consent items, the Mayor or any Councilmember may move any Information or Consent item to "Action." Following this, the Council will vote on the items remaining on the Consent Calendar in one motion.

For items moved to the Action Calendar from the Consent Calendar or Information Calendar, persons who spoke on the item during the Consent Calendar public comment period may speak again at the time the matter is taken up during the Action Calendar.

## **2. Public Comment on Action Items.**

After the initial ten minutes of public comment on non-agenda items, public comment on consent and information items, and adoption of the Consent Calendar, the public may comment on each remaining item listed on the agenda for action. Public comment will occur for each Action item—excluding public hearings, appeals, and/or quasi-judicial matters—in separate but consecutive public comment periods before the Action Calendar is discussed by Council and staff and as the item is taken up. The Presiding Officer will open and close the public comment period for each Action Item, and each period will occur based on the order of the items on the agenda, or based on the discretion of the Presiding Officer.

During the public comment period for each Action Item, the Presiding Officer will request that persons wishing to speak, line up at the podium to be recognized and to determine the number of persons interested in speaking at that time.

If ten or fewer persons are interested in speaking on an individual Action Item, each speaker may speak for two minutes. If there are more than ten persons interested in speaking on an item, the Presiding Officer may limit the public comment for all speakers on the item to one minute per speaker. Speakers are permitted to yield their time to one other speaker, however no one speaker shall have more than four minutes.

This procedure also applies to public hearings except those types of public hearings specifically provided for in this section, below.

## **3. Appeals Appearing on Action Calendar.**

With the exception of appeals from decisions of the Zoning Adjustments Board and Landmarks Preservation Commission, appeals from decisions of City commissions appear on the "Action" section of the Council Agenda. Council determines whether to affirm the action of the commission, set a public hearing, or remand the matter to the commission. Appeals of proposed special assessment liens shall also appear on the "Action" section of the Council Agenda. Appeals from decisions of the Zoning Adjustments Board and Landmarks Preservation Commission are automatically set for public hearing and appear on the "Public Hearings" section of the Council Agenda.

Time shall be provided for public comment for persons representing both sides of the action/appeal and each side will be allocated seven minutes to present their comments on the appeal. Where the appellant is not the applicant, the appellants of a single appeal collectively shall have seven minutes to comment and the applicant shall have seven minutes to comment. If there are multiple appeals filed, each appellant or group of appellants shall have seven minutes to comment. Where the appellant is the applicant, the applicant/appellant shall have seven minutes to comment and the persons supporting the action of the board or commission on appeal shall have seven minutes to comment. In the case of an appeal of proposed special assessment lien, the appellant shall have seven minutes to comment.

After the conclusion of the seven-minute comment periods, members of the public may comment on the appeal. Comments from members of the public regarding appeals shall be limited to one minute per speaker. Any person that addressed the Council during one of the seven-minute periods may not speak again during the public comment period on the appeal. Speakers may yield their time to one other speaker, however, no speaker shall have more than two minutes. Each side shall be informed of this public comment procedure at the time the Clerk notifies the parties of the date the appeal will appear on the Council agenda.

#### **4. Public Comment on Non-Agenda Matters.**

Immediately following Ceremonial Matters and the City Manager Comments and prior to the Consent Calendar, persons will be selected by lottery to address matters not on the Council agenda. If five or fewer persons submit speaker cards for the lottery, each person selected will be allotted two minutes each. If more than five persons submit speaker cards for the lottery, up to ten persons will be selected to address matters not on the Council agenda and each person selected will be allotted one minute each. Persons wishing to address the Council on matters not on the Council agenda during the initial ten-minute period for such comment, must submit a speaker card to the City Clerk in person at the meeting location and prior to commencement of that meeting.

The remainder of the speakers wishing to address the Council on non-agenda items will be heard at the end of the agenda. Speaker cards are not required for this second round of public comment on non-agenda matters.

Persons submitting speaker cards are not required to list their actual name, however they must list some identifying information or alternate name in order to be called to speak.

For the second round of public comment on non-agenda matters, the Presiding Officer retains the authority to limit the number of speakers by subject. The Presiding Officer will generally request that persons wishing to speak, line up at the podium to be recognized to determine the number of persons interested in speaking at that time. Each speaker will be entitled to speak for two minutes each unless the Presiding Officer determines that one-minute is appropriate given the number of speakers.

Pursuant to this document, no Council meeting shall continue past 11:00 p.m. unless a two-thirds majority of the Council votes to extend the meeting to discuss specified items. If any agenda item remains unfinished at 11:00 p.m. or the expiration of any extension after 11:00 p.m., it will be referred to the Agenda & Rules Committee for scheduling pursuant to Chapter II, Section F. In that event, the meeting shall be automatically extended for up to fifteen (15) minutes for public comment on non-agenda items.

**5. Ralph M. Brown Act Pertaining to Public Comments.**

The Brown Act prohibits the Council from discussing or taking action on an issue raised during Public Comment, unless it is specifically listed on the agenda. However, the Council may refer a matter to the City Manager.

**B. Consent Calendar**

There shall be a Consent Calendar on all regular meeting agendas on which shall be included those matters which the Mayor, Councilmembers, boards, commissions, City Auditor and City Manager deem to be of such nature that no debate or inquiry will be necessary at the Council meetings. Ordinances for second reading may be included in the Consent Calendar.

It is the policy of the Council that the Mayor or Councilmembers wishing to ask questions concerning Consent Calendar items should ask questions of the contact person identified prior to the Council meeting so that the need for discussion of consent calendar items can be minimized.

Consent Calendar items may be moved to the Action Calendar by the Council. Action items may be reordered at the discretion of the Chair with the consent of Council.

**C. Information Reports Called Up for Discussion**

Reports for Information designated for discussion at the request of the Mayor or any Councilmember shall be added to the appropriate section of the Action Calendar and may be acted upon at that meeting or carried over as pending business until discussed or withdrawn. The agenda will indicate that at the request of Mayor or any Councilmember a Report for Information may be acted upon by the Council.

**D. Written Communications**

Written communications from the public will not appear on the Council agenda as individual matters for discussion but will be distributed as part of the Council agenda packet with a cover sheet identifying the author and subject matter and will be listed under "Communications." All such communications must have been received by the City Clerk no later than 5:00 p.m. fifteen days prior to the meeting in order to be included on the agenda.

In instances where an individual forwards more than three pages of email messages not related to actionable items on the Council agenda to the Council to be reproduced in the "Communications" section of the Council packet, the City Clerk will not reproduce the entire email(s) but instead refer the public to the City's website or a hard copy of the email(s) on file in the City Clerk Department.

All communications shall be simply deemed received without any formal action by the Council. The Mayor or a Councilmember may refer a communication to the City Manager for action, if appropriate, or prepare a consent or action item for placement on a future agenda.

Communications related to an item on the agenda that are received after 5:00 p.m. fifteen days before the meeting are published as provided for in Chapter III.C.4.

**E. Public Hearings for Land Use, Zoning, Landmarks, and Public Nuisance Matters**

The City Council, in setting the time and place for a public hearing, may limit the amount of time to be devoted to public presentations. Staff shall introduce the public hearing item and present their comments.

Following any staff presentation, each member of the City Council shall verbally disclose all ex parte contacts concerning the subject of the hearing. Members shall also submit a report of such contacts in writing prior to the commencement of the hearing. Such reports shall include a brief statement describing the name, date, place, and content of the contact. Written reports shall be available for public review in the office of the City Clerk prior to the meeting and placed in a file available for public viewing at the meeting.

This is followed by five-minute presentations each by the appellant and applicant. Where the appellant is not the applicant, the appellants of a single appeal collectively shall have five minutes to comment and the applicant shall have five minutes to comment. If there are multiple appeals filed, each appellant or group of appellants shall have five minutes to comment. Where the appellant is the applicant, the applicant/appellant shall have five minutes to comment and the persons supporting the action of the board or commission on appeal shall have five minutes to comment. In the case of a public nuisance determination, the representative(s) of the subject property shall have five minutes to present.

The Presiding Officer will request that persons wishing to speak, line up at the podium to be recognized and to determine the number of persons interested in speaking at that time.

If ten or fewer persons are interested in speaking, each speaker may speak for two minutes. If there are more than ten persons interested in speaking, the Presiding Officer may limit the public comment for all speakers to one minute per speaker. Any person that addressed the Council during one of the five-minute periods may not speak again during the public comment period on the appeal. Speakers are permitted to yield their time to one other speaker, however no one speaker shall have more than four minutes. The Presiding Officer may with the consent of persons representing both sides of an issue allocate a block of time to each side to present their issue.

**F. Work Sessions**

The City Council may schedule a matter for general Council discussion and direction to staff. Official/formal action on a work session item will be scheduled on a subsequent agenda under the Action portion of the Council agenda.

In general, public comment at Council work sessions will be heard after the staff presentation, for a limited amount of time to be determined by the Presiding Officer.

The Presiding Officer will request that persons wishing to speak, line up at the podium to be recognized and to determine the number of persons interested in speaking at that time. If ten or fewer persons are interested in speaking, each speaker may speak for two minutes. If there are more than ten persons interested in speaking, the Presiding Officer may limit the public comment for all speakers to one minute per speaker. Speakers are permitted to yield their time to one other speaker, however no one speaker shall have more than four minutes.

After Council discussion, if time permits, the Presiding Officer may allow additional public comment. During this time, each speaker will receive one minute. Persons who spoke during the prior public comment time may be permitted to speak again.

**G. Protocol**

People addressing the Council may first give their name in an audible tone of voice for the record. All remarks shall be addressed to the Council as a body and not to any member thereof. No one other than the Council and the person having the floor shall be permitted to enter into any discussion, either directly or through a member of the Council, without the permission of the Presiding Officer. No question shall be asked of a Councilmember except through the Presiding Officer.



## V. PROCEDURAL MATTERS

### A. Persons Authorized to Sit at Tables

No person, except City officials, their representatives and representatives of boards and commissions shall be permitted to sit at the tables in the front of the Council Chambers without the express consent of the Council.

### B. Decorum

No person shall disrupt the orderly conduct of the Council meeting. Prohibited disruptive behavior includes but is not limited to shouting, making disruptive noises, such as boos or hisses, creating or participating in a physical disturbance, speaking out of turn or in violation of applicable rules, preventing or attempting to prevent others who have the floor from speaking, preventing others from observing the meeting, entering into or remaining in an area of the meeting room that is not open to the public, or approaching the Council Dais without consent. Any written communications addressed to the Council shall be delivered to the City Clerk for distribution to the Council.

### C. Enforcement of Decorum

When the public demonstrates a lack of order and decorum, the presiding officer shall call for order and inform the person(s) that the conduct is violating the Rules of Order and Procedure and provide a warning to the person(s) to cease the disruptive behavior. Should the person(s) fail to cease and desist the disruptive conduct, the presiding officer may call a five (5) minute recess to allow the disruptions to cease.

If the meeting cannot be continued due to continued disruptive conduct, the presiding officer may have any law enforcement officer on duty remove or place any person who violates the order and decorum of the meeting under arrest and cause that person to be prosecuted under the provisions of applicable law.

### D. Precedence of Motions

When a question or motion is before the Council, no motion shall be entertained except:

1. To adjourn;
2. To fix the hour of adjournment;
3. To lay on the table;
4. For the previous question;
5. To postpone to a certain day;
6. To refer;
7. To amend;
8. To substitute; and
9. To postpone indefinitely.

These motions shall have precedence in order indicated. Any such motion, except a motion to amend or substitute, shall be put to a vote without debate.

**E. Robert's Rules of Order**

Robert's Rules of Order have been adopted by the City Council and apply in all cases except the precedence of motions in Section V.D shall supersede.

**F. Rules of Debate****1. Presiding Officer May Debate.**

The presiding officer may debate from the chair; subject only to such limitations of debate as are by these rules imposed on all members, and shall not be deprived of any of the rights and privileges as a member of the Council by reason of that person acting as the presiding officer.

**2. Getting the Floor - Improper References to be avoided.**

Members desiring to speak shall address the Chair, and upon recognition by the presiding officer, shall confine themselves to the question under debate.

**3. Interruptions.**

A member, once recognized, shall not be interrupted when speaking unless it is to call a member to order, or as herein otherwise provided. If a member, while speaking, were called to order, that member shall cease speaking until the question of order is determined, and, if in order, the member shall be permitted to proceed.

**4. Privilege of Closing Debate.**

The Mayor or Councilmember moving the adoption of an ordinance or resolution shall have the privilege of closing the debate. When a motion to call a question is passed, the Mayor or Councilmember moving adoption of an ordinance, resolution or other action shall have three minutes to conclude the debate.

**5. Motion to Reconsider.**

A motion to reconsider any action taken by the Council may be made only during the same session such action is taken. It may be made either immediately during the same session, or at a recessed or adjourned session thereof. Such motion must be made by a member on the prevailing side, and may be made at any time and have precedence over all other motions or while a member has the floor; it shall be debatable. Nothing herein shall be construed to prevent any member of the Council from making or remaking the same or other motion at a subsequent meeting of the Council.

**6. Repeal or Amendment of Action Requiring a Vote of Two-Thirds of Council, or Greater.**

Any ordinance or resolution which is passed and which, as part of its terms, requires a vote of two-thirds of the Council or more in order to pass a motion pursuant to such an ordinance or resolution, shall require the vote of the same percent of the Council to repeal or amend the ordinance or resolution.

**G. Debate Limited**

1. Consideration of each matter coming before the Council shall be limited to 20 minutes from the time the matter is first taken up, at the end of which period consideration of such matter shall terminate and the matter shall be dropped to the foot of the agenda, immediately ahead of Information Reports; provided that either of the following two not debatable motions shall be in order:
  - a) A motion to extend consideration which, if passed, shall commence a new twenty-minute period for consideration; or
  - b) If there are one or more motions on the floor, a motion for the previous question, which, if passed by a 2/3 vote, shall require an immediate vote on pending motions.
2. The time limit set forth in subparagraph 1 hereof shall not be applicable to any public hearing, public discussion, Council discussion or other especially set matter for which a period of time has been specified (in which case such specially set time shall be the limit for consideration) or which by applicable law (e.g. hearings of appeals, etc.), the matter must proceed to its conclusion.
3. In the interest of expediting the business of the City, failure by the Chair or any Councilmember to call attention to the expiration of the time allowed for consideration of a matter, by point of order or otherwise, shall constitute unanimous consent to the continuation of consideration of the matter beyond the allowed time; provided, however, that the Chair or any Councilmember may at any time thereafter call attention to the expiration of the time allowed, in which case the Council shall proceed to the next item of business, unless one of the motions referred to in Section D hereof is made and is passed.

**H. Motion to Lay on Table**

A motion to lay on the table shall preclude all amendments or debate of the subject under consideration. If the motion shall prevail, the consideration of the subject may be resumed only upon a motion of a member voting with the majority and with consent of two-thirds of the members present.

**I. Division of Question**

If the question contains two or more propositions, which can be divided, the presiding officer may, and upon request of a member shall, divide the same.

**J. Addressing the Council**

Under the following headings of business, unless the presiding officer rules otherwise, any interested person shall have the right to address the Council in accordance with the following conditions and upon obtaining recognition by the presiding officer:

**1. Written Communications.**

Interested parties or their authorized representatives may address the Council in the form of written communications in regard to matters of concern to them by

submitting their written communications at the meeting, or prior to the meeting pursuant to the deadlines in Chapter III.C.4.

**2. Public Hearings.**

Interested persons or their authorized representatives may address the Council by reading protests, petitions, or communications relating to matters then under consideration.

**3. Public Comment.**

Interested persons may address the Council on any issue concerning City business during the period assigned to Public Comment.

**K. Addressing the Council After Motion Made**

When a motion is pending before the Council, no person other than the Mayor or a Councilmember shall address the Council without first securing the permission of the presiding officer or Council to do so.

**L. Use of Cellular Phones and Electronic Devices**

The use of cell phones during City Council meetings is discouraged for the Mayor and Councilmembers. While communications regarding Council items should be minimized, personal communications between family members and/or caregivers can be taken outside in the case of emergencies. In order to acknowledge differences in learning styles and support tactile learners, note-taking can continue to be facilitated both with a pen and paper and/or on electronic devices such as laptop computers and tablets.

The use cell phones during Closed Session Meetings is explicitly prohibited for the Mayor and Councilmembers.

## **VI. FACILITIES**

### **A. Meeting Location Capacity**

Attendance at council meetings shall be limited to the posted seating capacity of the meeting location. Entrance to the meeting location will be appropriately regulated by the City Manager on occasions when capacity is likely to be exceeded. While the Council is in session, members of the public shall not remain standing in the meeting room except to address the Council, and sitting on the floor shall not be permitted.

### **B. Alternate Facilities for Council Meetings**

The City Council shall approve in advance a proposal that a Council meeting be held at a facility other than the School District Board Room.

If the City Manager has reason to anticipate that the attendance for a meeting will be substantially greater than the capacity of the Board Room and insufficient time exists to secure the approval of the City Council to hold the meeting at an alternate facility, the City Manager shall make arrangements for the use of a suitable alternate facility to which such meeting may be recessed and moved, if the City Council authorizes the action.

If a suitable alternate facility is not available, the City Council may reschedule the matter to a date when a suitable alternate facility will be available.

Alternate facilities are to be selected from those facilities previously approved by the City Council as suitable for meetings away from the Board Room.

### **C. Signs, Objects, and Symbolic Materials**

Objects and symbolic materials such as signs which do not have sticks or poles attached or otherwise create any fire or safety hazards will be allowed within the meeting location during Council meetings.

### **D. Fire Safety**

Exits shall not be obstructed in any manner. Obstructions, including storage, shall not be placed in aisles or other exit ways. Hand carried items must be stored so that such items do not inhibit passage in aisles or other exit ways. Attendees are strictly prohibited from sitting in aisles and/or exit ways. Exit ways shall not be used in any way that will present a hazardous condition.

### **E. Overcrowding**

Admittance of persons beyond the approved capacity of a place of assembly is prohibited. When the meeting location has reached the posted maximum capacity, additional attendees shall be directed to the designated overflow area.

