



# TRANSPORTATION COMMISSION

## REGULAR MEETING

### AGENDA

Thursday, June 17<sup>th</sup>, 2021 at 7:00 pm

*Mission: Advise Council on transportation policies, facilities, and services*

**PUBLIC ADVISORY: THIS MEETING WILL BE CONDUCTED EXCLUSIVELY THROUGH ZOOM VIDEOCONFERENCE AND TELECONFERENCE.**

Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, this meeting of the City of Berkeley Transportation Commission will be conducted exclusively through video- and tele-conference, and there will be no physical meeting location available.

To access the meeting remotely from a PC, Mac, iPad, iPhone, or Android device, please click the following link:

<https://us02web.zoom.us/j/89974591250>

Meeting ID: 899 7459 1250

*If you do not wish for your name to appear on the screen, then use the drop-down menu and click on "rename" to rename yourself to be anonymous. To request to speak, use the "raise hand" icon by rolling over the bottom of the screen. If you wish to comment during the public comment portion of the agenda, press \*9 and wait to be recognized by the Chair. Note: Your phone number will appear on the videoconference screen.*

#### **A. PRELIMINARY BUSINESS**

1. Call to Order
2. Roll Call
3. Public Comment on items not on the Agenda
4. Approval of Draft Action Minutes of **April 15<sup>th</sup>, 2021\***
5. Approval and Order of Agenda
6. Update on Administration/Staff
7. Announcements

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

- \* Written material included in packet
- \*\* Written material to be delivered at meeting
- \*\*\* Written material previously mailed

The public may speak at the beginning of any item.

##### **1. Dana Complete Streets\***

Receive presentation and recommend approval by the Berkeley City Council at the July 27<sup>th</sup>, 2021 Berkeley City Council Meeting  
AC Transit and Eric Anderson, Senior Planner

**2. BerkDOT Update\***

Review the BerkDOT process to date including past feedback from the Transportation Commission, Public Works Commission, and Reimagining Public Safety Task Force. Discuss and provide input to draft scope of work for community outreach with a racial equity lens to identify public concerns, interests, and needs associated with equitable mobility and safety from traffic violence, institutional violence, and economic violence in the public right of way. Recommended Action: provide feedback to staff and authorize BerkDOT subcommittee to work with staff on refining and implementing public outreach and or surveys to be deployed this summer in order to aid in developing specific vision and goals for a new BerkDOT.

Farid Javandel, Transportation Division Manager

Karen Parolek, Transportation Commission Vice-Chair

**C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS**

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

1. Subcommittee Reports and Assignments
2. Council Summary Actions 2021\*\*
3. Link to Council and Agenda Committee Agendas and Minutes  
<https://www.cityofberkeley.info/citycouncil/>
4. Transportation Commission Mission Statement\*
5. Transportation Commission Work Plan\* (<http://bit.ly/BerkTCWorkPlan>)
6. Transportation Commission Subcommittees and Liaisons\*

**D. COMMUNICATIONS**

**E. FUTURE AGENDA ITEMS**


- Vision Zero
- Paratransit

**F. ADJOURNMENT 9:30 p.m.**

Agenda Posted: June 10<sup>th</sup>, 2021

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

**ADA Disclaimer**

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**SB 343 Disclaimer**

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

**Communications Disclaimer**

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# TRANSPORTATION COMMISSION

## REGULAR MEETING

### MINUTES

Thursday, April 15<sup>th</sup>, 2021 at 7:00 pm

#### A. PRELIMINARY BUSINESS

1. Call to Order

Meeting called to order by Chair Ghosh at 7:02 pm

2. Roll Call

Commissioners Present: Anthony Bruzzone, Barnali Ghosh, Kate Gosselin, Beverly Greene, Karen Parolek, Kim Walton, Sofia Zander

Commissioners Absent: None

Staff Present: Farid Javandel, Ryan P. Murray, Alisha Gard

3. Public Comment on items not on the Agenda – None

4. Approval of Draft Action Minutes of **February 18<sup>th</sup>, 2021**

**Action:** It was Moved/Seconded (Zander/Bruzzone) to clarify that Karen Parolek was elected Vice-Chair, and to approve the minutes with that change.

Ayes: Bruzzone, Ghosh, Gosselin, Greene, Parolek, Walton, Zander

Noes: None; Abstain: None; Absent: None

**Motion carried 7-0-0-0**

5. Approval and Order of Agenda

**Action:** It was Moved/Seconded (Zander/Greene) to approve the order of the agenda.

**All Ayes – Motion carried 7-0-0-0**

6. Update on Administration/Staff

7. Announcements

“BART takes on sexual harassment and gender-based violence with new community-led partnership”:

<https://www.bart.gov/news/articles/2021/news20210401-1>

#### B. DISCUSSION/ACTION ITEMS

1. **Dana Complete Streets Pilot Project**

AC Transit Project Manager Mika Miyasato gave a presentation to the Transportation Commissioners who discussed the pilot project and provided their feedback. AC Transit will report back to the Transportation Commission in June 2021 at the conclusion of their public engagement process.

**Action:** It was Moved/Seconded (Ghosh/Bruzzone) that Commissioners Zander and Gosselin draft a letter of support for the Dana Complete Streets pilot project

which can be approved at the June 2021 Transportation Commission meeting and later presented to City Council.

**All Ayes – Motion carried 7-0-0-0**

## 2. Subcommittee Assignments

**Action:** It was Moved/Seconded (Ghosh/Greene) to appoint Commissioner Zander as the alternate to the BART Community Advisory Group.

**All Ayes – Motion carried 7-0-0-0**

**Action:** It was Moved/Seconded (Ghosh/Gosselin) to nominate Commissioner Walton, Commissioner Zander, And Vice-Chair Parolek to a subcommittee for BART station improvements.

**All Ayes – Motion carried 7-0-0-0**

**Action:** It was Moved/Seconded (Ghosh/Parolek) to appoint Commissioner Gosselin to the FITES subcommittee as a liaison.

**All Ayes – Motion carried 7-0-0-0**

## 3. BerkDOT Subcommittee Update

The BerkDOT Subcommittee (comprised of Commissioners Greene, Walton, and Vice-Chair Parolek) provided their recommendations and feedback items to Transportation Division Manager Farid Javandel.

**Action:** It was Moved/Seconded (Ghosh/Gosselin) to recommend that the set of feedback items plus two additions be reported to the Reimagining Public Safety Task Force.

**All Ayes – Motion carried 7-0-0-0**

**Action:** It was Moved/Seconded (Ghosh/Walton) to appoint Vice-Chair Parolek to report on the Transportation Commission's feedback regarding BerkDOT at the RPS Task Force meeting at which Transportation Division Manager Farid Javandel and Public Works Director Liam Garland will present the BerkDOT proposal. Commissioner Greene will be designated the alternate.

**All Ayes – Motion carried 7-0-0-0**

## 4. TDA Funding for Bike Plan Update and Vision Zero Quick Build Projects

Transportation Division Associate Planner Ryan P. Murray provided a presentation to the Commission.

**Action:** It was Moved/Seconded (Ghosh/Gosselin) to recommend that City Council adopt a resolution supporting an application to use TDA (Transportation Development Act) Article 3 funds in the amount of \$200K for the bike plan update and \$250K to implement Vision Zero quick build projects.

**All Ayes – Motion carried 7-0-0-0**

## C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

1. Subcommittee Reports: Verbal Reports from Subcommittees

Transportation Commission Agenda  
Thursday, April 15<sup>th</sup>, 2021

2. Council Summary Actions 2021
3. Link to Council and Agenda Committee Agendas and Minutes  
<https://www.cityofberkeley.info/citycouncil/>
4. Transportation Commission Mission Statement
5. Transportation Commission Work Plan
6. Transportation Commission Subcommittees and Liaisons

**D. COMMUNICATIONS**

**E. FUTURE AGENDA ITEMS**

Paratransit Presentation – Commission on Disability – June 2021  
AC Transit Dana Complete Streets Pilot Project – June 2021  
ACTC Projects – June 2021

**F. ADJOURNMENT**

**Action:** It was Moved/Seconded (Bruzzone/Walton) to adjourn the meeting at 9:17 pm.

**Unanimous – Motion carried 7-0-0-0**

Public Present: 7

Speakers: 2

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Public Works Department  
Transportation Division

## MEMORANDUM

June 17, 2021

TO: Transportation Commission

FROM: Eric Anderson, Senior Planner  
Dianne Yee, Associate Planner

SUBJECT: Dana Complete Street Pilot Project

Based on the following information, staff recommends that the Transportation Commission recommend the Dana Complete Street Pilot Project, including conceptual design, and upcoming construction and evaluation phases, for approval by the Berkeley City Council at the July 27, 2021 Berkeley City Council Meeting. The staff recommendation to Council will request Council approval of the pilot project, including the conceptual design and associated parking and loading changes; authorizing the City Manager to direct staff to grant construction permits contingent on Public Works staff approval of final construction drawings and specifications from AC Transit; and approving the evaluation phase of the project following construction.

The Dana Complete Street Pilot Project proposes to improve safety and access for people walking, biking, and driving on Dana Street between Dwight Way and Bancroft Way. Project objectives are to improve safety for everyone traveling along Dana Street; provide a more comfortable bicycling and walking experience for people of all ages and abilities; and improve connectivity and accessibility to encourage transit, bicycling and walking trips. To achieve these goals, the project proposes to build a two-way cycle track – a bicycle lane physically protected from motor vehicle traffic – and install transit signal priority and a boarding island for improve transit operations. The Dana Complete Street Pilot Project is funded by a grant to AC Transit from the Alameda County Transportation Commission. The project is closely coordinated with but distinct from the City's Federal Aid funded Southside Complete Streets Project, which will build permanent improvements on Dana Street following AC Transit's Pilot Project.

### **Public Engagement Update and Resulting Design Changes**

On April 15, 2021, AC Transit staff presented the conceptual design to the Berkeley Transportation Commission, which marked the start of Public Comment Period and start of community stakeholder engagement meetings. In mid-May, AC Transit sent letters to 54 property owners, 47 business owners and 266 residents along Dana Street between Dwight Way and Bancroft Way in announcing a virtual community meeting in late May.

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In addition, details of the meeting were announced on the AC Transit's website ([www.actransit.org](http://www.actransit.org)) and via email to eNews subscribers. AC Transit and City staff met virtually and in person with major stakeholders and important institutions along the corridor, such as the Telegraph Business Improvement District and the University of California, Berkeley as well as reaching out to transit riders, walking, and bicycling advocacy groups, and community-based organizations such as the First Congregational Church of Berkeley and the Church in Berkeley. The Dana Street Project virtual community meeting was held on May 27th, 6pm to 7:30pm and was attended by over 30 people. The virtual community meeting recording is available on the AC Transit website.

The public comment period closed on June 7, and as of June 8 AC Transit had recorded 55 individual comments via email and online virtual community meeting Q&A. Public comments received ranged from support for the project, concerns for changes to parking and loading spaces, need for parking and loading spaces on Dana Street in front of their properties, need for clear signage, lane marking and bicycle detection for people riding bicycles, need for a roadway design that accommodates buses, emergency vehicles and large trucks, and concerns about the location of consolidated bus stops and the proposed bus boarding island. A summary of public engagement activities and comments received is Attachment 3 to this report.

Based on comments received, the City and AC Transit have refined the conceptual design as shown in Attachment 1. In response to comments from UC Berkeley, AC Transit has modified the parking along two student residential properties, Blackwell (Bancroft Way to Durant St) and Unit 3 (Durant St to Channing Way). Parking along the frontage of these UC properties has been modified to ensure adequate maintenance, solid waste, and freight access for UC Berkeley facilities operations. Based on comments received from and a field meeting with First Congregational Church (Durant St to Channing Way), the existing bus stop on Durant St at Dana St would be consolidated with the nearby existing bus stop on Durant St at Ellsworth St, and this former bus stop location on Durant St at Dana St would be converted to a passenger loading zone (white curb) to serve the church and the East Bay School for Boys which is co-located on the property. To serve this loading zone, AC Transit is proposing to make spot accessibility improvements to the sidewalks on the accessible path of travel to/from this new passenger loading zone to the church's disability access ramp on Dana St. Based on comments received from and a field meeting with the Church in Berkeley (Haste St at Dana St), three existing two-hour time-limited unpriced parking spaces on Haste St would be converted into a passenger loading zone adjacent to the church's disabled access ramp. Because these new passenger loading spaces face the driver side of parked vehicles, AC Transit would slightly modify the roadway striping in this area, utilizing surplus roadway space to create a painted buffer passenger-side loading area. The intent of this area is to allow passengers additional space to load, away from passing vehicles.

A summary of changes to parking and loading is provided in a subsequent section and in Attachment 2 to this report. The City's final approval of the Project and granting of construction permits will be contingent on receipt of acceptable final construction drawings and specifications from AC Transit.



**Background**

AC Transit's Dana Complete Street Pilot Project complements the City's Southside Complete Streets Project. For the Dana pilot project, AC Transit completed conceptual design in Spring 2021 and solicited feedbacks and comments on the conceptual design. Upon concluding the public outreach activities, AC Transit will finalize detailed design in Summer and Fall 2021. Construction of the Dana pilot project is expected to be complete in 2022, followed immediately by an evaluation of the pilot project's performance. AC Transit's evaluation consultant may recommend additional design changes, if any are needed, for integration into the City's Southside Complete Streets Project detailed engineering design process. At a minimum, the City's Southside project would repave the entire street and would seek to make temporary elements of the Dana pilot project permanent. Any Southside Complete Streets upgrades to the Dana pilot project design would be subject to project budget availability, to be determined through the City's detailed engineering design process.

**Existing Conditions and Planning History**

Dana Street in the Southside neighborhood currently provides a one-way bicycle lane in the southbound direction. In 2016, the Berkeley City Council approved a City staff proposal to proceed with pilot projects on Bancroft Way and Dana Street, to improve transit operations and bicycle safety. The 2017 Berkeley Bicycle Plan calls for evaluation of a two-way cycle on Dana Street between Bancroft Way and Dwight Way.

AC Transit operates Line 6, serving 5,700 passengers on an average weekday (pre-COVID). Line 6 connects, one of AC Transit's Major Corridors, connects downtown Berkeley and downtown Oakland via Telegraph Avenue. The Line 6 bus stop on the near side of Dana Street at Haste Street has no rider amenities except for a single bus stop sign. In addition, it is located along an ADA-inaccessible landscaped planting strip. The proposed far-side bus stop relocation and the construction of a new bus boarding island would provide improved rider amenities, an ADA-accessible bus stop, and improved transit operations.

As a pilot of the Southside Complete Streets Project initiated in 2020, the Dana Complete Street Project is a Strategic Plan Priority Project, implementing the City's goals to provide state-of-the-art, well-maintained infrastructure, amenities, and facilities.

**Traffic Changes and Environmental Clearance**

As shown in Attachment 1 the Dana Complete Street Pilot Project would reduce the two existing traffic lanes to one remaining traffic lane to make space for a continuous protected bi-directional cycle track on the west side of the street. Dana Street is one-way southbound for drivers in the project area – no change in directionality of vehicle traffic is proposed. The traffic operations analysis conducted for the Dana Street/Haste Street intersection where the new bus boarding island would be constructed confirmed that the intersection would continue to operate with minor delays with the proposed project.

AC Transit is the responsible agency for environmental clearance of the Project. Following changes to CEQA resulting from Senate Bill (SB) 288, the Project qualifies for

pedestrian, bicycle, and transit facility categorical exemptions from the California Environmental Quality Act (CEQA) and is categorically excluded from National Environmental Protection Act (NEPA) requirements as an improvement to existing street facilities.

### **Parking, and Commercial and Passenger Loading Zones**

In order to reduce potential conflicts between bicyclists and buses as well as meeting access requirements for fire apparatus, on-street parking spaces and commercial and passenger loading zones, except for one blue zone disabled parking space, are proposed to be moved from the west side of the street to the east side of the street. As shown on Attachment 2, overall, paid parking supply on Dana Street would be reduced, while Residential Parking Permit (RPP) and passenger loading zones would be increased. The proposed project would remove approximately ten of the approximately 20 existing paid parking spaces along Dana Street. The proposed project would also result in an increase of two new residential permit parking spaces. The project adds a total of four new passenger loading zone spaces (white curb), converts one existing commercial loading zone (yellow curb) to paid parking, and adds two new commercial loading zones (yellow curb). The project proposes to relocate one blue zone disabled parking space from Dana Street to Haste Street, around the corner from the existing location.

AC Transit, in partnership with Public Works staff, has developed a conceptual design, conducted public engagement, and refined that design based on input from the public and technical staff from various City Divisions and Departments.