## **APPENDIX A. POLICY FOR NAMING AND RENAMING PUBLIC FACILITIES**

### **Purpose**

To establish a uniform policy regarding the naming and renaming of existing and future parks, streets, pathways and other public facilities.

### **Objective**

- A. To ensure that naming public facilities (such as parks, streets, recreation facilities, pathways, open spaces, public building, bridges or other structures) will enhance the values and heritage of the City of Berkeley and will be compatible with community interest.

### **Section 1 – Lead Commission**

The City Council designates the following commissions as the ‘Lead Commissions’ in overseeing, evaluating, and ultimately advising the Council in any naming or renaming of a public facility. The lead commission shall receive and coordinate comment and input from other Commissions and the public as appropriate.

#### **Board of Library Trustees**

**Parks and Recreation Commission** –Parks, recreation centers, camps, plazas and public open spaces

**Public Works Commission** –Public buildings (other than recreation centers), streets and bridges or other structures in the public thoroughfare.

**Waterfront Commission** –Public facilities within the area of the City known as the Waterfront, as described in BMC 3.36.060.B.

### **Section 2 – General Policy**

- A. Newly acquired or developed public facilities shall be named immediately after acquisition or development to ensure appropriate public identity.
- B. No public facility may be named for a living person, but this policy can be overridden with a 2/3 vote of the City Council.
- C. Public facilities that are renamed must follow the same criteria for naming new facilities. In addition, the historical significance and geographical reference of the established name should be considered when weighing and evaluating any name change.
- D. The City encourages the recognition of individuals for their service to the community in ways that include the naming of activities such as athletic events, cultural presentations, or annual festivals, which do not involve the naming or renaming of public facilities.
- E. Unless restricted by covenant, facilities named after an individual should not necessarily be considered a perpetual name.

### **Section 3 – Criteria for Naming of Public Facilities**

When considering the naming of a new public facility or an unnamed portion or feature within an already named public facility (such as a room within the facility or a feature within an established park), or, the renaming of an existing public facility the following criteria shall be applied:

- A. Public Facilities are generally easier to identify by reference to adjacent street names, distinct geographic or environmental features, or primary use activity. Therefore, the preferred practice is to give City-owned property a name of historical or geographical significance and to retain these names.
- B. No public facility may be named for a living person, but this policy can be overridden with a 2/3 vote of the City Council.
- C. The naming of a public facility or any parts thereof in recognition of an individual posthumously may only be considered if the individual had a positive effect on the community and has been deceased for more than 1 year.
- D. When a public facility provides a specific programmatic activity, it is preferred that the activity (e.g. skateboard park, baseball diamond) be included in the name of the park or facility.
- E. When public parks are located adjacent to elementary schools, a name that is the same as the adjacent school shall be considered.
- F. When considering the renaming of an existing public facility, in addition to applying criteria A-E above, proper weight should be given to the fact that: a name lends a site or property authenticity and heritage; existing names are presumed to have historic significance; and historic names give a community a sense of place and identity, continuing through time, and increases the sense of neighborhood and belonging.

Section 4 –Naming Standards Involving a Major Contribution

When a person, group or organization requests the naming or renaming of a public facility, all of the following conditions shall be met:

- A. An honoree will have made a major contribution towards the acquisition and/or development costs of a public facility or a major contribution to the City.
- B. The honoree has a record of outstanding service to their community
- C. Conditions of any donation that specifies that name of a public facility, as part of an agreement or deed, must be approved by the City Council, after review by and upon recommendation of the City Manager.

Section 5 –Procedures for Naming or Renaming of Public Facilities

- A. Any person or organization may make a written application to the City Manager requesting that a public facility or portion thereof, be named or renamed.
  - 1. Recommendations may also come directly of the City Boards or Commissions, the City Council, or City Staff.
- B. The City Manager shall refer the application to the appropriate lead commission as defined in Section 1 of the City’s policy on naming of public facilities, for that commission’s review, facilitation, and recommendation of disposition.
  - 1. The application shall contain the name or names of the persons or organization making the application and the reason for the requested naming or renaming.
- C. The lead commission shall review and consider the application, using the policies and criteria articulated to the City Policy on Naming and Renaming to make a recommendation to Council.
  - 1. All recommendations or suggestion will be given the same consideration without regard to the source of the nomination
- D. The lead commission shall hold a public hearing and notify the general public of any discussions regarding naming or renaming of a public facility.

1. Commission action will be taking at the meeting following any public hearing on the naming or renaming.
- E. The commission's recommendation shall be forwarded to Council for final consideration.

The City of Berkeley Policy for Naming and Renaming Public Facilities was adopted by the Berkeley City Council at the regular meeting of January 31, 2012.



## **APPENDIX B. GUIDELINES FOR DEVELOPING AND WRITING COUNCIL AGENDA ITEMS**

These guidelines are derived from the requirements for Agenda items listed in the Berkeley City Council Rules of Procedure and Order, Chapter III, Sections B(1) and (2), reproduced below. In addition, Chapter III Section C(1)(a) of the Rules of Procedure and Order allows the Agenda & Rules Committee to request that the Primary Author of an item provide “additional analysis” if the item as submitted evidences a “significant lack of background or supporting information” or “significant grammatical or readability issues.”

These guidelines provide a more detailed and comprehensive overview of elements of a complete Council item. While not all elements would be applicable to every type of Agenda item, they are intended to prompt Authors to consider presenting items with as much relevant information and analysis as possible.

Chapter III, Sections (B)(1) and (2) of Council Rules of Procedure and Order:

2. Agenda items shall contain all relevant documentation, including the following as Applicable:
  - a. A descriptive title that adequately informs the public of the subject matter and general nature of the item or report and action requested;
  - b. Whether the matter is to be presented on the Consent Calendar or the Action Calendar or as a Report for Information;
  - c. Recommendation of the City Manager, if applicable (these provisions shall not apply to Mayor and Council items.);
  - d. Fiscal impacts of the recommendation;
  - e. A description of the current situation and its effects;
  - f. Background information as needed;
  - g. Rationale for recommendation;
  - h. Alternative actions considered;
  - i. For awards of contracts; the abstract of bids and the Affirmative Action Program of the low bidder in those cases where such is required (these provisions shall not apply to Mayor and Council items.);
  - j. Person or persons to contact for further information, with telephone number. If the Primary Author of any report believes additional background information, beyond the basic report, is necessary to Council understanding of the subject, a separate compilation of such background information may be developed and copies will be available for Council and for public review in the City Clerk Department, and the City Clerk shall provide limited distribution of such background information depending upon quantity of pages to be duplicated. In such case the agenda item distributed with the packet shall so indicate.

Guidelines for City Council Items:

1. Title
2. Consent/Action/Information Calendar
3. Recommendation
4. Summary Statement/Current situation and its effects
5. Background
6. Review of Existing Plans, Programs, Policies and Laws
7. Actions/Alternatives Considered
8. Consultation/Outreach Overview and Results
9. Rationale for Recommendation
10. Implementation, Administration and Enforcement
11. Environmental Sustainability
12. Fiscal Impacts
13. Outcomes and Evaluation
14. Contact Information
15. Attachments/Supporting Materials

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**1. Title**

A descriptive title that adequately informs the public of the subject matter and general nature of the item or report and action requested.

**2. Consent/Action/Information Calendar**

Whether the matter is to be presented on the Consent Calendar or the Action Calendar or as a Report for Information.

**3. Recommendation**

Clear, succinct statement of action(s) to be taken. Recommendations can be further detailed within the item, by specific reference.

Common action options include:

- Adopt first reading of ordinance
- Adopt a resolution
- Referral to the City Manager (City Manager decides if it is a short term referral or is placed on the RRV ranking list)
- Direction to the City Manager (City Manager is directed to execute the recommendation right away, it is not placed on any referral list)
- Referral to a Commission or to a Standing or Ad Hoc Council Committee
- Referral to the budget process
- Send letter of support
- Accept, Approve, Modify or Reject a recommendation from a Commission or Committee
- Designate members of the Council to perform some action

**4. Summary Statement/ “Current situation and its effects”**

A short resume of the circumstances that give rise to the need for the recommended action(s).

- Briefly state the opportunity/problem/concern that has been identified, and the proposed solution.
- Example (fictional):  
*Winter rains are lasting longer than expected. Berkeley’s winter shelters are poised to close in three weeks, but forecasts suggest rain for another two months. If they do not remain open until the end of the rainy season, hundreds of people will be left in the rain 24/7. Therefore, this item seeks authorization to keep Berkeley’s winter shelters open until the end of April, and refers to the Budget Process \$40,000 to cover costs of an additional two months of shelter operations.*

**5. Background**

A full discussion of the history, circumstances and concerns to be addressed by the item.

- For the above fictional example, Background would include *information and data about the number and needs of homeless individuals in Berkeley, the number and availability of permanent shelter beds that meet their needs, the number of winter shelter beds that would be lost with closure, the impacts of such closure on this population, the weather forecasts, etc.*

**6. Review of Existing Plans, Programs, Policies and Laws**

Review, identify and discuss relevant/applicable Plans, Programs, Policies and Laws, and how the proposed actions conform with, compliment, are supported by, differ from or run contrary to them. What gaps were found that need to be filled? What existing policies, programs, plans and laws need to be changed/supplemented/improved/repealed? What is missing altogether that needs to be addressed?

Review of all pertinent/applicable sections of:

- The City Charter
- Berkeley Municipal Code
- Administrative Regulations
- Council Resolutions
- Staff training manuals

Review of all applicable City Plans:

- The General Plan
- Area Plans
- The Climate Action Plan
- Resilience Plan
- Equity Plan

- Capital Improvements Plan
- Zero Waste Plan
- Bike Plan
- Pedestrian Plan
- Other relevant precedents and plans

Review of the City's Strategic Plan

Review of similar legislation previously introduced/passed by Council

Review of County, State and Federal laws/policies/programs/plans, if applicable

## **7. Actions/Alternatives Considered**

- What solutions/measures have **other jurisdictions** adopted that serve as models/cautionary tales?
- What solutions/measures are recommended by **advocates, experts, organizations**?
- What is the range of actions considered, and what are some of their major pros and cons?
- Why were other solutions not as feasible/advisable?

## **8. Consultation/Outreach Overview and Results**

- Review/list external and internal stakeholders that were consulted
  - **External:** constituents, communities, neighborhood organizations, businesses and not for profits, advocates, people with lived experience, faith organizations, industry groups, people/groups that might have concerns about the item, etc.
  - **Internal:** staff who would implement policies, the City Manager and/or deputy CM, Department Heads, City Attorney, Clerk, etc.
- What reports, articles, books, websites and other materials were consulted?
- What was learned from these sources?
- What changes or approaches did they advocate for that were accepted or rejected?

## **9. Rationale for Recommendation**

A clear and concise statement as to whether the item proposes actions that:

- Conform to, clarify or extend existing Plans, Programs, Policies and Laws
- Change/Amend existing Plans, Programs, Policies and Laws in **minor** ways
- Change/Amend existing Plans, Programs, Policies and Laws in **major** ways
- Create an exception to existing Plans, Programs, Policies and Laws
- Reverse/go contrary to or against existing Plans, Programs, Policies and Laws

Argument/summary of argument in support of recommended actions. The argument likely has already been made via the information and analysis already presented,

but should be presented/restated/summarized. Plus, further elaboration of terms for recommendations, if any.

**10. Implementation, Administration and Enforcement**

Discuss how the recommended action(s) would be implemented, administered and enforced. What staffing (internal or via contractors/consultants) and materials/facilities are likely required for implementation?

**11. Environmental Sustainability**

Discuss the impacts of the recommended action(s), if any, on the environment and the recommendation's positive and/or negative implications with respect to the City's Climate Action, Resilience, and other sustainability goals.

**12. Fiscal Impacts**

Review the recommended action's potential to generate funds or savings for the City in the short and long-term, as well as the potential direct and indirect costs.

**13. Outcomes and Evaluation**

State the specific outcomes expected, if any (i.e., "*it is expected that 100 homeless people will be referred to housing every year*") and what reporting or evaluation is recommended.

**14. Contact Information**

**15. Attachments/Supporting Materials**

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## **APPENDIX C. TEMPORARY RULES FOR THE CONDUCT OF CITY COUNCIL MEETINGS THROUGH VIDEO CONFERENCE DURING THE COVID-19 EMERGENCY**

### **Mayor and Councilmember Speaking Time on Agenda Items**

For the Consent Calendar, the Mayor and Councilmembers will initially have up to five minutes each to make comments. After all members of the Council have spoken (or passed) and after public comment, members will each have two additional minutes to discuss the Consent Calendar.

For non-Consent items, the Mayor and Councilmembers will have two minutes each to make initial comments on an agenda item, except for the author of an agenda item who will have five minutes to initially present the item. After every Councilmember has spoken or declined and after public comment, Councilmembers will each have another five minutes per person to address an item. Debate may be extended beyond a second round of Council comments by a majority vote (5 votes).

Time will toll during staff answers to questions; Councilmembers are urged to ask their questions of city staff before the meeting or in writing.

### **Procedure for Pulling Items from Consent or Information Calendar**

Three (3) members of the City Council must agree to pull an item from the Consent or Information Calendar for it to move to Action. Absent three members concurring, the item will stay on Consent or Information Calendar and, with respect to Consent items, the Mayor or Councilmembers will be allowed to record their aye, nay or abstain votes on individual items or the entire Consent Calendar.

Moving an item from the Action Calendar to the Consent Calendar requires the unanimous consent of the entire City Council.

### **Public Comment Speaking Time**

With the exception of prescribed times in the Rules of Procedure for public hearings, the amount of time for each speaker during public comment is limited to two minutes maximum and that speakers can only address an agenda item once, however the Presiding Officer has the discretion to reduce speaker time if needed in order to allow the orderly conduct of the meeting, subject to the consent of a majority of the City Council. Speakers may yield their time for a maximum of four minutes per individual. If a speaker wishes to yield their time, they must indicate so when called on by the Presiding Officer and state who they are yielding their speaker time to. The Presiding Officer will keep a list with the names and amount of time yielded to individuals.

In order to inform members of the public of their place in the speaker's queue, the Presiding Officer will call the names of 5 speakers at a time.

Public Comment on Non-Agenda Matters will be conducted in the order of hands raised on the Zoom platform, and will be limited to either the first 10 speakers during the initial round of Non-Agenda public comment, as well as all hands raised during the closing round of Non-Agenda public comment at the conclusion to the meeting, until such time that the

meeting adjourns. If there are five or fewer speakers with hands raised for Public Comment on Non-Agenda Matters, each speaker will have two minutes to address the City Council. If there are more than five speakers with their hands raised then speaker time will be limited to one minute per person. The procedure for selection of Non-Agenda speakers prescribed in the Rules of Procedure by random draw is suspended for videoconference meetings where there is no physical meeting location.



Public Works

ACTION CALENDAR  
September 21, 2023

To: Transportation and Infrastructure Commissioners  
From: Liam Garland, Public Works Director  
Submitted by: Ron Nevels, Manager of Engineering  
Subject: Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028

RECOMMENDATION

Advise the City Council to Adopt the *Five Year Street Rehabilitation Plan for Fiscal Years 2024-2028*.

FISCAL IMPACTS OF RECOMMENDATION

The available funds for the *Five Year Street Rehabilitation Plan* (Five Year Plan) are derived from estimated available funding from the following: State Transportation (Gas) Taxes, Alameda County Transportation Sales Tax Measure BB, County Vehicle Registration Fee Measure F, Zero Waste, Storm Water, and the City of Berkeley's General Fund. These funding sources and their estimated annual amounts are listed in Table 1 below.

The proposed *Five Year Plan* includes three important new revenue sources. First, on July 26, 2022, City Council adopted the policy, *Adequate General Fund Contribution for Street Maintenance to Prevent Deterioration of Pavement Condition*, which committed an additional \$8 million annually in General Funds for paving in perpetuity and adjusted the amount annually for inflation. The purpose of this policy was to prevent further deterioration of the City's streets. This new source and its annual amount (\$8M plus annual escalator) are listed in the table below as "CIP Fund/ Council Policy on Adequate Street Mtce."

Second, City Council included \$1-\$2 million annually in rate revenue from the Zero Waste Fund to offset the impact of Zero Waste collection vehicles on the City's pavement. This revenue will transfer out of the Zero Waste Fund annually and into the City's annual paving project.



Table 1: Five-Year Paving Program Funding Source Allocations by Year					
Fund Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
State Transportation Tax	495,303	495,303	495,303	495,303	495,303
Road Repair and Accountability Act of 2017	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000
Measure BB – Local Streets & Roads	2,980,000	2,980,000	2,980,000	2,980,000	2,980,000
Measure F Vehicle - Registration Fee	155,000	155,000	155,000	155,000	155,000
Capital Improvement (CIP) Fund	2,127,562	1,925,000	1,925,000	1,925,000	1,925,000
CIP Fund/ Council Policy on Adequate Street Mtce	5,996,598	8,937,022	9,205,132	9,481,286	9,765,725
Zero Waste Fund	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000
Storm Water Fund	0	1,125,000	0	1,500,000	1,500,000
<b>TOTAL</b>	<b>14,454,463</b>	<b>18,317,325</b>	<b>17,460,435</b>	<b>19,236,589</b>	<b>20,521,028</b>

Third, the funding sources include the “Storm Water Fund” given the new Municipal Regional Permit (MRP) will require additional green infrastructure as described below.

### CURRENT SITUATION AND ITS EFFECTS

The City Council adopted a *Street Rehabilitation and Maintenance Policy* (Street Maintenance Policy) on January 25, 2022. The policy requires a *Five Year Plan* be adopted by City Council biennially in line with the City’s budgeting process, and that it do so after the advice of the Transportation and Infrastructure Commission (TIC). When Council adopted the Policy, it also adopted the first three years of a *Five Year Plan, Equity Alternative* (FY 22-25 Plan).

It is important that a new *Five Year Plan* be approved soon. With approval, Public Works will be on track to design, bid, and award the construction contract to pave FY 2024 streets in the summer of 2024 despite the Engineering Division’s 20%+ vacancy rate. Given this vacancy rate’s effect on staff capacity, any delay in the Transportation and Infrastructure Commission’s advice and/or City Council’s approval of this plan might risk either the FY 2024 annual paving project not proceeding or the project’s substantial delay. Approval of the proposed *Five Year Plan* also ensures proper coordination with utilities and related projects, and delivers on the commitment to longer planning horizons made in the *Street Maintenance Policy* and *Vision 2050 Framework*. If future changes are needed in the adopted *Five Year Plan*, those changes would be made in September – December 2025 as the next *Five Year Plan* is being developed and adopted.

*FY 2022-2025 Plan.* After adoption of the *Five Year Plan, Equity Alternative*, City Council increased baseline paving funding from the General Fund by \$5.1M in FY 2023 and \$9.0M in FY 2024. These were historic and unprecedented investments in paving from the General Fund. Given the additional General Funds and staff’s ability to advance street segments from FY 24 and FY 25 to earlier years, Public Works will have paved all the segments of the current plan by the end of this current paving project, except for several segments being held over due to utility conflicts and the Hopkins project, which is on hold per the City Manager’s April 5, 2023 off agenda memo. These holdover segments are listed at page 1 of Attachment 1, Proposed *Five Year Plan*, and staff are committed to ensuring these holdover segments are completed but do not yet have a timeline for this work’s completion.

<b>Table 2: Centerline Miles Paved</b>	
<i>Fiscal Year</i>	<i>Centerline Miles Paved</i>
2019 (includes 2018)	5.3 (avg 2.15 annually)
2020	2.6
2021	1.9
2022	2.6
2023 (includes Southside)	7

This table shows a dramatic increase in centerline miles paved in FY 2023, nearly 2-3 times the annual rate for the preceding four years. The increase in FY 2023 miles paved explains why the FY 2022-2025 plan is complete early, all of which was enabled by City Council’s increase to baseline paving funding.

*Developing the proposed Five Year Plan (FY 2024-2028).* The proposed plan for which Public Works seeks the TIC’s advice was developed in the following way. Staff began with years 4 and 5 of the existing *Five Year Plan*. Staff then looked at the arterial alternative that was part of the discussion in the last approved plan, and incorporated the segments from that arterial alternative in this proposed plan. Then staff fed funding assumptions into the City’s Streetsaver program. This program, based on the street’s condition, its point in its lifecycle, and the costs and effects of various treatments, strives to maximize the impact of every paving dollar invested so the dollar is stretched for the biggest impact. After Streetsaver’s proposed list of streets, staff run that list against utility conflicts, including sewer, water, electrical, telecom, or undergrounding. Then staff adjust the list in order to meet the various goals of the *Street Maintenance Policy*.

*Proposed Five Year Plan (FY 2024-2028): Utility Coordination, Green Infrastructure, Daylighting.* This plan incorporates new features that significantly advance the City’s efforts in utility coordination, green infrastructure deployment, and intersection daylighting.

First, the proposed plan includes funding reserves for use in coordinating with utility work, such as that performed by EBMUD and PG&E (“Utility Coordination” on the proposed

Plan). These funds would be used to address the pavement in areas where the utilities are constructing large underground utility projects. If City Council adopts the plan, staff would enter reimbursement agreements with the utilities whereby the City would perform their trench resurfacing while paving the full width of the pavement. In this way the utilities would be contributing funds that would have been used to pave their utility trench. Typically, the utilities are resurfacing a 4 feet wide strip above their utility trench (per City standard trench resurfacing detail) leaving the rest of the street in its original condition. This change advances the Street Maintenance Policy's focus on *Dig Once*, and it responds to a frequent complaint from residents that streets should be fully paved once utility work is complete. Future utility coordination may include the City recouping funds from the utilities to address the damage to paving caused by the utilities' trucks operation on City streets, as the City is currently doing with its own Zero Waste collection vehicles.

Second, the City's Municipal Regional Permit (MRP) requires as of July 1, 2023 that pavement reconstruction over one acre will require the installation of green infrastructure sufficient to treat that acreage. Staff estimate this cost to be approximately \$750,000 per acre. This requirement is only triggered by "reconstructed" segments, i.e., where the paving project will touch the base of the roadway rather than merely resurface the roadway. Many cities, including Berkeley, are finding implementation of this rule challenging. Yet Public Works has identified the segments believed to be subject to this rule, as noted in the *Treatment* column of the plan as "Reconstruct." The plan further proposes that the Storm Water Fund contribute up to a cap of \$1.5 million each year toward the costs of such treatments with the remainder contributed from the paving funds. These costs are included as a line item "MRP Requirements" on the proposed Plan.

The MRP requirements are beneficial to the City's goal to add green infrastructure and detrimental to City's goal to reach good, safe streets, given already insufficient funds for paving now will be diverted into green infrastructure. Public Works is exploring whether signature green infrastructure projects that treat large areas may better meet the City's green infrastructure and paving goals, and reduce the tradeoffs given limited funding. For example, staff is working with the Regional Water Quality Control Board (RWQCB) to determine what large signature projects (and the methods employed within those projects) may enable the City to determine an area within which paving is occurring as already treated.

Third, staff propose to daylight any intersections on collectors or arterials in the *Five Year Plan* as staff are completing paving. On February 28, 2023, City Council unanimously adopted a referral to the City Manager to develop a comprehensive intersection daylighting policy. On April 25, 2023, City Council prioritized this as their highest ranked new, unstarted referral. Given the priority and consistency with the City's existing plans, staff will return in October to the TIC seeking input on the draft policy. The draft policy will include that any arterial or collector in the *5 Year Paving Plan* "shall be" daylighted, meaning the addition of red curb and/or removal of parking where such actions would improve all users safety on the street. Such daylighting would be required and, while

notice would be provided to nearby residents, that notice would be informational and not seeking input on these safety improvements.

*The proposed Five Year Plan and its compliance with the Street Maintenance Policy.* A map of the *5 Year Plan* is included as Attachment 2. The map shows each street segment, color coded by year proposed for paving, and includes both City Council district boundaries and Equity Zone boundaries.

The *5 Year Plan* complies with the *Street Maintenance Policy* in the following ways:

- Advances the Dig Once approach
- Advances the Green Infrastructure Plan
- Consistent with Vision 2050 in moving toward long-term planning and focusing on maintenance
- Incorporates new funding sources from impacts of heavy vehicles
- Shows percent of overall funding dedicated arterials, collectors, bus routes, existing and proposed low-street bikeway network, equity zone, and residential streets
- Shows how funding is prioritized to meetings the policy's goals, including:
  - prioritizes funding for arterials, treating 22% of miles even though arterials comprise 10% of City streets and, per our adopted Vision Zero Action Plan, where severe injuries and fatal traffic crashes are more likely to occur;
  - prioritizes funding for collectors, treating 30% of miles even though collectors comprise 17% of City streets, and, per our adopted Vision Zero Action Plan, where severe injuries and fatal traffic crashes are more likely to occur;
  - prioritizes funding for bikeways, treating 51% of miles even though bikeways comprise 30% of City streets; and
  - prioritizes funding for the Equity Zone, treating 32% of miles even though streets in the Equity Zone comprise 21% of City streets

In addition, the Plan also advances the purpose of Council's *Adequate General Fund Contribution for Street Maintenance to Prevent Deterioration of Pavement Condition* policy. The policy's purpose is to prevent further deterioration of the City's streets. While Berkeley's streets deterioration has occurred steadily over decades, this proposed plan maintains and even slightly increases the citywide PCI. Over the course of this Five Year Plan, the citywide PCI goes from 55 to 57.

Below are the projected PCI's for these categories of streets.

<b>Table 3: PCI Projections</b>	Current PCI	Projected PCI After the Plan's Completion
Citywide	55	57
Arterials	58.7	55.1
Collectors	64.4	64.0
Bikeways	63.7	65.5
Equity Zone	53.2	65.6

However, the *Five Year Plan* does not achieve the *Street Maintenance Policy's* goal of good, safe streets. As defined by the Metropolitan Transportation Commission, "good" street condition is a PCI of 70 or above. Per the PCI projections above, neither the citywide network nor any of the subcategories of streets attain "good" street condition in the next five years. But the citywide PCI improves slightly, which is a first in many years; the PCIs for the equity zone and bike network do improve; and funding for arterials and collectors is at or near double the proportion of those streets to the overall street network. More funding is the only means by which the policy's goal of good condition be attained and more progress be shown in the specific street categories.

*Performance measures.* The *Street Maintenance Policy* requires the use of performance measures. Beside the reports on PCI above, Public Works updates its annual performance measures here: <https://berkeleyca.gov/your-government/about-us/departments/public-works> (scroll down and press *Performance and Work Measures Report*). These measures are not limited to the condition of paving surface. They include our progress on implementing green infrastructure and measures important for all users of the street, e.g., the sidewalk repair backlog, percent of commute trips by solo vehicle occupant, miles of bicycle infrastructure, history of lane miles paved, and electrification of the City's fleet.

*Use of new technologies.* The *Street Maintenance Policy* suggests review of whether new technology "may provide enhanced durability, lower cost, and more environmentally beneficial impacts." Staff will incorporate proven and cost-effective methods of pavement preservation, some that have never been used in the City, into the light maintenance streets. This potentially includes fiber seal, rubberized cape seal with micro-surfacing, and traditional rubberized cape seals. These methods are traditionally installed by specialized sub-contractors to the City's larger paving projects, and staff are considering a separate procurement intended to save costs by reducing sub-contractors' markup.

*Pavement Condition, Vision 2050, and Asset Management.* The City has 214 miles of streets with a total replacement value of over \$790 million. Our Pavement Condition Index (PCI) is at 55 out of 100, which means that the condition of our streets is very much "at risk." Total deferred maintenance in the City's streets is in excess of \$250 million. Many of the City's streets have been neglected for so long that they are at the very expensive end of the life-cycle cost curve, as shown in Table 4 below. Without a significant infusion of more new revenue into street maintenance, street improvements will only become more expensive.

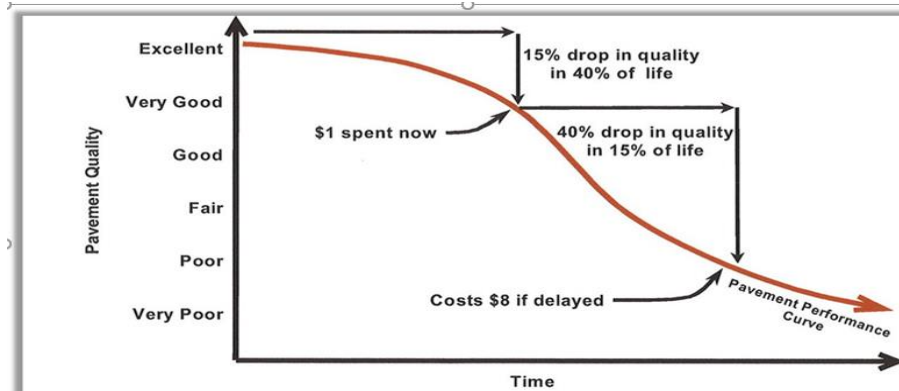
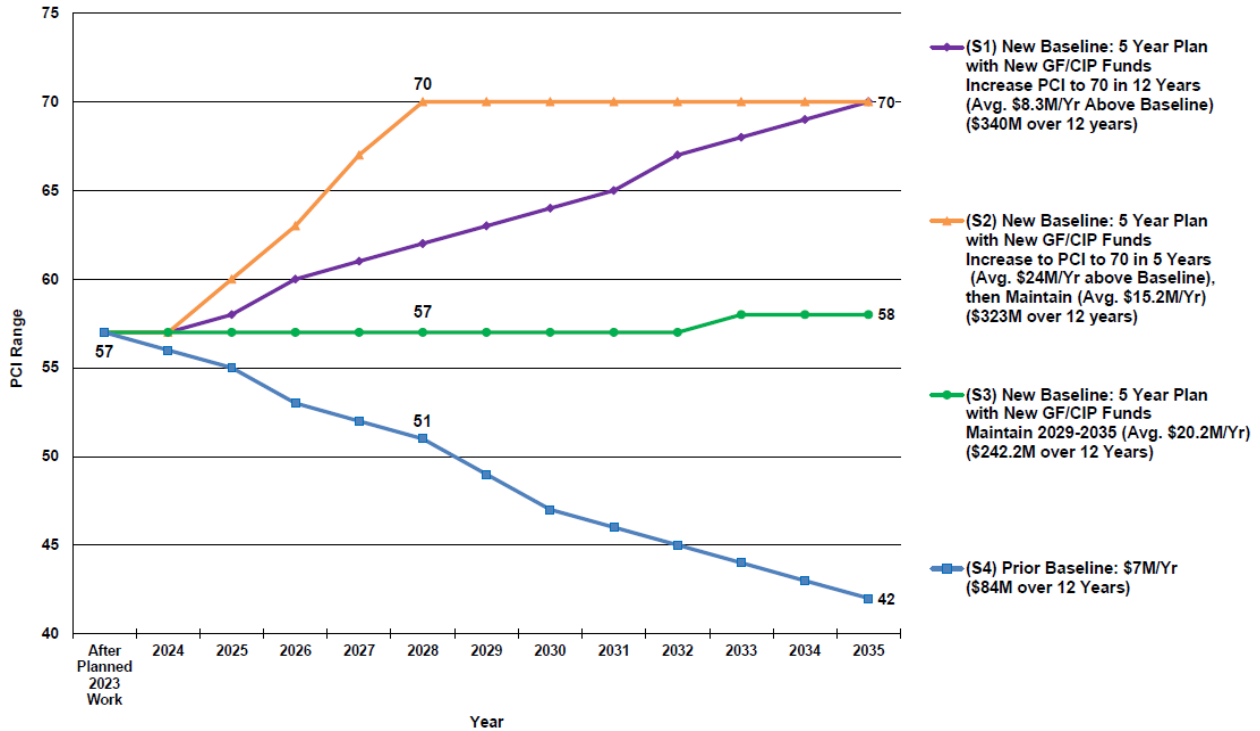


Table 4: Pavement Deterioration and Life Cycle Costs

Table 5 below shows that, if City Council had not approved new revenue sources for paving, the citywide PCI at the end of the plan would be 51, a decline of 5 points, as shown by the blue line. Per the proposed plan’s investments in paving, the PCI will be 57 at the plan’s end, as shown by the green line below. The gap between the blue and green line shows the significant impact of City Council’s provision of additional funding. The orange line shows PCI improving from the “at risk” category to the “good” category with an additional \$24M per year in the first five years. The purple line shows PCI improving from 55 to 70 with an infusion of \$8.3M annually over the next 12 years.

Table 5: Paving Projection Scenarios



Staff continue to review the information and assumptions in Table 5, so future versions of this chart may reflect more accurate and improved estimates.

The current state of Berkeley’s streets continues to be unacceptable. More information can be found in the City Auditor’s November 19, 2020 report, *Rocky Road: Berkeley Streets at Risk and Significantly Underfunded*. In addition, Public Works provides a biennial *Pavement Management Program Update*, which provides a description of pavement maintenance treatments, condition data by street segment, and funding scenarios to address deferred street maintenance. The *Update* is available at: <https://berkeleyca.gov/city-services/streets-sidewalks-sewers-and-utilities/street-repair>. This Update’s is responsive to the *Street Maintenance Policy*’s requests for “the level of funding and activities needed to expand roadway improvements to achieve the stated goals of this policy.”

By a large majority, voters approved Measure R in 2018, which proposed to develop “a 30-year plan to identify and guide implementation of climate-smart, technologically advanced, integrated, and efficient infrastructure to support a safe, vibrant and resilient future for Berkeley.” A group of community volunteers drafted a *Vision 2050 Framework*, approved by City Council in September 2020, and one of the recommendations of that Framework was development of a *Strategic Asset Management Plan*, which was developed and accepted by City Council along with an adopted *Asset Management*

*Policy.* That plan and policy prioritized ensuring our public assets are inventoried, condition assessed, and the use of asset management software. The street network is inventoried, has routine condition assessments, and uses asset management software.

The *Street Maintenance Policy* and *Vision 2050 Framework* both encourage integrated planning. Public Works implementation of *Five Year Plans* has and will continue to include integrated features such as American with Disabilities Act curb ramps, high visibility crosswalks, pervious concrete, speed humps, diverters, pedestrian refuges, traffic circles, and where technically and financially feasible, improvements recommended by the City's adopted Pedestrian and Bicycle Plans.

After the City Council approval of this proposed *Five Year Plan*, the Engineering and Transportation Divisions will coordinate to identify specific transportation improvements from City Council's adopted plans that could be incorporated into the approved street repair projects. Where necessary, the Transportation Division's Planning Unit may lead additional public engagement, design, and/or environmental clearance processes, and potentially identify supplemental sources of funding for the transportation improvements.

*Vacancies and Process Improvements.* As of August 2023, the Engineering Division has a 24% vacancy rate. Of 42 positions in the division, 32 are filled and 10 are vacant. This division's vacancy rate has hovered between 18-25% for at least several years. These vacancies means staff time is one of the City's most limited resources. Modernized, more efficient processes can deliver better, more timely value for our residents despite limited staff time.

The current process requires five City Council approvals for streets to get paved. Those approvals include:

- Adoption of *5 Year Rehabilitation Plan* every two years after consultation with the Transportation and Infrastructure Commission
- Adoption of Biennial Budget every two years
- Adoption of Mid Cycle Budget annually
- Approval of the Invitation of Bids annually
- Approval of paving construction contract annually

Each of these approvals require City Council and staff time, the latter of which is billed against the project and reduces the amount available for paving. Assuming the first three City Council approvals remained, the City Manager could be delegated authority to approve the last two bullets. Staff estimate that such a change would deliver paving projects three months faster and save many staff hours.

In addition, staff procures a paving construction contract annually. Each procurement requires significant time and cost. Staff are exploring an invitation for bid that includes a base year plus up to four, one-year amendments to cover the adopted *5 Year Plan*. These



amendments would be exercised at the City's discretion, thus ensuring quality contractor performance, and amendments would be based on a pre-determined cost escalator. Other cities have used this approach, as doing so incentivizes bidders to provide more competitive bid prices given the prospect of multi-year work.

#### ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Streets in good condition are lower stress and improve safety for those who bike, walk, or use public transit, thus are important for promoting non-automobile trips and lowering greenhouse gas emissions consistent with the City's 2009 Climate Action Plan and Climate Emergency Declaration. The majority of pavement material that is removed from streets will be returned to the material supplier for processing and recycling for use as aggregate base or pavement aggregate.

#### RATIONALE FOR RECOMMENDATION

The proposed *Plan* complies with, and advances the priorities within, the City's adopted *Street Maintenance Policy*, introduces more intersection daylighting and green infrastructure, and for the first time in many years, maintains and even slightly improves the City's paving condition over the course of the planning period.

#### ALTERNATIVE ACTIONS CONSIDERED

Staff did not consider alternative actions as the City Council is required to update the *Five-Year Plan* per the Policy. If no plan is approved, Public Works will have no streets to design for summer 2024 and no paving will occur. If only a portion of the years are approved, then that will conflict with the priorities in the *Street Maintenance Policy* and *Vision 2050 Framework*, which both urge long term planning.

#### CONTACT PERSON

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Ronald Nevels, Manager of Engineering, Public Works, 510-981-6439

#### Attachments:

1. Proposed Five-Year Street Rehabilitation Plan for FY 2024 to FY 2028
2. Proposed Five-Year Street Rehabilitation Plan Map

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2023* Holdover	CRESTON RD	GRIZZLY PEAK BLVD (N)	SUNSET LANE	R	Heavy Rehab	\$ 373,511		6	N	N	0.36	53	6/1/1995	RECONSTRUCT STRUCTURE
2023* Holdover	GRIZZLY PEAK BLVD	NORTH CITY LIMIT (SPRUCE	EUCLID AVE	C	Heavy Rehab	\$ 412,165		6	N	3C	0.20	23	11/1/1990	MILL AND THICK OVERLAY
2023* Holdover	GRIZZLY PEAK BLVD	EUCLID AVE	KEELER AVE	C	Heavy Rehab	\$ 332,491		6	N	3E, C	0.21	19	11/1/1990	MILL AND THICK OVERLAY
2023* Holdover	GRIZZLY PEAK BLVD	KEELER AVE	MARIN AVE	C	Heavy Rehab	\$ 455,344		6	N	3C*, C	0.27	19	10/1/1992	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	SAN PABLO AVE	STANNAGE AVE	R	Reconstruct	see total below	Y	1	N	N	0.09	52	9/13/2002	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	STANNAGE AVE	NORTHSIDE AVE	R	Heavy Rehab	see total below		1	N	N	0.17	63	9/13/2002	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	NORTHSIDE AVE	PERALTA AVE	R	Heavy Rehab	see total below		1	N	N	0.10	70	9/13/2002	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	PERALTA AVE	GILMAN ST	R	Heavy Rehab	see total below		1	N	N	0.27	47	9/13/2002	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	GILMAN ST	SACRAMENTO ST	R	Reconstruct	see total below	Y	1	N	3A, C	0.10	23	9/13/2002	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	SACRAMENTO ST	HOPKINS CT	A	Reconstruct	see total below	Y	15	N	3A, C, VZ	0.04	45	9/13/2002	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	HOPKINS CT	MONTEREY AVE	C	Reconstruct	see total below	Y	5	N	3A, C, VZ	0.05	41	9/13/2002	MILL AND OVERLAY W/FABRIC
2023 Holdover	HOPKINS ST	MONTEREY AVE	MC GEE AVE	C	Reconstruct	see total below	Y	5	N	2A, C	0.05	42	12/1/1989	RECONSTRUCT STRUCTURE (AC)
2023 Holdover	HOPKINS ST	MC GEE AVE	CARLOTTA AVE	C	Reconstruct	see total below	Y	5	N	2A, C	0.06	45	12/1/1989	RECONSTRUCT STRUCTURE (AC)
2023 Holdover	HOPKINS ST	CARLOTTA AVE	JOSEPHINE ST	C	Reconstruct	see total below	Y	5	N	2A, C	0.35	40	12/1/1989	MILL AND OVERLAY
2023 Holdover	HOPKINS ST	JOSEPHINE ST	THE ALAMEDA	C	Reconstruct	see total below	Y	5	N	4*, C	0.06	44	7/1/1991	RECONSTRUCT STRUCTURE
2023 Holdover	HOPKINS ST	THE ALAMEDA	SUTTER ST	C	Reconstruct	\$ 6,400,000	Y	5	N	4*	0.26	26	7/1/1991	MILL AND THICK OVERLAY
2023* Holdover	ROSEMONT AVE	CRESTON RD	VISTAMONT AVE	R	Heavy Rehab	\$ 115,200		6	N	N	0.10	37	10/20/2000	MILL AND OVERLAY
2023* Holdover	VISTAMONT AVE	WOODMONT AVE	SOUTH END	R	Heavy Rehab	\$ 262,044		6	N	N	0.25	39	N/A	
2023* Holdover	VISTAMONT AVE	NORTH END	WOODMONT AVE NEAR SUNSET LN	R	Reconstruct	\$ 220,489		6	N	N	0.10	9	N/A	
2023* Holdover	WOODMONT AVE	WILDCAT CANYON & CRESTON BLVD	ROSEMONT AVE	R	Reconstruct	\$ 428,222		6	N	N	0.22	22	N/A	
2023* Holdover	WOODMONT AVE	ROSEMONT AVE	SUNSET LANE	R	Light Rehab	\$ 196,444		6	N	N	0.32	54	10/20/2000	THICK OVERLAY
2023* Holdover	WOODMONT CT	WOODMONT AVE (NORTH)	WOODMONT AVE (SOUTH)	R	Heavy Rehab	\$ 58,267		6	N	N	0.05	36	N/A	
	CONTINGENCY					\$ 285,418								
	MRP REQUIREMENTS					\$ 4,125,000								
	TOTAL					\$ 13,664,596					3.71			

Hopkins Total \$ 10,525,000  
 Woodmont Cluster Total \$ 3,139,596

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

\*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2024	7TH ST	HARRISON ST	CAMELIA ST	R	Heavy Rehab	\$ 420,000		1	Y	N	0.26	19	N/A	
2024	7TH ST	CAMELIA ST	VIRGINIA ST	R	Heavy Rehab	\$ 674,400		1	Y	N	0.38	35	4/1/2001	MILL AND OVERLAY W/FABRIC
2024	7TH ST	VIRGINIA ST	UNIVERSITY	R	Heavy Rehab	\$ 550,000		1	Y	N	0.31	30	11/1/1990	MILL AND OVERLAY W/FABRIC
2024	10TH ST	CAMELIA ST	CEDAR ST	R	Heavy Mtce	\$ 123,600		1	Y	N	0.25	62	4/1/2001	RECONSTRUCT STRUCTURE
2024	10TH ST	CEDAR ST	VIRGINIA ST	R	Heavy Rehab	\$ 228,000		1	Y	N	0.13	45	4/1/2001	MILL AND OVERLAY W/FABRIC
2024	10TH ST	VIRGINIA ST	DELAWARE ST	R	Reconstruct	\$ 454,800		1	Y	N	0.13	10	9/1/1991	MILL AND OVERLAY W/FABRIC
2024	10TH ST	DELAWARE ST	UNIVERSITY AVE	R	Reconstruct	\$ 647,200		1	Y	N	0.18	11	9/1/1991	MILL AND OVERLAY W/FABRIC
2024	ACROFT CT	ACTON ST	DEAD END	R	Heavy Mtce	\$ 12,000		2	Y	N	0.05	60	11/1/1988	RECONSTRUCT SURFACE
2024	ACTON CIRCLE	DEAD END	ACTON	R	Reconstruct	\$ 57,920		2	Y	N	0.02	25	N/A	
2024	ACTON CRESCENT	ACTON ST	EAST DEAD	R	Reconstruct	\$ 179,853		2	Y	N	0.09	27	N/A	
2024	ACTON ST	ADDISON ST	UNIVERSITY	R	Heavy Rehab	\$ 102,667		2	Y	N	0.06	41	8/10/1998	MILL AND OVERLAY W/FABRIC
2024	ACTON ST	ADDISON ST	BANCROFT WAY	R	Heavy Rehab	\$ 372,000		2	Y	N	0.26	42	12/1/1987	RECONSTRUCT SURFACE
2024	ACTON ST	BANCROFT WAY	DWIGHT WAY	R	Reconstruct	\$ 884,480		2	Y	N	0.25	17	10/1/1992	MILL AND THICK OVERLAY
2024	ACTON ST	DWIGHT WAY	BLAKE ST	R	Heavy Rehab	\$ 114,400		2	Y	N	0.06	36	6/16/2000	RECONSTRUCT SURFACE
2024	ACTON ST	BLAKE ST	PARKER ST	R	Reconstruct	\$ 231,200		2	Y	N	0.06	12	N/A	
2024	ACTON ST	PARKER ST	WARD ST	R	Reconstruct	\$ 635,120		2	Y	N	0.17	15	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	CAMELIA ST	8TH ST	SAN PABLO AVE	R	Reconstruct	\$ 697,680		1	Y	3E	0.20	19	4/1/2001	RECONSTRUCT SURFACE
2024	CHANNING WAY	SAN PABLO AVE	SACRAMENTO	R	Heavy Rehab	\$ 914,500		2	Y	3E	0.53	50	9/2/2008	MILL AND THICK OVERLAY
2024*	CORNELL AVE	NORTH CITY	GILMAN ST	R	Heavy Rehab	\$ 102,000		1	N	N	0.14	40	11/1/1986	MILL AND OVERLAY W/FABRIC
2024	DERBY ST	MABEL ST	SACRAMENTO ST	R	Heavy Rehab	\$ 456,020		2	Y	3E	0.25	32	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	EUCLID AVE	GRIZZLY PEAK	MARIN AVE	C	Heavy Mtce	\$ 311,242		6	N	C	0.58	73	11/30/2001	RECONSTRUCT STRUCTURE
2024	EUCLID AVE	MARIN AVE	REGAL RD	R	Heavy Mtce	\$ 96,667		6	N	C	0.11	69	11/21/2001	RECONSTRUCT STRUCTURE
2024	EUCLID AVE	REGAL RD	CRAGMONT	C	Heavy Mtce	\$ 180,778		6	N	C	0.28	71	11/30/2001	RECONSTRUCT STRUCTURE
2024	GILMAN ST	SAN PABLO AVE	SANTA FE AVE	A	Heavy Rehab	\$ 683,116		1	N	4*, C	0.27	48	10/2007	MILL AND OVERLAY
2024	HEARST AVE	6TH ST	SAN PABLO AVE	C	Reconstruct	\$ 1,306,200		1	Y	N	0.31	25	10/1/1994	MILL AND OVERLAY W/FABRIC
2024	KEITH AVE	SPRUCE ST	EUCLID AVE	C	Heavy Mtce	\$ 106,759		6	N	N	0.28	70	6/5/2016	SLURRY SEAL
2024	KEITH AVE	EUCLID AVE	SHASTA RD	C	Heavy Mtce	\$ 181,120		6	N	N	0.49	74	6/5/2016	SLURRY SEAL
2024	MABEL ST	DWIGHT WAY	PARKER ST	R	Heavy Rehab	\$ 236,400		2	Y	3E	0.12	31	9/1/1993	MILL AND OVERLAY W/FABRIC
2024	MABEL ST	PARKER ST	DERBY ST	R	Reconstruct	\$ 468,400		2	Y	3E	0.12	21	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	MABEL ST	DERBY ST	WARD ST	R	Heavy Rehab	\$ 97,400		2	Y	3E	0.06	33	10/1/1992	MILL AND OVERLAY W/FABRIC
2024	MC KINLEY AVE	ADDISON ST	DWIGHT WAY	R	Heavy Rehab	\$ 1,014,800		4	N	N	0.51	35	7/1/1993	RECONSTRUCT SURFACE
2024	SPRUCE ST	GRIZZLY PEAK	ALTA RD	C	Heavy Mtce	\$ 80,090		56	N	3C, C	0.15	70	8/12/2005	RECONSTRUCT STRUCTURE
2024	SPRUCE ST	ALTA RD	MARIN AVE	C	Light Mtce	\$ 183,713		56	N	3C, C	0.83	76	8/12/2005	RECONSTRUCT STRUCTURE
2024	SPRUCE ST	MARIN AVE	ARCH ST	C	Light Mtce	\$ 94,599		56	N	3C, C	0.33	72	8/12/2005	RECONSTRUCT STRUCTURE
2024	SPRUCE ST	EUNICE ST	ROSE ST	C	Heavy Mtce	\$ 126,430		56	N	3C, C	0.26	66	6/15/2016	ARAM CAPE SEAL
2024	SPRUCE ST	ROSE ST	VINE ST	R	Heavy Mtce	\$ 56,865		56	N	3C	0.13	69	12/1/2017	ARAM CAPE SEAL
2024	SPRUCE ST	VINE ST	CEDAR ST	R	Heavy Mtce	\$ 54,809		56	N	3C	0.13	67	6/15/2016	ARAM CAPE SEAL
2024	SPRUCE ST	CEDAR ST	VIRGINIA ST	R	Light Mtce	\$ 35,171		6	N	3C	0.13	87	10/10/2016	RECONSTRUCT SURFACE
2024	SPRUCE ST	VIRGINIA ST	HEARST AVE	R	Heavy Mtce	\$ 91,696		6	N	3C	0.20	64	6/15/2016	SLURRY SEAL
2024	VIRGINIA ST	SAN PABLO AVE	ACTON ST	R	Light Mtce	\$ 86,000		1	N	3E	0.47	82	8/29/2008	MILL AND THICK OVERLAY
2024	VIRGINIA ST	ACTON ST	SACRAMENTO	R	Heavy Mtce	\$ 91,367		1	N	3E	0.13	74	8/29/2008	MILL AND THICK OVERLAY
2024	VIRGINIA ST	SACRAMENTO	MC GEE AVE	C	Heavy Rehab	\$ 502,440		1	N	3E	0.24	48	7/21/1997	MILL AND OVERLAY W/FABRIC
2024	VIRGINIA ST	MC GEE AVE	GRANT ST	C	Heavy Mtce	\$ 79,180		1	N	3E	0.13	60	6/1/1995	MILL AND OVERLAY W/FABRIC
2024	VIRGINIA ST	GRANT ST	MARTIN	C	Light Mtce	\$ 38,800		1	N	3E	0.13	78	6/1/1995	MILL AND OVERLAY W/FABRIC
2024	UTILITY COORDINATION					\$ 365,000								
	CONTINGENCY					\$ 1,406,188								
	MRP REQUIREMENTS					\$ -								
	TOTAL FUNDING				16884585	\$ 15,833,070					10.14			
						32%		bike/ped						

\* in Fiscal Year column denotes coordination with EBMUD project

35%

bike/ped not incl contingency or MRP reqts

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

\*Proposed bike facilities from 2017 Bike Plan.