### **Dana Complete Street Project Timeline**

- Conceptual Design, Preliminary Engineering, Public Outreach, and Environmental Review      June 2018 to July 2021
- Detailed Engineering Design      Summer 2021 to Fall 2021
- Advertise project & award construction contract      Winter 2021/2022
- Construction      Spring 2022 – Fall 2022
- Evaluation      Fall 2022

### **Project Costs and Funding**

AC Transit received a grant of Measure BB funds from the Alameda County Transportation Commission (Alameda CTC) for the design and implementation of the Dana Complete Street Pilot Project and a grant for signal improvements from federal, state, and regional agencies, including the Metropolitan Transportation Commission (MTC) and Alameda CTC.

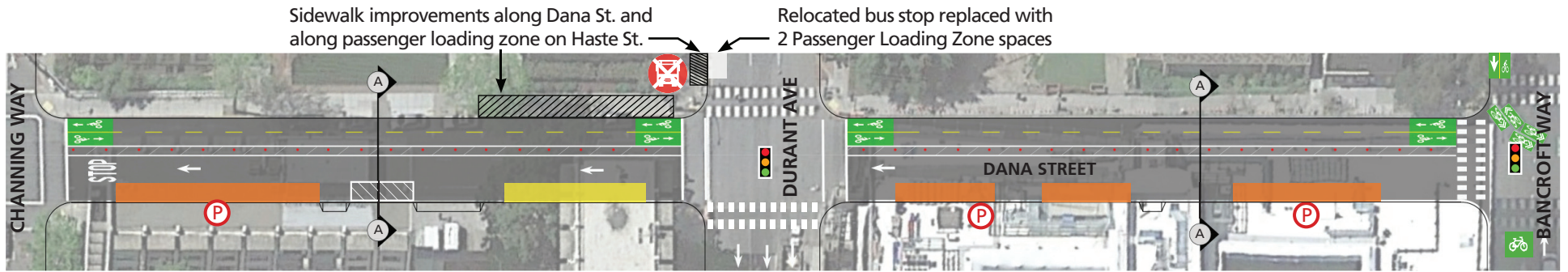
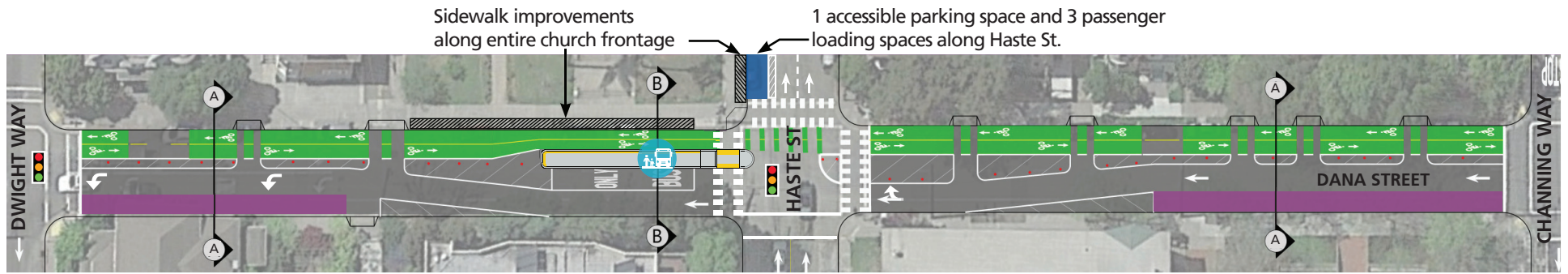
### **Next Steps**

Based on this information, staff recommends that the Transportation Commission recommend the Dana Complete Street Pilot Project for approval by the Berkeley City Council at the July 27, 2021 Berkeley City Council.

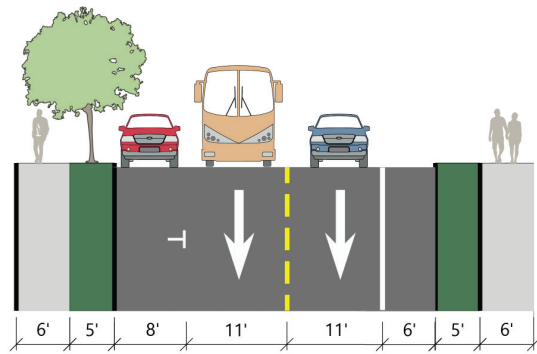
Attachments:

1. Dana Complete Street Project Conceptual Design
2. Summary of Parking and Loading Changes
3. Summary of Public Outreach Comments and Responses

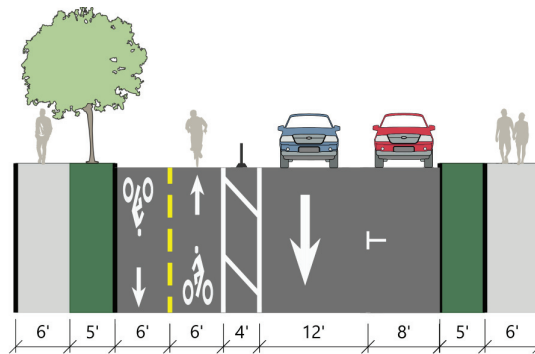
# DANA COMPLETE STREET PILOT PROJECT ELEMENTS



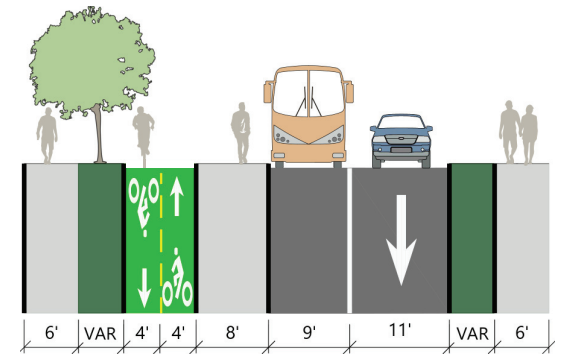
- Pay Parking
- Residential Permit Parking
- Accessible Parking Space (Blue Zone)
- Commercial Loading Zone
- Sidewalk Accessibility Spot Improvements
- BUS Bus Boarding Island
- X Bus Stop Removal
- Traffic Signal Improvement
- P Pay Parking Station
- Cycling Infrastructure



Existing Street Section



Proposed Typical Street Section



Proposed Section at Bus Boarding Island

**Attachment 2: Summary of Parking and Loading Changes**

		Paid Parking (Meters or Pay Station)	Standard 2HR Parking (RPP)	Passenger Loading (White)	Commercial Loading (Yellow)	ADA Spaces (Blue)
TOTAL EXISTING		20	10	1	2	1
TOTAL PROPOSED		10	12	5	2	1
<b>OVERALL CHANGES</b>		<b>-10</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>
Dwight to Haste*	EXISTING	3	4			1
	REMOVED	-3	-4	0	0	-1
	ADDED (PROPOSED)	0	5	3	0	1
	<b>TOTAL CHANGE</b>	<b>-3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>
Haste to Channing	EXISTING	0	6	0	0	0
	REMOVED	0	-6	0	0	0
	ADDED (PROPOSED)	0	7	0	0	0
	<b>TOTAL CHANGE</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
Channing to Durant**	EXISTING	6	0	1	1	0
	REMOVED	-6	0	-1	-1	0
	ADDED (PROPOSED)	4	0	2	2	0
	<b>TOTAL CHANGE</b>	<b>-2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>
Durant to Bancroft	EXISTING	11	0	0	1	0
	REMOVED	-11	0	0	-1	0
	ADDED (PROPOSED)	6	0	0	0	0
	<b>TOTAL CHANGE</b>	<b>-5</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>

\*Haste/Dana: 3 passenger loading spaces added on Haste in place of three 2-HR non-RPP spaces; existing ADA blue zone space shifted around corner on Haste in place of one 2-HR non-RPP space

\*\*Durant/Dana: 2 passenger loading spaces added on Durant in place of bus stop

### Attachment 3: Dana Complete Street Summary of Public Outreach Comments and Responses

(Includes comments and responses submitted by June 8, 11am)

	Date Comment Received	Commenter	Group Affiliation	Comment	Response	Source
1	5/17/21	Dave Campbell	Bike East Bay	What will be the traffic controls at Haste? I want to protect bike traffic on the green from right-turning cars on the same green.	Based on the level of right turn conflicts and the pilot nature of the project, a protected corner design is proposed at the northwest corner of the Dana/Haste Street intersection. Right-turning vehicles are required to yield to pedestrians and bicyclists and have additional room to do so. This alternative allows for the protected bikeway to maintain the preferred width through the intersection area and does not require as many modifications to the traffic signal, which lends itself to the nature of a true "pilot" project. The proposed design includes signage that alerts turning drivers to yield to cyclists and the corner itself allows for additional yielding space for turning vehicles, which also improves sight lines for turning vehicles so that instead of looking over their shoulder they are approaching closer to perpendicular and can more easily see cyclists. The design would also reduce vehicle exposure for pedestrians crossing the street. Please note that the AC Transit will conduct an evaluation after construction and may suggest how the City's Southside Complete Streets Project may improve and make permanent and more robust improvements on Dana Street.	EMAIL
2	5/17/21	Dave Campbell	Bike East Bay	Can your schematics add the last 50 ft or so of the block to the south of Dwight, to show how you will design the transition from a neighborhood boulevard street to, thru the diverter, and on to the two-way cycle track on the west side of Dana?	AC Transit's design will include the transition across the Dana/Dwight intersection. AC Transit is working with the City in refining the striping design for this crossing.	EMAIL
3	5/17/21	Dave Campbell	Bike East Bay	Have you thought about signage for all this?	<ul style="list-style-type: none"> <li>- The proposed project proposes include signage that alerts turning drivers to yield to cyclists and The corner itself allows for additional yielding space for turning vehicles</li> <li>- At the Dwight Way/Dana Street intersection, the project proposes a signage to help direct bikes through that transition, and signs at signals to direct bicyclists to use the pedestrian signals to cross since the pilot project will not include bicycle signals.</li> <li>- Based on evaluation of the pilot project, the City will analyze the need for changes to signage.</li> </ul>	EMAIL
4	5/24/21	Paul Daubenmire	Resident	I would like to express support for the development of the two-way bicycle corridor, moved to the west side of Dana St.	Thanks for your support.	EMAIL
5	5/25/21	Paul Daubenmire	Resident	Request to keep the AC Transit bus stop on the nearside (Northwest side) of the Dana/Haste intersection, rather than move to the far side (Southwest side) of the intersection. The current bus stop serves as a right turn lane from Southbound Dana onto westbound Haste. In the schematic dated May 7, 2021, all traffic on southbound Dana (including vehicles waiting behind a bus)	<p>Comment is noted.</p> <p>With the proposed two-way cycle track and associated changes, keeping the bus stop at the near-side would create potential conflicts between a bus and right turning vehicles. Keeping the bus stop near-side also reduces visibility of people in the crosswalk and cyclists in the bikeway when a bus is stopped. Relocating the bus stop to far-side location (after crossing the intersection) minimizes transit delay and provide more efficient transit operations as well as minimizing potential traffic safety conflicts.</p> <p>With the proposed configuration, the bus stop area is separate from the through traffic lane. Thus, a bus stopping at the boarding island would not block through traffic.</p>	EMAIL

**Attachment 3: Dana Complete Street Summary of Public Outreach Comments and Responses**

6	5/26/21	Paul Daubenmire	Resident	Concern about impact on neighbors of relocation of Residential Permit Parking (RPP) spots and ADA spots onto the east side of Dana St. Is there any possibility of utilizing existing zoned parking on Haste St, immediately west of Dana for RPP/ADA and loading zone purposes?	Comment is noted. AC Transit and the City of Berkeley will evaluate parking and loading needs and resolve through the 65% design. Upon concluding the Dana Street Pilot Project, AC Transit will conduct evaluation of the project. Evaluation will inform the permanent design elements that could be incorporated into the Southside Complete Street Project to further improve Dana Street.	EMAIL
7	5/14/21	Ethan Cheng	North Berkeley Properties (Managing 2414 Dana Street)	I would encourage additional yellow loading zones on Dana Street (potentially with pay meters to match existing metered yellow loading zones on Telegraph Ave and encourage turnover). Existing bikeways with delineators / bollards in Berkeley have recurring problems with delivery trucks double parking and blocking the traffic lane or parked illegally in the bike lane itself (examples: Hearst Ave, Fulton St, Adeline bikeways). The proposed complete streets project for Dana Street between Channing and Dwight has no proposed loading zones for delivery vehicles on these two blocks. Large apartment complexes are located on these blocks and there are frequent deliveries on all days of the week. Without anywhere to park, delivery vehicles would most likely park illegally in the bike lane or double park blocking the only vehicle lane. One loading zone space on each residential block or around the corner on a cross street would potentially mitigate these issues.	Comment Noted. AC Transit and the City of Berkeley will evaluate parking and loading needs in the project area and resolve through the 65% design. Upon concluding the Dana Street Pilot Project, AC Transit will conduct evaluation of the project. Evaluation will inform the permanent design elements that could be incorporated into the Southside Complete Street Project to further improve Dana Street.	EMAIL
8	5/14/21	Ethan Cheng, North Berkeley Properties	North Berkeley Properties (Managing 2414 Dana Street)	Adequate space for the trash or recycling containers for all buildings should be investigated. The existing bikeway on Hearst Ave has issues with bins being placed into the bike lane by residents and city collection crews which pose a hazard for bicyclists. I would suggest pavement markings where the buffer areas between the traffic lane / bike lane are located to show where bins can be safely placed without blocking bike or vehicle traffic. Making sure bin placement with automated trash collection equipment / vehicles is also something that may need to be taken into consideration as well as educating residents / collection crews.	Comment is noted. For the pilot project, trash, recycling, and green waste bins can be placed in the painted buffer of the bikeway for pickup by Berkeley Zero Waste trucks. Bins should not be placed along the curb as that will block the bikeway and make pickup by Zero Waste workers more difficult.	EMAIL
9	5/14/21	Ethan Cheng, North Berkeley Properties	North Berkeley Properties (Managing 2414 Dana Street)	Please make sure that trucks and other long axle vehicles can adequately turn onto Dana Street. Westbound Haste Street traffic turning left onto Southbound Dana Street is especially a high traffic corner since it provides the most direct route to Telegraph Ave below Dwight. With the traffic barricades and other one-way streets there is no other way for commercial / local traffic to reach Southbound Telegraph Avenue. The placement of the bus boarding island / median on Haste and Dana is hard to gauge from the preliminary design. There are continuous problems with a similar protected bikeway at Fulton/Channing where turning vehicles often run over the bollards / delineators and knock them over so they need to be repaired. The delineators on Fulton Street are completely gone now at the intersection and neighbors stopped reporting them since new bollards last 1-2 weeks at most before being damaged by turning vehicular traffic.	Intersection turning radius was evaluated in development of the preliminary design. The City's largest sized fire truck was used for the turn template analysis. The design is expected to accommodate all vehicle types expected on Haste Street and Dana Street.	EMAIL