5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2025	ALLSTON WAY	MILVIA ST	SHATTUCK AVE	R	Heavy Rehab	\$ 228,800		4	N	N	0.14	37	11/1/1990	MILL AND THIN OVERLAY
2025	ARLINGTON AVE	NORTH CITY	THOUSAND	C	Heavy Mtce	\$ 343,375		5	N	3C,C	0.51	65	1/21/2005	RECONSTRUCT STRUCTURE
2025	ARLINGTON AVE	THOUSAND	THE CIRCLE	C	Heavy Mtce	\$ 420,916		5	N	3C,C	0.56	65	1/21/2005	RECONSTRUCT STRUCTURE
2025	BANCROFT WAY	SAN PABLO AVE	WEST ST	R	Heavy Mtce	\$ 121,920		2	Y	N	0.29	54	12/1/1987	RECONSTRUCT SURFACE
2025	BANCROFT WAY	WEST ST	SACRAMENTO	R	Heavy Mtce	\$ 89,680		2	Y	N	0.21	69	12/1/1987	RECONSTRUCT SURFACE
2025	BANCROFT WAY	SACRAMENTO	MARTIN	R	Heavy Rehab	\$ 940,800		4	N	N	0.50	33	11/1/1990	MILL AND THIN OVERLAY
2025	CALIFORNIA ST	OREGON ST	ASHBY AVE	R	Heavy Rehab	\$ 363,667		3	Y	3E	0.18	34	10/1/1994	MILL AND OVERLAY W/FABRIC
2025	EUCLID AVE	BAYVIEW PL	CEDAR ST	C	Heavy Rehab	\$ 695,412		6	N	3C, C	0.36	28	11/1/1990	MILL AND OVERLAY W/FABRIC
2025	EUCLID AVE	CEDAR ST	HEARST AVE	C	Heavy Rehab	\$ 614,509		6	N	3C, C	0.31	41	11/1/1990	MILL AND OVERLAY W/FABRIC
2025	HARMON ST	IDAHO ST	SACRAMENTO	R	Reconstruct	\$ 829,900		2	Y	3E	0.19	15	9/1/1991	MILL AND OVERLAY W/FABRIC
2025	HASTE ST	PIEDMONT AVE	COLLEGE AVE	A	Heavy Rehab	\$ 270,400		7	N	VZ	0.12	43	8/1/1993	MILL AND OVERLAY W/FABRIC
2025	HASTE ST	COLLEGE AVE	BOWDITCH ST	A	Heavy Rehab	\$ 313,947		7	N	VZ	0.13	41	8/1/1993	MILL AND OVERLAY W/FABRIC
2025	HASTE ST	BOWDITCH ST	FULTON ST	A	Heavy Rehab	\$ 1,304,756		47	N	VZ	0.51	35	8/1/1993	MILL AND OVERLAY W/FABRIC
2025	HASTE ST	FULTON ST	SHATTUCK AVE	A	Heavy Rehab	\$ 241,280		4	N	VZ	0.11	29	8/1/1993	MILL AND OVERLAY W/FABRIC
2025	IDAHO ST	66TH ST	ALCATRAZ AVE	R	Reconstruct	\$ 547,888		2	Y	3E	0.16	18	5/1/1996	THIN AC OVERLAY
2025	MABEL ST	WARD ST	RUSSELL ST	R	Heavy Rehab	\$ 388,790		2	Y	3E	0.23	29	9/1/1991	MILL AND OVERLAY W/FABRIC
2025	MABEL ST	RUSSELL ST	ASHBY AVE	R	Heavy Rehab	\$ 178,360		2	Y	3E	0.10	32	9/1/1991	MILL AND OVERLAY W/FABRIC
2025	MABEL ST	ASHBY AVE	66TH ST	R	Heavy Mtce	\$ 111,480		2	Y	3E	0.24	71	6/30/2010	MILL AND THIN OVERLAY
2025	MATHEWS ST	WARD ST	RUSSELL ST	R	Heavy Rehab	\$ 392,560		2	Y	N	0.23	25	11/1/1990	MILL AND THIN OVERLAY
2025	MENDOCINO AVE	ARLINGTON AVE	LOS ANGELES	R	Reconstruct	\$ 721,600		5	N	N	0.31	22	N/A	
2025	MENDOCINO PL	MENDOCINO AVE	LOS ANGELES	R	Reconstruct	\$ 52,116		5	N	N	0.02	21	N/A	
2025	OREGON ST	SAN PABLO AVE	MABEL ST	R	Reconstruct	\$ 537,740		2	Y	3E	0.15	18	11/1/1990	MILL AND THIN OVERLAY
2025	OREGON ST	CALIFORNIA ST	GRANT ST	R	Reconstruct	\$ 895,264	Y	3	Y	N	0.25	10	10/1/1992	MILL AND OVERLAY W/FABRIC
2025	OREGON ST	GRANT ST	MARTIN LUTHER KING	R	Heavy Rehab	\$ 156,000		3	Y	N	0.09	31	6/16/2000	RECONSTRUCT SURFACE
2025	PARK ST	WARD ST	BURNETT ST	R	Reconstruct	\$ 894,128	Y	2	Y	N	0.26	18	9/1/1991	MILL AND OVERLAY W/FABRIC
2025	RUSSELL ST	SAN PABLO AVE	PARK ST	R	Reconstruct	\$ 815,755	Y	2	Y	3E	0.23	29	9/1/1991	MILL AND OVERLAY W/FABRIC
2025	SACRAMENTO ST	UNIVERSITY AVE	DWIGHT WAY	A	Light Mtce	\$ 224,075		24	Y	C,VZ	0.57	69	12/2/2011	MILL AND THICK OVERLAY
2025	SACRAMENTO ST (SB)	DWIGHT WAY	OREGON ST	A	Light Mtce	\$ 98,560		23	Y	C,VZ	0.44	75	11/21/2011	RECONSTRUCT STRUCTURE
2025	SACRAMENTO ST (NB)	OREGON ST	DWIGHT WAY	A	Light Mtce	\$ 101,640		23	Y	C,VZ	0.44	82	11/21/2011	RECONSTRUCT STRUCTURE
2025	SACRAMENTO ST	OREGON ST	ASHBY AVE	A	Light Mtce	\$ 97,764		23	Y	C,VZ	0.19	86	11/21/2011	RECONSTRUCT STRUCTURE
2025	SACRAMENTO ST	ASHBY AVE	SOUTH CITY LIMIT	A	Light Mtce	\$ 184,662		2	Y	C,VZ	0.41	84	6/26/2013	MILL AND OVERLAY
2025	WALLACE ST	WARD ST	RUSSELL ST	R	Reconstruct	\$ 790,089		2	Y	N	0.23	17	11/1/1990	MILL AND THIN OVERLAY
2025	WILDCAT CANYON RD	GRIZZLY PEAK	SUNSET LANE	C	Light Mtce	\$ 121,347		6	N	3C	0.71	78	7/25/2014	MILL AND OVERLAY
2025	WILDCAT CANYON RD	SUNSET LN	THE SPIRAL	C	Light Mtce	\$ 72,734		6	N	3C	0.45	78	7/25/2014	MILL AND OVERLAY
2025	WILDCAT CANYON RD	THE SPIRAL	EAST CITY	C	Light Rehab	\$ 682,411		6	N	3C	0.68	71	7/25/2014	MILL AND OVERLAY
2025	UTILITY					\$ 800,000								
	CONTINGENCY					\$ 1,484,432								
	MRP REQUIREMENTS					\$ 1,125,000								
					18269887	\$18,253,757					10.49			
						37%			bike/ped					
						43%			bike/ped not incl contingency or MRP reqts					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

\*Proposed bike facilities from 2017 Bike Plan.



5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2026	ACTON ST	WARD ST	RUSSELL ST	R	Reconstruct	\$ 781,024		2	Y	N	0.22	16	10/11/1992	MILL AND OVERLAY W/FABRIC
2026	ACTON ST	RUSSELL ST	ASHBY AVE	R	Light Mtce	\$ 16,183		2	Y	N	0.09	77	6/15/2016	ARAM CAPE SEAL
2026	ADDISON ST	AQUATIC PARK	RRX	R	Heavy Mtce	\$ 42,898		2	N	3E	0.09	69	2/24/2012	RECONSTRUCT STRUCTURE
2026	ADDISON ST	RRX	4TH ST	R	Light Mtce	\$ 13,304		2	N	3E	0.06	80	8/27/1987	MILL AND OVERLAY W/FABRIC
2026	ADDISON ST	4TH ST	6TH ST	R	Reconstruct	\$ 470,580		2	Y	3E	0.13	18	8/27/1987	MILL AND OVERLAY W/FABRIC
2026*	ADDISON ST	6TH ST	SAN PABLO AVE	R	Reconstruct	\$ 1,146,652		2	Y	3E	0.31	16	8/27/1997	MILL AND OVERLAY W/FABRIC
2026	ADDISON ST	SAN PABLO AVE	CURTIS ST	R	Reconstruct	\$ 485,880		2	Y	3E	0.14	23	8/18/1997	MILL AND OVERLAY W/FABRIC
2026	ALCATRAZ AVE	SACRAMENTO ST	ADELINE ST	C	Heavy Mtce	\$ 224,284		3	Y	2B	0.35	65	N/A	
2026	ALCATRAZ AVE	ADELINE ST	CITY LIMIT	C	Light Mtce	\$ 63,833		3	N	2A	0.17	91	8/14/2015	MILL AND OVERLAY
2026	COLUSA AVE	SOLANO AVE	MARIN AVE	C	Heavy Mtce	\$ 90,462		5	N	2A	0.13	68	12/1/1989	RECONSTRUCT STRUCTURE
2026	DOHR ST	WARD ST	RUSSELL ST	R	Reconstruct	\$ 791,520		2	Y	N	0.22	19	10/1/1992	MILL AND OVERLAY W/FABRIC
2026	DOHR ST	RUSSELL ST	ASHBY AVE	R	Reconstruct	\$ 202,035		2	Y	N	0.09	21	10/1/1992	MILL AND OVERLAY W/FABRIC
2026	FRANCISCO ST	SACRAMENTO	MARTIN	R	Reconstruct	\$ 1,796,160		1	N	N	0.49	19	10/1/1995	RECONSTRUCT SURFACE
2026	GRIZZLY PEAK BLVD	HILL RD	EAST CITY LIMIT	C	Heavy Rehab	\$ 841,827		6	N	3C, C	0.48	50	11/1/1986	THICK OVERLAY W/FABRIC
2026	HARMON ST	SACRAMENTO ST	ADELINE ST	R	Heavy Mtce	\$ 249,800		3	Y	3E	0.38	63	12/1/1989	RECONSTRUCT STRUCTURE
2026	MARIN AVE	WEST CITY LIMIT	THE ALAMEDA	A	Light Mtce	\$ 160,300		5	N	2A,VZ	0.31	81	11/30/2011	MILL AND THICK OVERLAY
2026	MARIN AVE	THE ALAMEDA	THE CIRCLE	A	Light Mtce	\$ 111,800		5	N	2A,C,VZ	0.22	79	11/30/2011	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	YOLO AVE	CEDAR ST	A	Heavy Mtce	\$ 313,200		5	N	C,VZ	0.49	52	8/11/2008	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	CEDAR ST	UNIVERSITY AVE	A	Heavy Mtce	\$ 496,440		14	N	C,VZ	0.56	61	8/11/2008	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	UNIVERSITY AVE	ADDISON ST	A	Heavy Rehab	\$ 246,412		4	N	C,VZ	0.06	90	3/26/2022	SLURRY SEAL
2026	MARTIN LUTHER KING	ADDISON ST	ALLSTON WAY	A	Heavy Rehab	\$ 461,067		4	N	C,VZ	0.13	53	8/11/2008	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	ALLSTON WAY	DWIGHT WAY	A	Light Rehab	\$ 997,920		4	N	C,VZ	0.38	62	8/11/2008	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	DWIGHT WAY	ASHBY AVE	A	Light Rehab	\$ 1,705,032		3	Y	C,VZ	0.64	55	8/11/2008	MILL AND THICK OVERLAY
2026	MARTIN LUTHER KING	ASHBY AVE	WOOLSEY/ADELINE	A	Heavy Mtce	\$ 192,075		3	Y	C,VZ	0.19	65	8/11/2008	MILL AND THICK OVERLAY
2026	MONTEREY AVE	MARIN AVE	THE ALAMEDA	C	Light Mtce	\$ 27,111		5	N	C	0.08	85	11/30/2011	MILL AND THICK OVERLAY
2026	OREGON ST	PARK ST	SACRAMENTO	R	Reconstruct	\$ 640,912		2	Y	N	0.19	24	11/1/1990	MILL AND THIN OVERLAY
2026	RUSSELL ST	PARK ST	SACRAMENTO	R	Reconstruct	\$ 685,276		2	Y	3E	0.19	25	8/1/1993	MILL AND OVERLAY W/FABRIC
2026	SACRAMENTO ST	HOPKINS ST	ROSE ST	A	Heavy Mtce	\$ 127,212		15	N	VZ	0.15	59	12/1/1989	RECONSTRUCT STRUCTURE
2026	SACRAMENTO ST	ROSE ST	CEDAR ST	A	Heavy Mtce	\$ 167,310		15	N	VZ	0.16	60	8/26/2008	MILL AND THICK OVERLAY
2026	SACRAMENTO ST	CEDAR ST	VIRGINIA ST	A	Heavy Rehab	\$ 530,613		2	N	C,VZ	0.13	44	8/26/2008	MILL AND THICK OVERLAY
2026	SACRAMENTO ST	VIRGINIA ST	UNIVERSITY	A	Light Mtce	\$ 169,280		2	N	C,VZ	0.30	84	8/14/2015	MILL AND OVERLAY
2026	SOLANO AVE	TULARE AVE	COLUSA AVE	C	Light Mtce	\$ 80,710		5	N	4*,C	0.14	79	8/9/2005	RECONSTRUCT STRUCTURE
2026	SOLANO AVE	COLUSA AVE	THE ALAMEDA	C	Light Mtce	\$ 52,850		5	N	4*,C	0.14	78	8/9/2005	RECONSTRUCT STRUCTURE
2026	SOLANO AVE	THE ALAMEDA	CONTRA COSTA	C	Heavy Mtce	\$ 62,043		5	N	4*,C	0.10	70	12/1/2017	SLURRY SEAL
2026	NORTHBRAE TUNNEL	CONTRA COSTA	DEL NORTE ST	C	Light Mtce	\$ 38,728		5	N	4*,C	0.27	92	11/30/2017	RECONSTRUCT STRUCTURE
2026	THE ALAMEDA	SOLANO AVE	MARIN AVE	A	Light Mtce	\$ 91,000		5	N	4*,C	0.18	92	11/30/2017	MILL AND THICK OVERLAY
2026	THE ALAMEDA	MARIN AVE	HOPKINS ST	A	Light Mtce	\$ 134,827		5	N	4*,C	0.26	92	11/30/2017	MILL AND THICK OVERLAY
2026	THE ALAMEDA	HOPKINS ST	YOLO AVE	A	Heavy Mtce	\$ 41,580		5	N	C	0.04	69	12/1/2017	SLURRY SEAL
2026	THOUSAND OAKS	COLUSA AVE	VINCENTE AVE	C	Heavy Mtce	\$ 36,006		5	N	N	0.07	74	6/15/2016	SLURRY SEAL
2026	THOUSAND OAKS	VINCENTE AVE	THE ALAMEDA	C	Heavy Mtce	\$ 82,133		5	N	N	0.16	68	6/15/2016	SLURRY SEAL
2026	THOUSAND OAKS	THE ALAMEDA	ARLINGTON	C	Heavy Mtce	\$ 139,843		5	N	N	0.30	73	6/15/2016	SLURRY SEAL
2026	UTILITY					\$ 900,000								
	CONTINGENCY					\$ 1,500,812								
	MRP REQUIREMENTS					\$ -								
					17412997	\$17,408,935					9.18			
						29%		bike/ped						
						32%		bike/ped not incl contingency						

\* in Fiscal Year column denotes coordination with EBMUD project

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

\*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
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**FISCAL YEAR 2026 TOTALS**

**Total Estimated Cost and Miles** \$17,408,935 9.18 miles

	Mileage	Estimated Cost	% Cost	% Mileage
Arterials	4.19	\$5,946,067	37%	46%
Collectors	2.39	\$1,739,831	11%	26%
Residentials	2.60	\$7,322,225	46%	28%
Bikeways	4.04	\$5,047,055	32%	44%
Curb Ramps		\$480,000	3%	
<b>Total</b>		<b>\$5,527,055</b>	<b>35%</b>	
Equity Zone	2.31	\$5,694,147	36%	25%
Equity Zone w/Arterials	3.13	\$7,591,254	48%	34%

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

\*Proposed bike facilities from 2017 Bike Plan.