**Attachment 3: Dana Complete Street Summary of Public Outreach Comments and Responses**

10	5/15/21	Ethan Cheng, North Berkeley Properties	North Berkeley Properties (Managing 2414 Dana Street)	Dana Street in its current configuration has had recurring incidents with vehicular traffic making illegal turns from cross streets and ending up heading up Dana in the wrong direction. The new bikeway on Bancroft between Fulton & Dana has seen occasional incidents with vehicle traffic heading up the wrong way or in the bikeway itself which is a major hazard. I would highly recommend 'do not enter' or turn prohibition signage at each intersection where Dana Street intersects with a cross street between Durant and Dwight if not already planned.	There are existing 'One Way' signs for Haste Street and Dana Street approaches. AC Transit will work with the City of Berkeley in adequate signs through development of 65% design.	EMAIL
11	5/12/21	Charles Siegel, Liza Lutzker	Walk Bike Berkeley	<b>Bicycle detection loops at Dwight, Haste, Durant, Bancroft:</b> These intersections with Dana have traffic signals, so there should be loops embedded in the ground to trip the signal when bicyclists are waiting to cross. Bicyclists should not have to be inconvenienced by using the pedestrian push buttons.	Cyclists will not have to push a pedestrian push button to cross the street as part of this project. For the pilot project, the traffic signals on Dana Street will operate such that cyclists can follow the pedestrian traffic signals to cross Durant Street, Haste Street, Bancroft Way, and Dwight Way. All signals will be pre-timed to change from red to green automatically, with the exception of the Dwight Way crossing where video detection will be used to detect bicycles and change the signal from red to green. Based on evaluation of pilot, City will analyze the need for adding/modifying bicycle detection and possible bicycle signal heads, and consider whether protected bike signal phase is needed.	EMAIL
12	5/13/21	Charles Siegel, Liza Lutzker	Walk Bike Berkeley	<b>Crosswalks at Dwight Way:</b> Pedestrians on the east side of Dana should be allowed to cross Dwight; there should be a striped crosswalk and a leading pedestrian interval to make the crossing safe. There was some justification for eliminating this crosswalk when there were two lanes of southbound traffic on Dana that turned left onto two lanes of Dwight, which is dangerous for pedestrians. There is no longer a justification for the crossing prohibition now that there will be only one lane of traffic on Dana turning onto Dwight, making this intersection as safe as any typical Berkeley intersection. Traffic here is currently very aggressive and dangerous to the many pedestrians who already cross here illegally. The unsafe traffic has even destroyed the No Pedestrian Crossing sign, as the picture shows. Southside, with its large number of pedestrians, should not have this sort of pedestrian-hostile intersections.	AC Transit's project is a pilot project, which mostly consists of paint and delineators. The project intends to minimize conflicts with relatively low-cost materials. The suggested improvements will introduce conflicts between vehicles and pedestrians, which would need to be addressed through additional engineering and potentially costly traffic signal modifications. Thus, it is not part of the pilot project. However, this suggestion could be revisited as part of the City's Southside Complete Streets project, especially if the evaluation of the pilot shows that we should consider moving the bikeway from the west side to the east side of the street.	EMAIL
13	5/14/21	Charles Siegel, Liza Lutzker, Walk Bike Berkeley	Walk Bike Berkeley	Signage Immediately South of Dwight: Signs and pavement markings for northbound traffic on Dana that say "Right Turn Only" should be changed by adding "Bicycles Excepted."	The comment is reflected in the preliminary design.	EMAIL
14	5/15/21	Charles Siegel, Liza Lutzker, Walk Bike Berkeley	Walk Bike Berkeley	Markings to guide bikes at Dwight: Pavement markings need to be added to guide northbound bikes from the east side to the west side of the street when they cross Dwight, so northbound bicyclists do not inadvertently go straight ahead into turning traffic. Because cars should all turn east onto Dwight, there should be no conflict between cars and bikes. All that is needed is pavement markings to guide the bicycles and keep them out of the way of cars. The drawing shows one possible transition between the two-way bike track north of Dwight and the ordinary two-way street south of Dwight.	The comment is reflected in the preliminary design.	EMAIL



**Attachment 3: Dana Complete Street Summary of Public Outreach Comments and Responses**

15	5/25/21	Kit Dunbar, Kirk Kukanan, Dana Rosenberg	First Congregational Church and East Bay School for Boys	Loading spaces and accessible parking (blue) spaces are important for church and school operations. Those spaces should be located close to the entrances.	Comment Noted. AC Transit and the City of Berkeley will evaluate parking and loading needs in the project area and resolve through the 65% design. Upon concluding the Dana Street Pilot Project, AC Transit will conduct evaluation of the project. Evaluation will inform the permanent design elements that could be incorporated into the Southside Complete Street Project to further improve Dana Street.	Verbal
16		Todd Henry	UC Berkeley	Additional loading and no parking spaces necessary on Dana Street along Blackwell and Unit 3 buildings	Based on input from UC Berkeley staff, the City of Berkeley has evaluated appropriate loading and no parking zones (red curb) required for Blackwell and Unit 3 buildings. These changes have been incorporated into the conceptual design and will be further refined during 65% design.	EMAIL
17	5/24/21	Alex Knox, Kieron Slaughter	TBID	What makes the project pilot? How could the City change as part of the Southside Complete Street project?	Aside from the boarding island, materials used for the project are mostly paint and delineators. AC Transit will conduct an evaluation and may recommend improvements to be considered by the City's Southside Complete Street Project.	Verbal
18	5/28/21	Richard Hsu	Church in Berkeley	My name is Richard Hsu and I am on the board of directors here at the church located at 2430 Dana St. I'd like to set up a time to discuss our church's concerns for the project, especially the impact on loading and unloading, ADA parking, and traffic safety when entering our parking lot from the driveway on Dana St. Please let me know when you are available to discuss.	Comment is noted. AC Transit and City of Berkeley staff with met with Richard Hsu to discuss the project and his concerns on June 4, 2021.	EMAIL
19	6/1/21	Charles (Chuck) Siegel, Lia Lutzker	Walk Bike Berkeley	Is there any justification for AC refusing to add loops on Dana that let bikes get green lights at Haste, Durant, and Bancroft, and instead expecting bikes to use the pedestrian pushbutton? As far as I know, almost every bike route in Berkeley has these loops where it crosses streets with traffic lights -- and so do many streets that are not bike routes (such as Berkeley Way at MLK, Acton at University and Derby at MLK). Why should they be left out on a Bike Boulevard in one of the busiest bike corridors in Berkeley? They are sorely needed on the two-way bike track on Dana because the northbound bike lane is not next to the pedestrian pushbutton. Imagine you are a northbound bicyclist who has swerved to the far left to press the push button. Now you are at the curb, facing north in the southbound lane right at the crosswalk. How do you get back to the northbound lane? Option 1: Lift your bike off the ground, turn it 90 degrees to the right, move to the northbound lane, lift the bike again and turn it 90 degrees to the left. This obviously is very awkward. Option 2: Wait for the light to turn green and swerve to the right as you proceed north, crossing the southbound lane. This obviously creates potential conflicts with southbound bikes -- and with northbound bikes as you try to merge back into that lane. Option 3: Noncompliance will be a popular choice. Many bikes already do not comply with red lights, and if we make it even harder for them to get a green light, many will just blow through the red light, which is potentially dangerous and creates conflicts with cars on the cross street and pedestrians in the crosswalk. No traffic engineer would ever design an intersection on a major automobile route to make cars leave their traffic lane in order to get a green light. Why	Currently, signals at Haste Street and Durant Avenue operate on recall, meaning that green cycle comes up every cycle. With the pilot project, signals will continue to operate on recall with the Pilot Project. Thus, bicyclists do not need to push pedestrian push buttons. At the Dana Street/Dwight Way intersection, the pilot project proposes to install video detection for the Dana Street northbound and southbound approaches to make the signal operate as a semi actuated signal. By this, when there is no call on Dana Street, the traffic signal will rest on Dwight Way as a primary approach. The detection for the Dana Street approaches will include separate detection for the northbound and southbound bike lanes on the cycle track. People riding bicycles will use the green signal indication (the same as vehicles) to travel through the intersection at Dana/Dwight Way. Based on evaluation of the pilot project, City will analyze the need for adding bicycle infrastructure, including bicycle detection and bicycle signal heads, signage, and pavement markings.	EMAIL