5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2027	6TH	CAMELIA ST	CEDAR ST	C	Heavy Mtce	\$ 217,778		1	Y	2B, VZ	0.25	74	8/31/2004	MILL AND OVERLAY W/FABRIC
2027	6TH	CEDAR ST	VIRGINIA ST	C	Heavy Rehab	\$ 446,925		1	Y	2B, VZ	0.13	54	4/1/2001	MILL AND OVERLAY W/FABRIC
2027	6TH	VIRGINIA ST	UNIVERSITY AVE	C	Light Rehab	\$ 729,619		1	Y	2B, VZ	0.31	63	4/1/2001	MILL AND OVERLAY W/FABRIC
2027	8TH ST	GILMAN ST	CAMELIA ST	R	Heavy Rehab	\$ 212,445		1	Y	3E	0.12	35	4/1/2001	MILL AND OVERLAY W/FABRIC
2027	8TH ST	CAMELIA ST	PAGE ST	R	Heavy Rehab	\$ 144,978		1	Y	N	0.08	42	4/1/2001	MILL AND OVERLAY W/FABRIC
2027	8TH ST	PAGE ST	JONES ST	R	Reconstruct	\$ 293,378	Y	1	Y	N	0.09	16	9/1/1991	MILL AND OVERLAY W/FABRIC
2027	8TH ST	JONES ST	VIRGINIA ST	R	Reconstruct	\$ 710,367	Y	1	Y	N	0.21	19	9/1/1991	MILL AND OVERLAY W/FABRIC
2027	8TH ST	VIRGINIA ST	UNIVERSITY AVE	R	Reconstruct	\$ 1,131,612	Y	1	Y	N	0.31	17	11/1/1990	MILL AND THIN OVERLAY
2027	BATAAN AVE	7TH ST	8TH ST	R	Reconstruct	\$ 144,294		1	Y	N	0.06	16	N/A	
2027	BELROSE AVE	DERBY ST	CLAREMONT	C	Light Mtce	\$ 30,289		8	N	4*,C	0.12	91	10/10/2016	RECONSTRUCT
2027	BOWDITCH ST	BANCROFT WAY	DURANT AVE	R	Reconstruct	\$ 221,880		7	N	2A	0.06	14	11/1/1990	MILL AND THIN OVERLAY
2027	BOWDITCH ST	DURANT AVE	HASTE ST	R	Reconstruct	\$ 450,660		7	N	2A	0.13	17	11/1/1990	MILL AND THIN OVERLAY
2027	BOWDITCH ST	HASTE ST	DWIGHT WAY	R	Heavy Rehab	\$ 123,000		7	N	2A	0.06	40	7/1/1988	MILL AND OVERLAY W/FABRIC
2027	CAMELIA ST	6TH ST	8TH ST	R	Reconstruct	\$ 406,720		1	Y	N	0.12	24	4/1/2001	RECONSTRUCT SURFACE
2027	CHANNING WAY	SHATTUCK AVE	FULTON ST	R	Light Mtce	\$ 37,720		4	N	2B	0.11	87	8/7/2015	MILL AND OVERLAY
2027	CHANNING WAY	FULTON ST	DANA ST	R	Light Mtce	\$ 87,880		47	N	2B	0.25	87	8/7/2015	MILL AND OVERLAY
2027	CHANNING WAY	DANA ST	BOWDITCH ST	R	Light Mtce	\$ 92,644		7	N	2B	0.25	78	8/7/2015	MILL AND OVERLAY
2027	CHANNING WAY	BOWDITCH ST	COLLEGE AVE	R	Heavy Mtce	\$ 81,844		7	N	2B	0.13	76	8/7/2015	MILL AND OVERLAY
2027	CHANNING WAY	COLLEGE AVE	PIEDMONT AVE	R	Heavy Mtce	\$ 72,000		7	N	2B	0.12	72	8/7/2015	MILL AND OVERLAY
2027	CLAREMONT AVE	EAST CITY LIMIT	RUSSELL ST	C	Reconstruct	\$ 497,733	Y	8	N	VZ	0.11	21	7/1/1994	MILL AND OVERLAY W/FABRIC
2027	CLAREMONT AVE	RUSSELL ST	ASHBY AVE	C	Reconstruct	\$ 506,511	Y	8	N	4,VZ	0.08	18	7/1/1994	MILL AND OVERLAY W/FABRIC
2027	CLAREMONT AVE	ASHBY AVE	SOUTH CITY	C	Heavy Rehab	\$ 1,790,524		8	N	4,VZ	0.57	53	7/1/1994	MILL AND OVERLAY W/FABRIC
2027	CLAREMONT BLVD	BELROSE AVE	CLAREMONT	C	Light Mtce	\$ 38,772		8	N	4,C	0.17	91	10/10/2016	RECONSTRUCT
2027	DELAWARE ST	6TH ST	9TH ST	C	Heavy Mtce	\$ 117,147		1	Y	N	0.18	71	12/1/2017	SLURRY SEAL
2027	DELAWARE ST	9TH ST	SAN PABLO AVE	C	Heavy Mtce	\$ 93,887		1	Y	2A	0.13	73		
2027	DERBY ST	COLLEGE AVE	PIEDMONT AVE	R	Heavy Rehab	\$ 268,765		8	N	3E	0.12	31	8/1/1996	MILL AND OVERLAY W/FABRIC
2027	DERBY ST	PIEDMONT AVE	WARRING ST	R	Heavy Rehab	\$ 114,903		8	N	3E	0.06	27	N/A	
2027	DERBY ST	WARRING ST	BELROSE AVE &	A	Light Mtce	\$ 59,940		8	N	4*,C	0.23	90	10/10/2016	RECONSTRUCT
2027	DWIGHT WAY	MILVIA WAY	SHATTUCK AVE	A	Heavy Mtce	\$ 80,940		4	N	C	0.13	55	12/10/1998	MILL AND OVERLAY W/FABRIC
2027	DWIGHT WAY	SHATTUCK AVE	FULTON ST	A	Light Mtce	\$ 32,000		4	N	N	0.11	86	6/27/2013	MILL AND OVERLAY
2027	DWIGHT WAY	FULTON ST	DANA ST	A	Light Mtce	\$ 70,667		47	N	N	0.25	84	6/27/2013	MILL AND OVERLAY
2027	DWIGHT WAY	DANA ST	TELEGRAPH	A	Heavy Mtce	\$ 85,296		7	N	C	0.13	75	6/27/2013	MILL AND OVERLAY
2027	DWIGHT WAY	TELEGRAPH AVE	BOWDITCH ST	A	Light Mtce	\$ 31,680		78	N	N	0.13	80	8/7/2015	MILL AND OVERLAY
2027	DWIGHT WAY	BOWDITCH ST	COLLEGE AVE	A	Light Mtce	\$ 31,680		78	N	N	0.13	87	8/7/2015	MILL AND OVERLAY
2027	DWIGHT WAY	COLLEGE AVE	PIEDMONT AVE	A	Light Mtce	\$ 37,200		78	N	N	0.15	87	8/30/2015	MILL AND OVERLAY
2027*	FOREST AVE	COLLEGE AVE	CLAREMONT BLVD	R	Heavy Rehab	\$ 618,000		8	N	N	0.36	45	8/1/1996	RECONSTRUCT STRUCTURE (AC)
2027	FRANCISCO ST	SAN PABLO AVE	CHESTNUT ST	R	Reconstruct	\$ 760,933		1	N	N	0.26	17	8/1/1993	RECONSTRUCT SURFACE
2027	FRANCISCO ST	CHESTNUT ST	DEAD END	R	Reconstruct	\$ 629,733		1	N	N	0.21	24	7/1/1995	MILL AND OVERLAY W/FABRIC
2027	GRANT ST	NORTH END	ROSE ST	R	Heavy Rehab	\$ 99,393		5	N	3C	0.06	48	6/1/1995	MILL AND OVERLAY W/FABRIC
2027	GRANT ST	ROSE ST	CEDAR ST	R	Heavy Mtce	\$ 136,806		5	N	3C	0.25	61	6/1/1995	MILL AND OVERLAY W/FABRIC
2027	GRANT ST	CEDAR ST	LINCOLN ST	R	Light Rehab	\$ 66,337		1	N	3C	0.06	55	7/22/1997	MILL AND THICK OVERLAY
2027	GRANT ST	LINCOLN ST	VIRGINIA ST	R	Heavy Rehab	\$ 114,593		1	N	3C	0.06	47	7/22/1997	MILL AND THICK OVERLAY
2027	GRANT ST	VIRGINIA ST	FRANCISCO ST	R	Reconstruct	\$ 232,801		1	N	3C	0.06	24	7/22/1997	MILL AND THICK OVERLAY
2027	GRANT ST	FRANCISCO ST	OHLONE PARK	R	Light Mtce	\$ 42,680		1	N	3C	0.10	97	10/11/2019	MILL AND THICK OVERLAY
2027	GRANT ST	HEARST AVE	UNIVERSITY	R	Heavy Mtce	\$ 72,354		1	N	3C	0.11	63	12/15/2004	RECONSTRUCT SURFACE
2027	GRANT ST	UNIVERSITY AVE	ADDISON ST	R	Light Mtce	\$ 24,700		4	N	3C	0.06	90	12/15/2004	RECONSTRUCT STRUCTURE
2027	GRANT ST	ADDISON ST	ALLSTON WAY	R	Heavy Rehab	\$ 260,686		4	N	3C	0.13	37	9/13/2000	MEDIUM AC OVERLAY
2027	GRANT ST	ALLSTON WAY	BANCROFT WAY	R	Light Mtce	\$ 37,432		4	N	3C	0.13	85	12/15/2004	RECONSTRUCT STRUCTURE
2027	GRANT ST	BANCROFT WAY	CHANNING WAY	R	Heavy Rehab	\$ 262,552		4	N	3C	0.13	41	9/13/2000	MEDIUM AC OVERLAY
2027	GRANT ST	CHANNING WAY	DWIGHT WAY	R	Light Mtce	\$ 31,246		4	N	3C	0.13	77	12/15/2004	RECONSTRUCT STRUCTURE

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

\*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2027	HEARST AVE	SACRAMENTO	CALIFORNIA ST	C	Heavy Mtce	\$ 55,200		1	N	VZ	0.11	61	8/14/2015	FIBER MICROSURFACING
2027	HEARST AVE	CALIFORNIA ST	MC GEE AVE	C	Heavy Mtce	\$ 84,120		1	N	4*,VZ	0.13	65	8/14/2015	FIBER MICROSURFACING
2027	HEARST AVE	MC GEE AVE	MARTIN	C	Heavy Mtce	\$ 171,460		1	N	4*,VZ	0.26	64	8/14/2015	FIBER MICROSURFACING
2027	PIEDMONT AVE	AT END OF	BANCROFT WAY	C	Heavy Mtce	\$ 110,193		7	N	2A,C,VZ	0.14	68	10/1/2012	RECONSTRUCT STRUCTURE
2027	PIEDMONT AVE	BANCROFT WAY	DWIGHT WAY	C	Light Mtce	\$ 126,147		7	N	4,C,VZ	0.26	68	8/17/2006	RECONSTRUCT STRUCTURE
2027	PIEDMONT AVE	DERBY ST	STUART ST	R	Heavy Rehab	\$ 290,646		8	N	3C	0.16	41	7/8/2003	RECONSTRUCT SURFACE
2027	PIEDMONT AVE	STUART ST	RUSSELL ST	R	Light Rehab	\$ 120,128		8	N	3C	0.09	54	7/8/2003	RECONSTRUCT SURFACE
2027	PIEDMONT AVE	RUSSELL ST	ASHBY AVE	R	Light Rehab	\$ 83,717		8	N	N	0.06	76	12/15/2004	RECONSTRUCT SURFACE
2027	PIEDMONT CRESCENT	DWIGHT WAY	WARRING ST	C	Light Mtce	\$ 19,133		8	N	3C,C,VZ	0.05	91	10/10/2016	RECONSTRUCT
2027	VIRGINIA ST	2ND ST	6TH ST	R	Heavy Rehab	\$ 460,250		1	Y	3E	0.25	35	N/A	
2027	VIRGINIA ST	6TH ST	SAN PABLO AVE	R	Heavy Rehab	\$ 543,500		1	Y	3E	0.31	33	4/1/2001	MILL AND OVERLAY W/FABRIC
2027	WARRING ST	DWIGHT WAY	DERBY ST	C	Light Mtce	\$ 76,617		8	N	3C,C,VZ	0.29	90	10/10/2016	RECONSTRUCT
2027	WOOLSEY ST	COLLEGE AVE	CLAREMONT AVE	R	Reconstruct	\$ 851,400	Y	8	N	3A/3C	0.24	29	N/A	
2027	UTILITY					\$ 1,000,000								
	CONTINGENCY					\$ 1,587,644								
	MRP REQUIREMENTS					\$ 1,500,000								
					20189151	\$19,964,080					10.02			

\* in Fiscal Year column denotes coordination with EBMUD project

**FISCAL YEAR 2027 TOTALS**

**Total Estimated Cost and Miles** \$19,964,080 10.02 miles

	Mileage	Estimated Cost	% Cost	% Mileage
Arterials	1.25	\$429,403	3%	12%
Collectors	3.28	\$5,112,054	30%	33%
Residentials	5.48	\$10,334,979	61%	55%
Bikeways	6.83	\$9,874,389	59%	68%
Curb Ramps		\$648,000	4%	
<b>Total</b>		<b>\$10,522,389</b>	<b>62%</b>	
Equity Zone	2.54	\$5,652,899	33%	25%
Equity Zone w/Arterials	2.54	\$5,652,899	33%	25%

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

\*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
2028	5TH ST	UNIVERSITY AVE	DWIGHT WAY	R	Reconstruct	\$ 1,852,471	Y	2	Y	N	0.57	23	11/1/1990	MILL AND THIN OVERLAY
2028	7TH ST	UNIVERSITY AVE	BANCROFT WAY	R	Reconstruct	\$ 1,137,520	Y	2	Y	N	0.32	28	8/28/1997	MILL AND OVERLAY W/FABRIC
2028	7TH ST	BANCROFT WAY	DWIGHT WAY	R	Heavy Rehab	\$ 431,600		2	Y	N	0.25	32	11/1/1990	MILL AND THIN OVERLAY
2028	7TH ST	DWIGHT WAY	GRAYSON ST	C	Heavy Mtce	\$ 193,210		1	N	C	0.35	69	7/7/2008	MILL AND THICK OVERLAY
2028	7TH ST	GRAYSON ST	HEINZ AVE	C	Heavy Mtce	\$ 76,700		1	N	C	0.13	74	7/7/2008	MILL AND THICK OVERLAY
2028	7TH ST	HEINZ AVE	ASHBY AVE	C	Light Mtce	\$ 57,622		1	N	C	0.19	78	10/23/2003	MILL AND THICK OVERLAY
2028	10TH ST	CARLETON ST	HEINZ AVE	R	Reconstruct	\$ 916,160	Y	2	Y	N	0.26	16	6/15/2000	RECONSTRUCT SURFACE
2028	CURTIS ST	UNIVERSITY AVE	DWIGHT WAY	R	Reconstruct	\$ 2,009,440	Y	2	Y	N	0.57	9	8/18/1997	MILL AND THICK OVERLAY
2028	FRANCISCO ST	MARTIN LUTHER	MILVIA ST	R	Reconstruct	\$ 451,520		4	N	N	0.13	24	10/1/1995	RECONSTRUCT SURFACE
2028	FRANCISCO ST	MILVIA ST	SHATTUCK AVE	R	Reconstruct	\$ 463,520		4	N	N	0.13	25	10/1/1995	RECONSTRUCT SURFACE
2028	FULTON ST	KITTREDGE ST	BANCROFT WAY	A	Heavy Mtce	\$ 83,971		47	N	4*	0.06	77	9/13/2002	RECONSTRUCT STRUCTURE
2028	GRANT ST	DWIGHT WAY	OREGON ST	R	Heavy Rehab	\$ 876,506		34	Y	3C	0.43	31	7/1/1993	RECONSTRUCT SURFACE
2028	GRANT ST	NORTH END	RUSSELL ST	R	Heavy Rehab	\$ 62,849		3	Y	3C	0.04	37	6/1/1995	MILL AND OVERLAY W/FABRIC
2028	KITTREDGE ST	MILVIA ST	SHATTUCK AVE	R	Heavy Rehab	\$ 225,600		4	N	N	0.13	40	9/1/1984	SLURRY SEAL
2028	OXFORD ST	HEARST AVE	BERKELEY WAY	A	Light Mtce	\$ 41,293		47	N	4*	0.05	80	9/13/2002	RECONSTRUCT STRUCTURE
2028	OXFORD ST	BERKELEY WAY	UNIVERSITY	A	Heavy Mtce	\$ 82,005		47	N	4*	0.06	71	9/13/2002	RECONSTRUCT STRUCTURE
2028	OXFORD ST	UNIVERSITY AVE	ADDISON ST	A	Heavy Mtce	\$ 81,816		47	N	4*	0.07	74	9/13/2002	RECONSTRUCT STRUCTURE
2028	OXFORD ST	ADDISON ST	KITTREDGE ST	A	Heavy Mtce	\$ 258,487		47	N	4*	0.19	77	9/13/2002	RECONSTRUCT STRUCTURE
2028	SHATTUCK AVE	WARD ST	ASHBY AVE	C	Heavy Mtce	\$ 181,709		3	N	4,C,VZ	0.29	58	11/24/2008	MILL AND THICK OVERLAY
2028	STUART ST	SACRAMENTO ST	MARTIN LUTHER KING	R	Reconstruct	\$ 1,601,680	Y	3	Y	N	0.46	19	9/1/1993	RECONSTRUCT SURFACE
2028	UNIVERSITY AVE	6TH ST	SAN PABLO AVE	A	Heavy Mtce	\$ 368,694		12	Y	4,C,VZ	0.31	66	9/1/2009	RECONSTRUCT STRUCTURE
2028	UNIVERSITY AVE	SAN PABLO AVE	SACRAMENTO	A	Heavy Mtce	\$ 613,793		12	Y	4,C,VZ	0.56	55	11/25/2009	RECONSTRUCT STRUCTURE
2028	UNIVERSITY AVE	SACRAMENTO	MCGEE AVE	A	Heavy Mtce	\$ 292,502		14	N	4,C,VZ	0.25	70	6/10/2010	RECONSTRUCT STRUCTURE
2028	UNIVERSITY AVE	MCGEE AVE	MARTIN	A	Heavy Mtce	\$ 253,508		14	N	4,C,VZ	0.25	68	9/30/2010	RECONSTRUCT STRUCTURE
2028	VIRGINIA ST	MARTIN LUTHER	MILVIA ST	R	Heavy Mtce	\$ 54,400		4	N	3E	0.13	71	6/30/2010	MILL AND THIN OVERLAY
2028	VIRGINIA ST	MILVIA ST	SHATTUCK AVE	R	Light Mtce	\$ 19,680		4	N	3E	0.12	81	6/30/2010	MILL AND THIN OVERLAY
2028	VIRGINIA ST	SHATTUCK AVE	SPRUCE ST	R	Light Rehab	\$ 250,000		46	N	3E	0.19	64	9/13/2002	MILL AND OVERLAY W/FABRIC
2028	VIRGINIA ST	SPRUCE ST	ARCH ST	R	Heavy Mtce	\$ 66,000		6	N	3E	0.09	66	9/13/2002	MILL AND OVERLAY W/FABRIC
2028	VIRGINIA ST	ARCH ST	EUCLID AVE	R	Heavy Mtce	\$ 132,800		6	N	3E	0.20	65	9/13/2002	MILL AND OVERLAY W/FABRIC
2028	WARD ST	ACTON ST	SACRAMENTO ST	R	Reconstruct	\$ 476,912		2	Y	N	0.14	14	9/1/1993	RECONSTRUCT SURFACE
2028	WARD ST	SACRAMENTO ST	MARTIN LUTHER KING	R	Reconstruct	\$ 1,622,672	Y	3	Y	N	0.46	22	9/1/1993	RECONSTRUCT SURFACE
2028	UTILITY COORDINATION					\$ 700,000								
	CONTINGENCY					\$ 1,523,664								
	MRP REQUIREMENTS					\$ 3,000,000								
					20473590	\$20,460,304					7.35			
						18%			bike/ped					
						23%			bike/ped not incl contingency					

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

\*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
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**FISCAL YEAR 2028 TOTALS**

**Total Estimated Cost and Miles** \$20,460,304 7.35 miles

	Mileage	Estimated Cost	% Cost	% Mileage
Arterials	1.80	\$2,076,069	13%	20%
Collectors	0.96	\$509,241	3%	10%
Residentials	4.59	\$12,651,330	80%	50%
Bikeways	3.28	\$3,720,013	23%	36%
Curb Ramps		\$546,000	3%	
<b>Total</b>		<b>\$4,266,013</b>	<b>27%</b>	
Equity Zone	3.48	\$10,987,810	69%	38%
Equity Zone w/Arterials	4.35	\$11,970,296	75%	47%

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

\*Proposed bike facilities from 2017 Bike Plan.

5-YEAR STREET REHABILITATION PLAN FOR FY 2024 TO FY 2028

Revised: 07/17/2023

Fiscal Year	Street Name	From	To	Class	Treatment (from StreetSaver)	Updated Total Cost	MRP Reqt	District	Equity Zone	P	Mileage	Current PCI	Last M&R Date	Last Paved
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**FISCAL YEAR 2024-2028 TOTALS**

**Total Estimated Cost and Miles** \$91,920,146 47.17 miles

	Mileage	Estimated Cost	% Cost	% Mileage
Arterials	10.43	\$11,971,740	14%	22%
Collectors	14.20	\$13,503,182	16%	30%
Residentials	22.54	\$49,552,484	57%	48%
Bikeways	23.98	\$30,440,417	35%	51%
Curb Ramps		\$2,898,000	3%	
<b>Total</b>		<b>\$33,338,417</b>	<b>38%</b>	
Equity Zone	15.09	\$39,100,716	45%	32%
Equity Zone w/Arterials	18.83	\$42,687,011	49%	40%

Total Funding \$91,920,146

Note: Column P denotes presence of bike facility type (1 paved path, 2A 2B bike lane, 3A sign-only, 3C Sharrows, 3E bike blvd, 4 cycle track); C for bus route; VZ for Vision Zero; and N for none.

\*Proposed bike facilities from 2017 Bike Plan.

# Paving Plan FY 24-28

## Legend

T5yr2428\_230526

### Fiscal Year

2024

2025

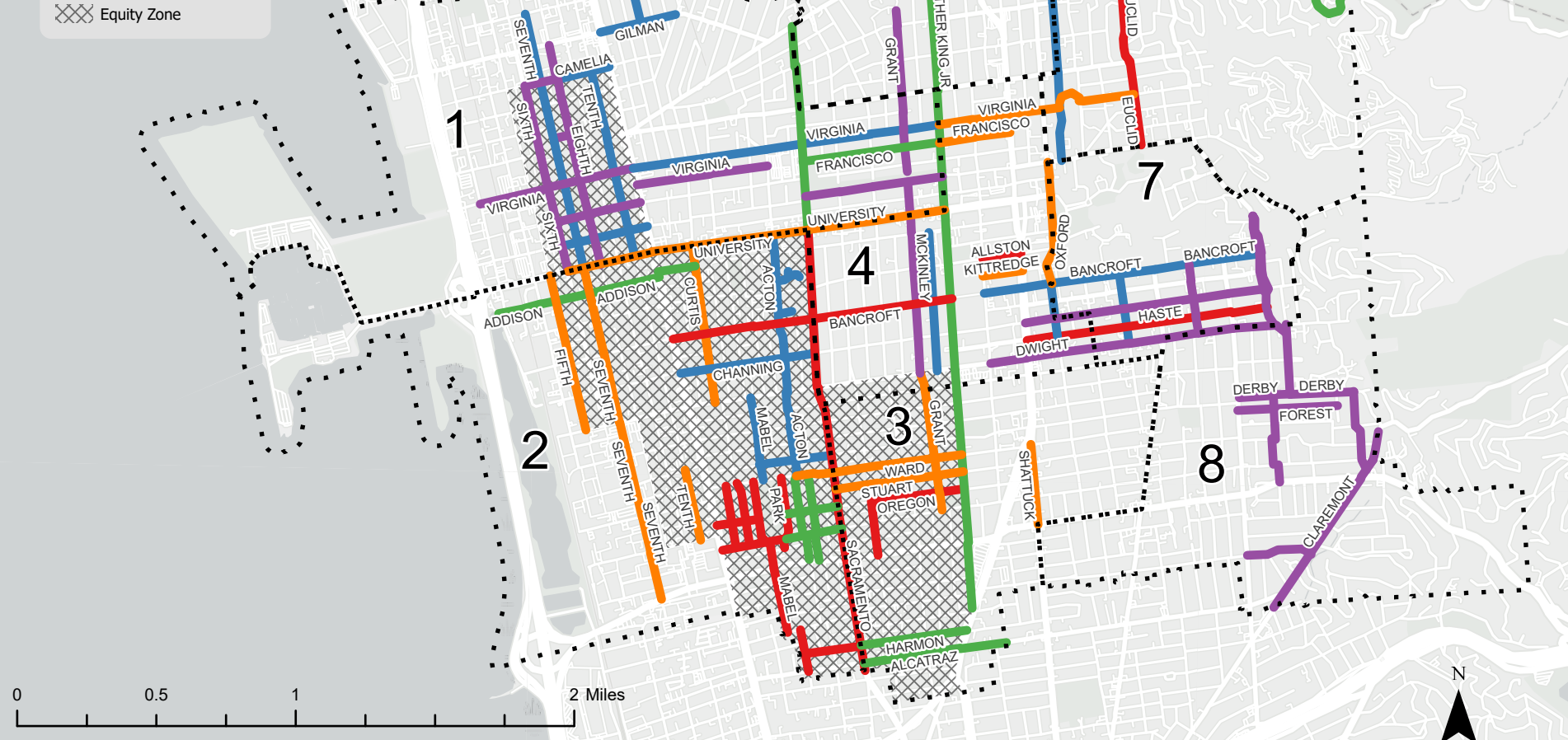
2026

2027

2028

Council Districts

Equity Zone





Transportation and Infrastructure Commission

ACTION CALENDAR  
September 21, 2023

To: Honorable Mayor and Members of the City Council  
From: Transportation and Infrastructure Commission  
Submitted by: Karen Parolek, Chair, Transportation and Infrastructure Commission  
Subject: Transportation and Infrastructure Commission Recommendations for the Five-Year Paving Plan

RECOMMENDATION

Adopt a resolution that recommends approval of the Five-Year Paving Plan for FY2024 to FY2028, with specific advisories.

SUMMARY

The most recent 5-year paving plan was presented to Council on January 25, 2022. The plan was for FY2023 to FY2027 and Council approved the first three years of the plan. The Council also adopted an updated Street Maintenance and Rehabilitation Policy (Street Policy) on January 25, 2022.

This report to Council summarizes changes to the adopted paving plan and provides recommendations for a new 5-year paving plan for FY2024 to FY2028. This report is comprised of the following sections:

1. Review of the new 5-year paving plan
2. Need to increase funding for street improvements
3. Importance of implementing the Vision 2050 recommendations

FISCAL IMPACTS OF RECOMMENDATION

The projected funding for street paving will increase from historical levels of \$7.0 – 7.5 million/year to about \$20 million/year. Tables 1 and 2 show the funding sources for the Five-Year Street Rehabilitation Plan (5-year plan). The City recognizes the importance of improving street paving and has new allocations from the Zero Waste Fund, Storm Water Fund and the General Fund.

Table 1: Current Year and Five-Year Paving Program Funding Source Allocations by Year, in \$					
Fund Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
State Transportation Tax	495,303	495,303	495,303	495,303	495,303
Measure BB – Local Streets & Roads	2,980,000	2,980,000	2,980,000	2,980,000	2,980,000
Measure F Vehicle - Registration Fee	155,000	155,000	155,000	155,000	155,000
Capital Improvement Fund	2,127,562	1,925,000	1,925,000	1,925,000	1,925,000
Road Repair and Accountability Act of 2017	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000
Zero Waste Fund	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000
Storm Water Fund	0	1,125,000	0	1,500,000	1,500,000
General Fund	5,996,598	8,937,022	9,205,132	9,481,286	9,765,725
<b>TOTAL</b>	<b>14,454,463</b>	<b>18,317,325</b>	<b>17,460,435</b>	<b>19,236,589</b>	<b>20,521,028</b>

## CURRENT SITUATION AND ITS EFFECTS

This section provides a review of the new 5-year paving plan and other information relevant to improving Berkeley’s streets.

### Review of the New 5-year Paving Plan

The Transportation and Infrastructure Commission (TIC) has reviewed the prioritization process used to select streets for paving improvements, use of the Street Saver tool to categorize street treatments, the new Street Policy, coordination with other utility work and other factors.

The following information was factored into developing the new plan.

- Funding:** Since approving the last 5-year plan, Council approved a policy on July 26, 2022, for adequate annual General Fund (GF) contribution for street maintenance to prevent deterioration of pavement condition. The policy states: *“A fiscal policy is hereby established requiring the allocation of 8 million dollars annually from the General Fund to the Street Maintenance Fund, in addition to the existing baseline \$7.3 million allocation, for a total amount of \$15.3 million to adjusted annually for inflation ...”*



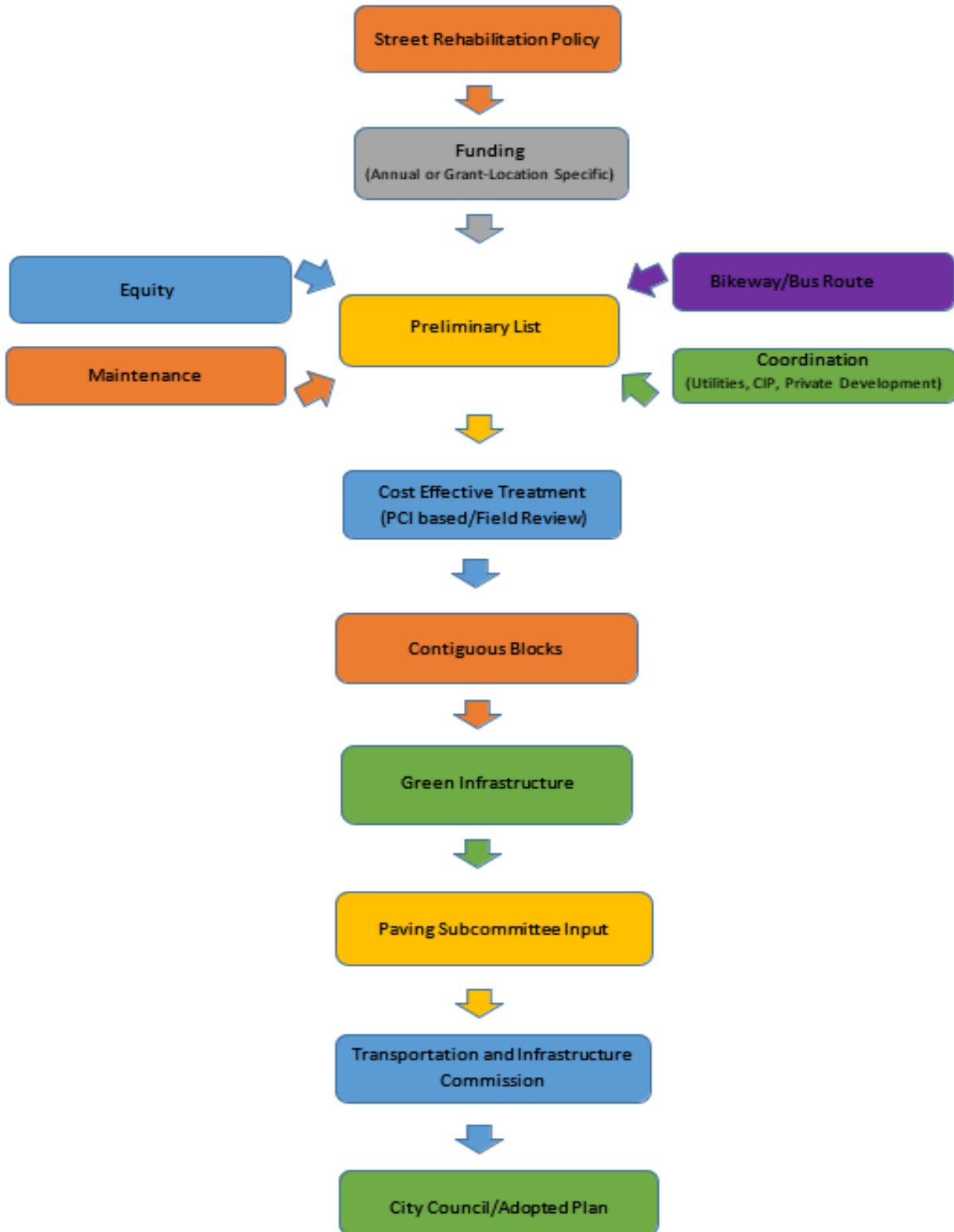
In addition, a contribution of \$1 to 2 million per year from the Zero Waste Fund has been included, and the Storm Water Fund is contributing to Green Infrastructure (GI) elements.

- **Street Policy:** The updated Street Maintenance and Rehabilitation Policy was adopted on January 25, 2022, and has been used to prepare the new 5-year plan, which complies with the Council-approved **Equity** requirements.

Per the Policy, the following items are considered in the Street selection process for the 5-Year Paving Plan as shown in the flow diagram.

- **Bikeways / Bus Routes:** Staff reviewed the City’s Bicycle and Pedestrian Plan to incorporate pedestrian mobility improvements and improvements to bicycle routes into the Rehabilitation Plan. The Rehabilitation Plan includes several streets in the Bicycle Plan, including Channing Way, Derby Street, Grizzly Peak Boulevard, and Grant Street, and several streets that are also bus routes including Euclid Avenue, Martin Luther King Jr. Way, Sacramento Street, and Seventh Street.
- **Utility Coordination:** The Paving Plan has coordinated with current and future East Bay Municipal Utility District (EBMUD) pipeline replacement, planned gas pipeline replacement and undergrounding by Pacific Gas and Electric, and other City capital projects such as sanitary sewer and storm drain projects.
- **Equity:** The Street Maintenance and Rehabilitation Policy includes an Equity zone or “Berkeley Underserved Area,” where more paving work is proposed in parts of South and West Berkeley that were formerly redlined and had higher proportions of low-income residents and people of color.
- **New stormwater permit (MRP-3)** – The latest change is the implementation of State requirements in the Municipal Regional Stormwater NPDES Permit (MRP). Municipalities must require post-construction stormwater controls as part of their obligations under Provision C.3 of the MRP. This is a National Pollutant Discharge Elimination System (NPDES) permit issued by the San Francisco Bay Regional Water Quality Control Board, allowing municipal stormwater systems to discharge to local creeks, San Francisco Bay, and other water bodies. Requirements for stormwater control measures went into effect on July 1, 2022
- MRP requirements for GI elements for reconstruction projects larger than 1 acre in size are estimated at \$750,000 per acre.

5-Year Paving Plan Process Flow Diagram



The TIC recommends approval of the new 5-year paving plan for FY2024 to FY2028, with the following specific recommendations:

1. The paving of Hopkins Street was included in FY23 in the previous plan but is being held over and is not scheduled in the new plan. The pavement on Hopkins is in poor condition and should be included in the new plan.
2. Continuity of paving upgrades to existing and proposed low-stress bikeway networks should be considered, consistent with the new Streets Policy. For example, the popular Milvia bikeway has a section from Hearst to Rose with rough pavement (PCI <31) that should be repaired.
3. Continue to implement the requirements of the updated Street Policy, including equity requirements, performance metrics, dig once Policy, and the use of new technologies.
4. Factor in the sustainability and resilience recommendations described in the Vision 2050 framework. We should recognize that the planet is in a climate crisis.

#### Need to Increase Funding for Street Improvements

The Pavement Condition Index (PCI) is a rating from 0 to 100 of the severity and extent of distress observed on a pavement surface. A PCI of 100 would correspond to a pavement at the beginning of its life cycle. A PCI of 0 would correspond to a badly deteriorated pavement with virtually no remaining life. Examples of typical pavement surface distress are spalling, rutting, scaling, and cracking. The following summarizes the street condition with PCI levels.

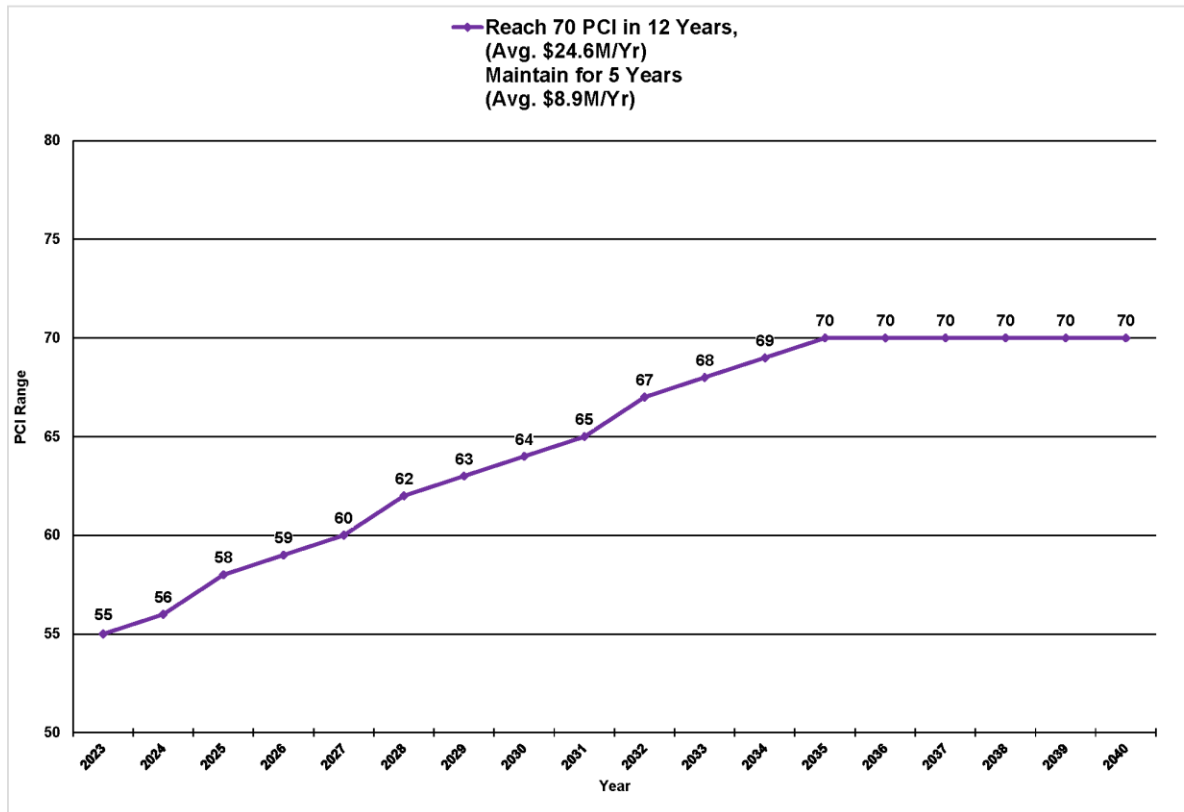
- Very good to excellent: PCI 80 - 100
- Good: PCI 70 - 79
- Fair: PCI 60 - 69
- At risk: PCI 50 - 59
- Poor: PCI 25 - 40
- Failed: PCI 0 - 24

Berkeley's overall street paving condition is "at risk" and has a citywide PCI of about 55. With the new 5-year paving plan, the citywide PCI is projected to stay the same from 57 in 2024 to 57 in 2028. In other words, the increased funding is catching up with the over \$200 million backlog of work, and additional funding is needed to improve the overall street quality.

If the recent funding increase of an additional \$8 million annually is not continued, the PCI will decrease to 51.

The need to increase funding for street maintenance is well stated in a Council budget referral on June 6, 2023, by Councilmember Rashi Kesarwani (author) and Councilmembers Mark Humbert, Terry Taplin, and Susan Wengraf. The proposed

increase of an additional \$4.7 million for approximately \$20 million annually would result in a PCI of about 60 by 2028. The writeup refers to an estimated \$286 million in deferred street maintenance in 2023. In order to achieve a PCI of 70 within 12 years, approximately \$24.6 million annually is needed. Maintaining the PCI at 70 for five years afterward requires \$8.9 million annually.



Importance of Implementing the Vision 2050 Recommendations

The Vision 2050 initiative was about building a future for Berkeley that will last for future generations. The recommendations focused on better coordination, integrated project delivery, utilizing new financing mechanisms, and broad principles and strategies for our infrastructure needs. By 2050, we want to design and create a public realm that is sustainable, resilient, and equitable. We want to emphasize the importance of implementing the following recommendations.