**Attachment 3: Dana Complete Street Summary of Public Outreach Comments and Responses**

20	5/27/21	Anonymous Attendee		will there be any impacts on street trees from the project? Can the project incorporate a full planting of street trees in existing gaps and missing spots along Dana? There are many spots where street trees are needed on this street.	The project is not anticipated to have any impacts to the existing trees. Tree planting is not part of the AC Transit's Pilot Project.	ZOOM Q&A
21	5/27/21	Richard Hsu	The First Congregational Church of Berkeley	The traffic island will impact our church's dropoff of members.. Can the island be moved either north or south of our church, 2430 Dana St?	Comment is noted. The boarding island cannot shift to the south as it would block a driveway for 2430 Dana Street. If the boarding island is moved to north (near side of the Dana/Haste Street intersection), a bus stopping at the bus stop would have conflicts with right turning vehicles. In addition, a bus stopping at the bus stop would obscure bicyclists and pedestrians crossing Haste Street from right turning vehicles.	ZOOM Q&A
22	5/27/21	Tom Yamaguchi (he/him)		Explain how bike riders will transition from two way cycle track to two way street south of Dwight.	At The Dwight Way/Dana Street intersection, there will be signage to help direct bikes through that transition, and signs at signals to direct bicyclists to use The pedestrian signals to cross since The pilot project does not include bicycle signals. At the Dana Street/Dwight Way intersection, the pilot project proposes to install video detection for the Dana Street northbound and southbound approaches to make the signal operate as a semi actuated signal. By this, when there is no call on Dana Street, the traffic signal will rest on Dwight Way as a primary approach. The detection for the Dana Street approaches will include separate detection for the northbound and southbound bike lanes on the cycle track. People riding bicycles will use the green signal indication (the same as vehicles) to travel through the intersection at Dana/Dwight Way. Based on evaluation of the pilot project, City will analyze the need for adding bicycle infrastructure, including bicycle detection and bicycle signal heads, signage, and pavement markings.	ZOOM Q&A
23	5/27/21	Charles Siegel	Walk Bike Berkeley	Walk Bike Berkeley believes that pedestrians should be allowed to cross Dwright on the east side of Dana. In this heavily used pedestrian area, we think there would be high noncomplaiance if they were not allowed to cross, which would be dangerous. Has there been any study of how many pedestrians cross illegally at this intersection?	AC Transit's project is a pilot project, which mostly consists of paint and delineators. The project intends to minimize conflicts with relatively low-cost materials. The suggested improvements will introduce conflicts between vehicles and pedestrians, and it will require major engineering and construction. Thus, it is not part of the pilot project. However, this suggestion could be revisited as part of the City's Southside Complete Streets project, especially if the evaluation of the pilot shows that we should consider moving the bikeway from the west side to the east side of the street.	ZOOM Q&A
24	5/27/21	Richard Hsu	The First Congregational Church of Berkeley	The moving of the ADA space at 2430 Dana has the passenger unloading into oncoming traffic on Haste. This is unsafe.	The City and AC Transit have developed a "buffered" ADA parking and passenger loading area on Haste Street, adjacent to the Church's accessible ramp, which will allow additional space on the passenger side of parked cars for passengers to enter and exit while remaining further away from passing cars. AC Transit is also proposing to improve the accessibility of the sidewalks on both sides of the church by replacing deteriorating asphalt fill in the former planting strip with new concrete surfaces.	ZOOM Q&A

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25	5/27/21	Rachel Hollowgrass		<p>Favorable comment: I've heard Megan Schwarzman speak, the UC Berkeley researcher and mother who was nearly fatally struck by a car while riding her bicycle. Thank you for the existing cycle tracks near campus.</p> <p>I really like this proposal for Dana Street. As a cyclist who lives south of campus and goes there to work, I've been concerned for years about the road quality, and safety around cars. The two-way cycle track would really help by separating vulnerable bikes from the much heavier cars and buses. Of course I keep</p>	Thank you for your support.	ZOOM Q&A
26	5/27/21	Charles Siegel	Walk Bike Berkeley	Will there be loops in the pavement so bikes can activate traffic lights, as there are at other bike routes?	Signals at Durant, Haste and Dwight will continue to operate on recall so that people on bikes will look to ped signal to know when to cross. Based on evaluation of the pilot project, City will analyze the need for adding bicycle detection and bicycle signal heads, and consider whether protected bike signal phase is needed	ZOOM Q&A
27	5/27/21	Richard Hsu	Church in Berkeley	The entrance to our church parking lot is on Dana just south of the bus island at 2430 Dana. Members turning right on Dana into the driveway for the parking lot have to make a very wide right turn. Also, if the turn is made into the driveway when a bus is done loading and ready to go then there could be a collision.	Comment is noted. There is approximately 70 feet from the edge of bus boarding island to the driveway. Drivers turning into the church's driveway will have a good sight distance for people riding bicycles and walking on the sidewalk. AC Transit and the City are in dialogue with the church to determine if the church can modify their on-site circulation such that they enter their parking lot from Haste and exit onto Dana. Based on evaluation of the pilot project, the City will evaluate whether additional improvements are necessary.	ZOOM Q&A
28	5/27/21	Anonymous Attendee		if a bus rider coming from the UC campus wishes to board southbound will they need to walk south three blocks on dana to haste to reach the first bus stop?	In the vicinity, the closest southbound bus stops will be a bus stop on Dana/Haste and Durant/Ellsworth Street. That would require additional block of walking to Ellsworth or two blocks of walking to Haste Street.	ZOOM Q&A
29	5/27/21	Paul Daubenmire	Resident	<p>I would like to propose that the bus island be moved to the northwest side of the Dana/Haste intersection. There is no apparent need for a protected bicycle/pedestrian bulb on the southwest side, since Dana/Haste are two crossing one-way intersections. 2414 Dana St has a non-functional driveway (pictures available), and thus there is 80 feet of unused space on the west side of Dana (north of Haste St) to accommodate both the bus lane and the needs of the right turning drivers.</p> <p>Finally, Haste St west bound is two lanes, and Dana St (south of Haste) formerly was also two lanes. The most rapid traffic at that intersection is left-turning (down-hill, accelerating) traffic from Haste St. onto Dana St. The bus island creates an unnecessary pinch point.</p> <p>Another reason to support moving the bus island north of the intersection.</p>	If a bus boarding island is located north of the Haste Street (before crossing intersection), right turning vehicles and buses pulling ahead would potentially conflict. Also, a bus could obscure bicyclists and pedestrians crossing Haste Street.	ZOOM Q&A
30	5/27/21	Rachel Hollowgrass		I've relied on the #6 bus to get to work on the Berkeley campus. I appreciate this effort to improve transit via extending or prioritizing green lights.	Thank you for your support.	ZOOM Q&A
31	5/27/21	Richard Hsu	Church in Berkeley	We currently have a lot of loitering and the associated litter and vandalism. Very probably, having a bus stop in front of our main steps and building will increase the loitering, litter, and vandalism.	Comment is acknowledged.	ZOOM Q&A

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32	5/27/21	Anonymous Attendee		<p>follow-up on the answer given to the boarding location question. Walking three blocks south to Haste, or two blocks west to Ellsworth to board, is an imposition on, and night safety hazard for bus riders, particularly women traveling alone. Keeping the Dana / Durant boarding point makes much more sense from this standpoint. If AC Transit wants to serve southbound riders most effectively, don't make them walk two to three blocks from campus to find a bus stop, especially at night(!). Also...if you need more reasons...people riding east / south from Downtown to reach Telegraph businesses or the UC campus won't want to be dropped off three blocks south of campus at Haste.</p>	<p>In the vicinity, the closest southbound bus stops will be a bus stop on Dana/Haste and Durant/Ellsworth Street. That would require additional block of walking to Ellsworth or two blocks of walking to Haste Street.</p>	ZOOM Q&A
33	5/27/21	Paul Daubenmire	Resident	<p>The #6 bus is only scheduled every 11-13 minutes (which means approximately 50+ minutes of the day have no bus present; even more time when no passengers are boarding or disembarking). Dana/Haste is a low frequency signal bus stop for riders (the majority of students disembark on Durant) Can there be a concession for the bus island on Dana/Haste to allow for ADA compliant passenger drop-off when there is not a bus present?</p>	<p>Comment is acknowledged. AC Transit and the City of Berkeley will evaluate parking and loading needs and resolve through the 65% design. This suggestion could be revisited as part of the City's Southside Complete Streets project</p>	ZOOM Q&A
34	5/27/21	Anonymous Attendee		<p>Follow-up: Will the striping on the ground at the Dana/Haste intersection allow for cars to make right-turns while other vehicles are waiting to go straight (southbound)? Will the plan create a raise bulb or just lines on the ground that right-turning vehicles will be able to cross over.</p> <p>fyi: The Durant/Dana bus stop is 10X more used than the Dana/Haste bus stop.</p>	<p>At the Dana/Haste Street intersection, the project proposes a shared through and right turn lane. As a protected corner is proposed, there is an approximately one car length of space for right turning car before the Haste Street crosswalk. Thus, a car traveling through can proceed to go straight if there is one car trying to make a right turn.</p>	ZOOM Q&A
35	5/27/21	Anonymous Attendee		<p>Most of the questions / answers have been from or about one church. There are actually FOUR churches along Dana, PLUS the Town &amp; Gown Club. They not only have their own events, but some rent out their spaces for other events, some of those events quite large. Particularly First Congregational Church where many music concerts and public lectures with several hundred attendees are held. It's crucial that AC Transit and the City take into account event loading / unloading for these events along Dana and adjacent streets. Please specifically contact ALL five congregations / clubs and work with them.</p>	<p>AC Transit contacted all five congregations and the Town &amp; Gown Club via mail with a follow up phone calls and/or emails. In addition, AC Transit and City of Berkeley staff met with representatives from two congregations that requested a meeting.</p>	ZOOM Q&A
36	5/27/21	Paul Daubenmire		<p>Has there been an examination of the parking spots on cross streets immediately west and east of Dana St.? There are multiple spots that are neither RPP or non-metered parking. This is not necessarily AC Transit jurisdiction, but should be examined to create additional parking and drop-off solutions to free-up Dana St.</p>	<p>Comment is acknowledged. AC Transit and the City of Berkeley will evaluate parking and loading needs and resolve through the 65% design.</p>	ZOOM Q&A
37	5/27/21	Paul Daubenmire		<p>I have been biking Dana St northbound to the UC campus for the last 14 years and want to compliment y'all's thinking to create a two-way bike lane. I am raising 3 bicycling boys (in elementary school) and a protected bike lane is coming as great news for us as parents! Thanks to all of you for all your hard work and forward thinking on this project!</p>	<p>Thank you for your support.</p>	ZOOM Q&A