- **Strategy 1: use integrated and balanced planning** – Recent projects have shown the importance of using integrated and balanced planning for our City’s streets. We must incorporate the needs of emergency vehicles and the requirements of pedestrians, bicyclists, vehicles, and other users as we work towards safer and more sustainable streets.
- **Strategy 2: manage infrastructure from the cradle to the grave** – Council approved a Strategic Asset Management Plan in 2022. The plan is to properly

maintain the City's infrastructure throughout its helpful life. It is essential to implement an Asset Management Program fully.

This report on the 5-year paving plan and to forward it to Council was discussed by the Transportation and Infrastructure Commission at its \_\_\_\_\_, 2023 meeting.

Action: M/S/C ( )

Vote: ( \_ Ayes: ; \_ Noes; \_ Absent; \_ Abstain)

#### ENVIRONMENTAL SUSTAINABILITY

Streets in good condition are lower stress and improve safety for those who bike, walk or use public transit. It is also important for promoting non-automobile trips and lowering greenhouse gas emissions consistent with the City's 2009 Climate Action Plan and Climate Emergency Declaration.

Berkeley endeavors to use new technologies, such as permeable pavement, green infrastructure, pervious concrete, and reuse of pavement materials where cost effective.

#### RATIONALE FOR RECOMMENDATION

The updated Street Policy and proposed 5-year plan advance the City's strategic goals, respond to audit findings and are consistent with the City's adopted plans and priorities.

#### ALTERNATIVE ACTIONS CONSIDERED

None

#### CITY MANAGER REPORT

See companion report.

#### CONTACT PERSON

Karen Parolek, Chair, Transportation and Infrastructure Commission  
Ron Nevels, Interim Manager of Engineering

#### Attachments:

1. Resolution
2. Five-Year Street Rehabilitation Plan for FY2024 to FY2028
3. Map of proposed roadway resurfacing projects

RESOLUTION NO. ##,### - N.S.

APPROVAL OF THE FIVE-YEAR PAVING PLAN FOR FY 2024 TO FY 2028

WHEREAS, the Street Rehabilitation and Repair Policy, Resolution No. 55,384-N.S. approved on May 22, 1990, requires there to be a Five-Year Street Paving Plan for the entire City to be adopted by the City Council, and

WHEREAS, the City Council requests advice from the Transportation and Infrastructure Commission on the Five-Year Paving Plan; and

WHEREAS, on \_\_\_\_\_, 2023, the Transportation and Infrastructure Commission voted to approve the Five-Year Paving Plan and to submit the FY2024 to FY2028 Five-Year Paving Plan to City Council;

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the FY2024 to FY2028 Five-Year Paving Plan, is hereby adopted.

DRAFT



# Friends of Five Creeks

*Volunteers preserving and restoring watersheds of  
North Berkeley, Albany, Kensington, south El Cerrito and Richmond since 1996  
1236 Oxford St., Berkeley, CA 94709  
510 848 9358                      f5creeks@gmail.com                      www.fivecreeks.org*

July 20, 2023

Berkeley Mayor and City Council  
City Manager, Public Works Director Liam Garland  
Transportation and Infrastructure Commission

Re: City Council July 25 Consent Calendar 27, Stormwater Master Plan

Mayor, Council, Manager, and Public Works Director Liam Garland, Commissioners:

Friends of Five Creeks, a 27-year-old volunteer organization working for creeks and watersheds from Berkeley to Richmond, is delighted that the city plans a new, comprehensive Stormwater Master Plan. We look forward to seeing this plan build on existing detailed modeling of two watersheds – the city’s largest, and its most environmentally sensitive – as well as what has been learned from experience, including installation of cisterns, rain gardens, and the like.

Berkeley needs a new plan because our infrastructure is old, storm frequency and severity are changing, sea levels are rising, and [Water Board requirements](#) that went into effect July 1 mandate more extensive and expensive treatment of runoff to lessen both the amount of runoff and the pollutants carried.

Going beyond the mechanics of dealing with rain and other runoff in an city overwhelmingly paved and roofed, so that water rushes to drains, creeks, and bay, the new plan must deal with the likely but still uncertain effects of climate change. These include risk of both drought and extreme downpours, as well as rising groundwater levels and saltwater intrusion. These subtler groundwater changes are likely to lead to inland flooding, mobilization of buried industrial pollutants, soil instability, and damage to infrastructure including corrosion and sinking in low-lying areas of West Berkeley.

The plan also must take into account how environmentally sensitive areas can be affected by runoff of all kinds, including water-main breaks, firefighting, accidental spills, and nutrients and pollutants carried in water. A comprehensive plan must deal with pollution flowing to the Bay, pollution and flows that affect creek life, and the harmful effects of runoff on Aquatic Park, a human-made series of lagoons subject to extreme inflows and lacking adequate connections to the Bay.

Finally, a new plan can point out ways that retaining, slowing, infiltrating, and re-using runoff, including employing green infrastructure, can contribute to sustainability, beauty, and health in our city. .

Please keep us informed of opportunities to contribute to this plan. We look forward to helping make it a model for others.

Sincerely,

Susan Schwartz, President  
Friends of Five Creeks

To: The Transportation and Infrastructure Commission

From: Rick Raffanti

Aug 1, 2023

Dear fellow commissioners,

I have found being a member of this commission to be quite bizarre. It seems as if there is never the opportunity to just discuss things, to just understand one another's point of view. At the end of our last meeting Adrian started a "paving is a racket" discussion that I thought was fascinating- new methods, let nature take Shattuck back! Interesting ideas, but of course no time to talk about things like that, instead we spend our time suggesting that grooves in speed tables might be nice, or that this lane might be 10.0 ft rather than 10.5 ft wide. Adrian suggested that we should be "shaping the discourse" is I think the way he put it, but where is the discourse?

And of course we can't email each other or get together; that would violate the Brown Act. But what we can do is what I'm doing here, send a message to everyone, via the secretary, to be included in the agenda packet. Here we go! You haven't had to listen to me much in meetings, so I hope you'll indulge me here. Or it may just be TLDR for everyone; it's up to you.

In addition to a lack of discourse I feel there might be a set of taboos which must **not** be discussed. First example is l'affaire Farid. At our June meeting we spent 95 minutes discussing a letter that had been drafted expressing the commission's concern and, I would say, outrage, at something that transpired in the transportation department. If you read the (draft) letter you will see a lot of discussion about the impacts of the staffing shortage but no discussion of how it came about. There was no context given at the meeting; as a relative newcomer I tried to ask discreetly about it but didn't glean much. It seemed that everyone had a sort of "inside baseball" knowledge of what happened, but not me. It seemed like something which mustn't be discussed (but we could spend 95 minutes parsing the exact language and then a month later didn't have a revised draft- of course we could consult the minutes for the amendments that we arrived at but, yeah, there's no information there). Having since then read the reporting on the incident and talked to some people in city government I think Farid got fired for a good reason. I'm an engineer in a different field and would have certainly gotten fired for something analogous, and rightly so. Maybe there's another story, but I don't know what it is. If the vote were taken again I'd vote against sending the letter altogether.

Maybe the measurement of outcomes is another taboo which must not be discussed. Do people really use some of the bike lanes, for instance? Bryce asked to have a brief demo of a cheap, traffic-counting camera as part of our last meeting, but somehow it never made it to the agenda. I suspect (don't know, because, how could I?) what he was getting at is that this would be a good innovation for measuring the outcomes of various traffic strategies. But maybe these are questions that shouldn't be asked. When I asked Ron of city staff why they stopped doing traffic counts in 2018 he mumbled something about "priorities". Nobody on the commission seemed interested. I brought it up once before with no uptake. To my mind, if we are to shape some discourse, this would be a good topic.

And that brings me to the third taboo. Hopkins Street. In our subcommittee discussion about the paving plan we talked about it and I suggested that the council should be encouraged to direct staff (or however it works- the administrator should direct staff, you can go ahead and correct me here, Bryce) to change



the plan to include Hopkins Street, and do it pronto. Kim and Ray didn't object and I think to some extent at least were in accord. I included that in the "Recommendations" section because I thought we could perhaps have some, you know, discourse about it. But somehow that didn't make it to the agenda. Toward the end of our brief discussion Barnali said to me "and you'll take that out", referring to the Hopkins Street recommendation, and with an implied "of course". And I said no. There was a suggestion to add a fourth member to the subcommittee, perhaps to guide us away from such dangerous topics. But I think we should discuss it. And now I'll give you my opinion.

Here's the executive summary: if this project is built as planned, nobody will use it and everybody will hate it. More accurate, less hyperbolic version: if this project were built as planned, few cyclists would use it and the vast majority of Hopkins St community members would hate it, and the rest of the city would forget about it.

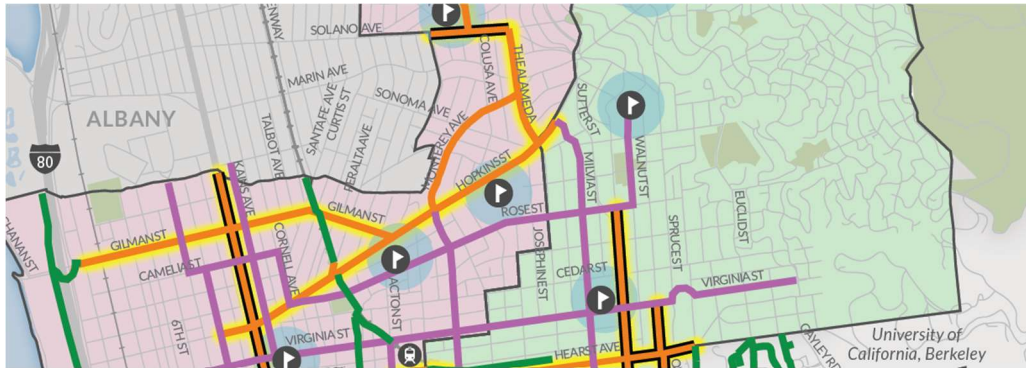
Let me establish my bicycle bona fides at this point. I'm 67 years old and I put about 5000 miles per year on my (non-electric) bike, which is more than my partner and I put on a car we share. I ride to work, I ride in the Rockies, I ride in the Trinity Alps, Hawaii, France. I ride the local recreational routes: Mt Diablo, Bay Trail, 3 Bears, Mt Hamilton, Redwood/Pinehurst, the bridges, on and on. I'm an officer of the Oakland Yellowjackets club and I've been for years a significant donor to Bike East Bay. Cycling has been a huge part of my life for the last 15 years and the bike infrastructure that has been built out in recent years has been a boon to me. Still, not every bike project is a good bike project.

I'm sensitive to this issue because I was also the president of the Temescal Telegraph Business Improvement District in Oakland for 10 years. That is a Community Benefit District funded by property tax to serve the community along Telegraph in Oakland, roughly 55<sup>th</sup> to MacArthur. During that time mine was a lone voice (among the BID board) advocating for the construction of bike lanes on Telegraph. The project was hugely unpopular among almost all merchants and most residents of the Temescal district when it was proposed. Many, many outreach meetings were held. The project which was ultimately built is still very unpopular in the neighborhood and little-used. I always ride it when I'm going that way and typically I count zero to 3 other cyclists coming in the other direction when traversing from 51<sup>st</sup> to 27<sup>th</sup>. A lot of cyclists really don't like the project, and it's easy to see why when you ride it. There's just too much going on, and you have to go very slowly to avoid the perils of people stepping off the sidewalk backwards with earbuds in, car passengers opening their doors (it's a "parking protected" project), waiters serving people at parklets, drivers making right turns (who need to try to keep an eye on both pedestrians on the sidewalk and cyclists in the bike lane). There are a lot of close calls, but I generally ride it at about 7 mph, which makes it safe enough. Still, if I were in a hurry, I'd take a different route, and I think a lot of cyclists come to the same conclusion. It would be interesting if we had traffic counts there to see if there has actually been an increase in bike traffic on Telegraph since the project was built. I'll bet Oakland doesn't do it either, though.

Telegraph, at least, is a street that really needed traffic-calming and pedestrian safety measures. The project did that, but I think there were much better ways to accomplish it. I was surprised that Hopkins was seen as a street in need of traffic-calming; it never seemed that way to me. When I lived at Shattuck and Delaware for five years I would ride my bike down Milvia to Hopkins to go to the Monterey Market; it never occurred to me to seek another route. But I could have taken Rose to McGee or California; that's a perfectly fine bike route. There's a nice letter from Naveen Gattu in last month's agenda package (does anyone read this stuff? This could have been a could subject for a brief discussion) urging us to

recommend implementing some traffic calming measures now, while the paving of Rose St is underway. That would make Rose an even better route, and just a couple blocks from Hopkins.

Where I live now (near the Arlington) there's a beautiful bike path on Monterey which I take to go to the Market sometimes. My ride to work takes me across the city to 7<sup>th</sup> St; a bike path on Hopkins would be useful to me, perhaps, but I doubt if I'd use it since my ride down Virginia is already so nice. The reality is that the vast majority of cyclists who you find east of the Alameda and north of Rose are recreational cyclists and we're on our way to ride on much more dangerous roads- we don't need a safer way to get into the hills. Looking at this map from the 2017 Bike Plan it's hard for me to understand why Hopkins Street is so important to the bicycle network:



I have another concern specifically about two-way cycle tracks. As e-bikes come into more common usage we're going to find people going much faster. On a regular bike, if you're going 20+ mph, you're going downhill, and the opposing traffic will be doing maybe 8 mph uphill. But with Class 1 e-bikes, you can do 20 mph uphill, and with Class 3 you can do 28 mph. I wonder if planners have thought through the potential danger of this- bikes going 20+ mph in both directions. And I note that we've started referring to the cycle track as a "micro-mobility" project- does this mean we expect wheelchair users to use it? How will that co-exist with e-bikes?

On my way to our meeting in July I stopped to take this photo at the corner of The Alameda and Marin:



People are starting to notice that these projects are frequently little-used. The Temescal project is a good example, and another one is the San Rafael Bridge bike lane, which was previously available as a “crash” lane. A recent UC report ([https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/ca22-3141\\_final\\_reportv3-a11y.pdf](https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/ca22-3141_final_reportv3-a11y.pdf)) shows that on weekdays in summer only 75 cyclists use the bridge, in winter only 40 (vs 38,000 cars). The vast majority are recreational riders. Twice in the last month I’ve been biking across and witnessed a huge westbound backup caused by a stall on the bridge which could otherwise have been relieved by that crash lane. People are stuck in traffic and can easily see that there’s a lane next to them that very few are using. It makes them angry. Bike advocates should take a step back to see if the projects are working- to see if more people are taking up cycling and if these projects are in fact serving them well. Maybe we’d find that some projects work better than others, knowledge which could inform future plans.

There is a suspicion that the main point of bike lanes is to punish drivers, rather than to benefit cyclists. If the city refuses to pave Hopkins Street until a new plan can be put in place (5 more years?) people will feel they are being punished for having opposed this project.

Summing up, I’d like to suggest that our discussions center on larger issues and avoid the technical details of specific projects. Here are some issues that I would like to see discussed:

- Why don’t we measure outcomes of projects, specifically bike lanes?
- What do we do about streets which are “too costly to pave” (like Shattuck)?
- Have we thought through the use of two-way cycle tracks in the context of much greater adoption of e-bikes? What is meant by micro-mobility devices and how do these co-exist with e-bikes?
- Why is a bike lane on Hopkins so important anyway? Is there data to support this, and can we see it?

Respectfully submitted,

Rick Raffanti

**From:** Ruth Ehrenkrantz <ruthehren@comcast.net>  
**Sent:** Wednesday, September 06, 2023 8:28 PM  
**To:** Mostowfi, Hamid <HMostowfi@berkeleyca.gov>; Nevels, Ronald <RNevels@berkeleyca.gov>  
**Cc:** ehrenkrantz968@gmail.com  
**Subject:** Keeler Avenue (Marin to Miller) urgently needs to be repaved

**WARNING:** This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

September 6, 2023

Hello Transportation Commissioners,

I live on Keeler Avenue between Marin and Miller. The road is in terrible despair (PCI 14). Ten years ago, 80 neighbors signed a petition and worked with Councilwoman Wengraf to get our street added to the City's plan for repaving. For some reason, at a later time, our street segment was pulled from the list of approved streets. All this time we have been expecting to see our street paved. Now I learn that Keeler is not on the list of streets included for repaving through 2028!!!

Sixty percent of this street is pitted with potholes sometimes down to the underlying base of the road. There is a terribly uneven set of pothole patches which start at the north end of the street segment near Marin. I invite each of you to come and drive our street so you can experience the horrible condition it is in for yourselves. The attached photograph shows just part of a very bad stretch of the street.

Bikers have a very difficult time riding on the street. One neighbor fell off her bike on to the street in 2021, wrote to the City and never got a response. Many neighbors, myself included, have called and written to complain about the condition of our street over the years. I have personally twisted my ankle twice walking on the pitted roadbed. We have elderly people who live on the street and they are scared to walk here. One woman who lives on the street is in a wheelchair. It is difficult for her caregivers to get her to the car because of the condition of the street.

As an interested citizen I wanted to look at our PCI score of 14 and compare it to other roads with low scores in the City of Berkeley and have spent several days driving Berkeley's streets and examining roadbeds. I understand that lower density streets are factored in to the PCI calculation.. The consultants may not have considered is that our street is used as a cut-through by drivers to avoid the last, steepest segment of Marin Avenue with a four-way stop-sign at the top of the hill. To avoid the intersection of Grizzly Peak and Marin, drivers will turn on to Keeler and then up Miller or Forest to get to Grizzly Peak to avoid the very steep incline. Our street gets more traffic than a regular residential street. This should be taken into consideration when considering repairs needed to Keeler Avenue. Keeler is in much worse condition than most of the other streets that are currently included in the plan you are voting on September 21. Please, Keeler between Marin and Miller needs to be repaved. Again, I invite you to drive our street and see for yourselves so you can make an informed decision.

Thank you.

Ruth Ehrenkrantz  
968 Keeler Avenue  
Berkeley CA