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38	5/27/21	Anonymous Attendee	Resident	<p>There is also a UC Childcare facility on the north side of Haste, one lot west of Dana. Please make sure you contact them to consult, since they have a lot of tightly scheduled loading / unloading along Haste.</p> <p>Observation: "we sent stakeholders letters..." is so 2019. Please look up and contact these organizations directly. They all have websites, and you can look them up.</p>	<p>Thank you for your comments. AC Transit has been working with the UC Berkeley as they have several facilities in the vicinity of the project site. In addition, the UC Berkeley Early Childhood Education Center was contacted and specifically asked to distribute the project information to families and staff.</p>	ZOOM Q&A
41	6/5/21	Kit Dunbar, Dana Rosenber, et al.	First Congregational Church of Berkeley, East Bay School for Boys	<p>Fir Congregational Church of Berkeley (FCCB) representatives emphasized how important this main entrance and only handicap access is for the many activities on the FCCB campus which uses the current passenger loading zone on the west side of Dana Street, directly in front of the entrance.</p>	<p>AC Transit and the City of Berkeley have evaluated the needs for loading and are proposing to convert the existing bus stop on Durant at Dana (which is being consolidated with the nearby bus stop on Durant at Ellsworth) into a passenger loading zone for the church and school. AC Transit will include accessibility spot improvements along the sidewalks on Dana and Durant along the church frontage, to address any problematic areas along the path of travel to/from the new passenger boarding area. Based on evaluation of the pilot project, City will analyze further design changes and potential modifications to the passenger loading in the church area.</p>	EMAIL (MEMO)
42	6/5/21	Kit Dunbar, Dana Rosenber, et al.	First Congregational Church of Berkeley, East Bay School for Boys	<p>The East Bay School for Boys (EBSB) uses a large portion of the campus on weekdays. The main entrance provides the only handicapped entrance to their facility and to the elevator access in the building on the Durant side of the campus.</p>	<p>Comment is acknowledged.</p>	EMAIL (MEMO)
43	6/5/21	Kit Dunbar, Dana Rosenber, et al.	First Congregational Church of Berkeley, East Bay School for Boys	<p>FCCB Sunday services and other church meetings also use the loading zone for those with mobility challenges.</p>	<p>Comment is acknowledged.</p>	EMAIL (MEMO)
44	6/5/21	Kit Dunbar, Dana Rosenber, et al.	First Congregational Church of Berkeley, East Bay School for Boys	<p>FCCB hosts many community concerts, lectures and events and rents the space with the assurance that mobility access is available to all in the Sanctuary and adjoining facilities.</p>	<p>Comment is acknowledged.</p>	EMAIL (MEMO)
45	6/5/21	Kit Dunbar, Dana Rosenber, et al.	First Congregational Church of Berkeley, East Bay School for Boys	<p>FCCB will be presenting a plan to the City of Berkeley for rebuilding the fired-damaged building along the Channing street side of the campus. This will be the location of church offices for weekday access and includes a large community space that will be integrated into activities campus-wide. The primary entrance for this new building is also from Dana Street side near the flagpole, and it will also be a primary handicapped entrance.</p>	<p>Comment is acknowledged.</p>	EMAIL (MEMO)
46	6/5/21	Kit Dunbar, Dana Rosenber, et al.	First Congregational Church of Berkeley, East Bay School for Boys	<p>First Congregational Church wants to ensure that AC transit and the City of Berkeley explore all design options and take careful consideration of how to plan for accessible access to these two critical entrance points in this very active community facility and resource. We look forward to further meetings and involvement as the design is developed.</p>	<p>AC Transit and the City of Berkeley have evaluated the needs for loading and are proposing to convert the existing bus stop on Durant at Dana (which is being consolidated with the nearby bus stop on Durant at Ellsworth) into a passenger loading zone for the church and school. AC Transit will include accessibility spot improvements along the sidewalks on Dana and Durant along the church frontage, to address any problematic areas along the path of travel to/from the new passenger boarding area. Upon concluding the Dana Street Pilot Project, AC Transit will conduct evaluation of the project. Evaluation will inform the permanent design elements that could be incorporated into the Southside Complete Street Project to further improve Dana Street and specifically passenger loading around the church area. Further public engagement will be conducted as part of the Southside project.</p>	EMAIL (MEMO)

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47	6/5/21	Kit Dunbar, Dana Rosenber, et al.	First Congregational Church of Berkeley, East Bay School for Boys	We strongly object to the proposal to eliminate the existing passenger drop-off and loading zone on the west side of Dana Street and recommend keeping the current configuration. Install the new bike lane on the East side of Dana Street where it is currently. We request improving the current drop-off zone with a curb cut out so that those with mobility issues can more easily move from vehicles to the sidewalk. The current drop-off and loading zone can serve the entire campus including the new Community building rebuild.	Comment is acknowledged.	EMAIL (MEMO)
48	6/4/2021	Emily Wilcox		Will persons with disabilities, using any remaining motor vehicle parking in the reconfigured Dana streetscape mentioned below, have safe access to and from the sidewalks? For example, will the reconfigured vehicle parking provide a safe place to - 1.) Load / unload a wheelchair? 2.) Have a safe route to the ADA-required access ramp?	The Project proposes to move parking from the west side of the street to the east side, along the curb on east side of the street. There is an existing accessible (blue) parking at the southwest corner of the Dana Street/Haste Street intersection. The project proposes to relocate it to southside of Haste Street at Dana Street. The parking space will be adjacent to the existing ADA access for Church in Berkeley. In addition, the project will add two new accessible passenger loading zones, one on Durant adjacent to First Congregational Church and the other on Haste adjacent to Church in Berkeley. The project will make spot improvements to the sidewalks in these areas to improve ADA accessibility along the path of travel.	EMAIL
49	6/7/2021	Steve Finacom		See the attached letter for Comment 49- Don't Eliminate Convenient Bus Stops	AC Transit proposes to optimize bus stop locations and spacing in order to improve transit reliability and travel time improvements while balancing bus stop access, ridership and land use. From the Bancroft and Telegraph intersection, the existing nearest southbound bus stop is the Durant/Dana bus stop, which is located 1,060 feet away. With the Project, the nearest bus stop from the Bancroft and Telegraph intersection would be located at the Durant/Ellsworth bus stop, which is 1,600 feet away. The proposed Dana/Haste bus stop would be located 1,700 feet away from the Bancroft and Telegraph intersection. The existing southbound Telegraph/Dwight bus stop is located 1,600 feet away. Within 1/3 mile from the Bancroft/Telegraph intersection, there will be three Southbound Line 6 bus stops.	EMAIL (MEMO)
50	6/7/2021	Steve Finacom		See the attached letter for Comment 50 - Institutional Access	AC Transit and the City of Berkeley staff are working with stakeholders along Dana Street, including churches and UC Berkeley residential facilities in their needs in operations. See comments and responses from UC Berkeley, First Congregational Church, and Church in Berkeley (See comments #16, 18, 21, 24, 27, 31, 41 - 47, 54, and 55)	EMAIL (MEMO)
51	6/7/2021	Steve Finacom		See the attached letter for Comment 51 - Street improvements	The project is funded by the Alameda County Transportation Commission's Measure B funds and other state and federal funds. Each fund is dedicated for a specific purpose. The funds available for the pilot project must be used for transit improvements and filling a gap in the bicycle network. Thus, the project will not include tree planting. The pilot project does not involve changes to curb or sidewalk area aside from minor ADA spot repairs on sidewalks accessing passenger loading zones. Thus, trees would not be impacted by the project.	EMAIL (MEMO)
52	6/7/2021	Steve Finacom		See the attached letter for Comment 52 - Making Ellsworth A Two Way Street	The Pilot Project's project area is a 4-block of Dana Street between Bancroft Way and Dwight Way, and it does not involve Ellsworth Street.	EMAIL (MEMO)

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53	6/7/2021	Steve Finacom		See the attached letter for Comment 53 -Historic Issues	Comment is acknowledged. The Pilot Project does not anticipate any work on the sidewalk except installation of parking kiosks on some blocks and minor ADA spot repairs on sidewalks accessing passenger loading zones. .	EMAIL (MEMO)
54	6/8/2021	Richard Hsu	Church in Berkeley	Please explain again the problem with: Either moving the bus island to the existing bus stop on Dana before Haste or to the end of the block before Dwight?	See response to Comment #21.	EMAIL
55	6/8/2021	Richard Hsu	Church in Berkeley	Please explain again the problem with: Having a white striped loading zone just south of Haste in front of our building, adjacent to the bicycle lane to the East, either with or without the bus island.	The City and AC Transit have developed a "buffered" ADA parking and passenger loading area on Haste Street, adjacent to the Church's accessible ramp, which will allow additional space on the passenger side of parked cars for passengers to enter and exit while remaining further away from passing cars. AC Transit is also proposing to improve the accessibility of the sidewalks on both sides of the church by replacing deteriorating asphalt fill in the former planting strip with new concrete surfaces.	EMAIL

Notes:  
 The Dana Street Virtual Community Meeting presentation and meeting recording are posted on the AC Transit's project web page (<https://www.actransit.org/rapid-corridors/dana-street>)  
 Responses to Zoom Q+A provided via the comment matrix is abridged version of the responses. For actual verbal responses at the May 27th meeting, please check the AC Transit's web page for recorded meeting.



Public Works Commission

AGENDA  
May 19, 2021

To: Reimagining Public Safety Task Force  
 From: Liam Garland, Public Works Director  
 Submitted by: Shamika Cole, Co-Secretary  
 David White, Co-Secretary  
 Subject: Reimagining Public Safety/BerkDOT

INTRODUCTION

The July 14, 2020 omnibus package to reimagine public safety included a referral to the City Manager to:

- a) pursue the creation of a Berkeley Department of Transportation (BerkDOT) to ensure a racial justice lens in traffic enforcement and the development of transportation policy, programs, and infrastructure, and
- b) identify and implement approaches to reduce and/or eliminate the practice of pretextual stops based on minor traffic violations.

In addition to instilling a racial justice lens in transportation programs and services, the referral's stated purpose was "to separate traffic enforcement from the police," "reduce traffic enforcement as a tool for enhancing traffic safety," and to "shift traffic enforcement, parking enforcement, crossing guards, and collision response & reporting away from policed officers—reducing the need for police interaction with civilians..."

By this report, staff seeks the Reimagining Public Safety Task Force's input and advice on a) research and analysis conducted to date, b) input solicited from the Public Works Commission, Transportation Commission, and public speakers and incorporated herein, and c) a draft phased approach to explore possible next actions. This work raises important questions about how the current Public Works department and the City's transportation functions are—and should be—organized, and how a racial justice lens can be applied across transportation-related programs and projects.

The referral component to reduce and/or eliminate stops based on minor traffic violations is at the core of the original omnibus package approved by City Council. The Mayor's Fair and Impartial Policing Working Group submitted recommendations to City



Council at a special meeting held on Tuesday, February 23, 2021.<sup>1</sup> The City Council unanimously adopted recommendations from the Fair and Impartial Policing Working Group that will result in a new, evidence-based traffic enforcement model that focuses traffic stops on safety, such as running a red light, rather than lower level offenses, such as minor equipment violations. The City Council also approved the implementation of procedural justice reforms including, but not limited to, the implementation of an early intervention system and requiring written consent for certain searches.<sup>2</sup> BPD is in the early stages of defining, developing, and implementing these measures.

This staff report complements the efforts of the Fair and Impartial Policing Working Group, lays out initial background and approaches to the creation of a BerkDOT, and explores opportunities to shift functions into this new department or division, as well as potential new positions or functions. In particular, staff seeks further input from the Task Force on the following questions:

- What near term actions should be prioritized?
- What areas of future research and/or due diligence should staff focus on?
- What is missing from the analysis and possible actions?
- Which of the three organizational approaches to a BerkDOT provided below align best with the City Council's referral and the City's adopted strategic and other plans (e.g., Berkeley Strategic Transportation Plan, Vision Zero, and recently-adopted Pedestrian Plan), both in the short and long term?

This staff report concludes with a list of proposed actions phased in over time. These actions support establishment of a BerkDOT that translates City Council's direction (and staff's intent) into racially just, equitable, sustainable, and accessible transportation policies, programs, services, and projects. The phased actions explored in this report are considered for inclusion in Annual Appropriation Ordinance #1 in December 2021, the two-year budget adopted by June 30, 2022, or future budget adoptions.

## BACKGROUND

*Public Safety Reimagining Process.* On July 14, 2020, the Berkeley City Council made a historic commitment to reimagine the City's approach to public safety with the passage of an omnibus package of referrals, resolutions, and directions.<sup>3</sup>

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<sup>1</sup> [https://www.cityofberkeley.info/Clerk/City\\_Council/2021/02\\_Feb/Documents/2021-02-23\\_Special\\_Item\\_01\\_Report\\_and\\_Recommendations\\_pdf.aspx](https://www.cityofberkeley.info/Clerk/City_Council/2021/02_Feb/Documents/2021-02-23_Special_Item_01_Report_and_Recommendations_pdf.aspx).

<sup>2</sup> Please see the annotated agenda for the February 23, 2021 Special Meeting of the City Council, which can be found at the following -

[https://www.cityofberkeley.info/Clerk/City\\_Council/City\\_Council\\_Agenda\\_Index.aspx](https://www.cityofberkeley.info/Clerk/City_Council/City_Council_Agenda_Index.aspx).

<sup>3</sup> [https://www.cityofberkeley.info/Clerk/City\\_Council/2020/07\\_Jul/Documents/07-14\\_Annotated\\_Agenda\\_pdf.aspx](https://www.cityofberkeley.info/Clerk/City_Council/2020/07_Jul/Documents/07-14_Annotated_Agenda_pdf.aspx)

On December 15, 2020, the City Council authorized the City Manager to enter into a contract with the National Institute of Criminal Justice Reform (NICJR) to conduct research, analysis, and use its expertise to develop reports and recommendations for community safety and police reform as well as plan, develop, and lead an inclusive and transparent community engagement process to help the City achieve a new and transformative model of positive, equitable and community-centered safety for Berkeley. NICJR's scope and contract documents are complete.<sup>4</sup>

On January 19, 2021, City Council amended the enabling legislation for the Reimagining Public Safety Task Force. Appointments have been made from the City Council, Mental Health Commission, Police Review Commission, and Youth Commission, and three "At-Large" appointments confirmed by City Council on March 9, 2021.<sup>5</sup>

The Task Force met on February 18, March 11, April 9, April 29, and May 13, and covered topics ranging from the consultants workplan; community survey; calls-for-service analysis and framework; and overviews of the Police Department, priority dispatch, new and emerging models of community safety, and specialized care unit.

*Public Works and Police Departments.* Today, Public Works includes 320 full time employees (FTEs) across seven divisions. The divisions of Transportation, Engineering, Zero Waste, and Administration report to the Public Works Director. The Facilities, Streets & Utilities, and Equipment Maintenance divisions report to an Operations Manager who, in turn, reports to the Director.

The Transportation Division has 43 FTEs and is responsible for the following functions: traffic engineering, planning and design of transportation-related capital improvement projects, off- and on-street parking management, and transportation planning, policies, and programs, e.g., Vision Zero. In January 2018, traffic maintenance and parking meter maintenance were shifted from the Streets and Utilities Division to the Transportation Division. This division's breadth of functions is well beyond that of transportation divisions in similarly sized cities.

Both the Transportation and Engineering Divisions currently sit on the 4<sup>th</sup> Floor of 1947 Center Street. The permanent repair of streets and sidewalks is planned and executed by the Engineering Division with 2.5 full time engineers. Smaller, temporary street and sidewalk repairs are made through our Streets and Utilities Division Operations by two separate units of 13 FTEs. These units work out of the City's Corporation Yard, as does our Facility Management Division and its nearly 7 FTEs handling streetlight maintenance and repair.

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<sup>4</sup> [https://www.cityofberkeley.info/Clerk/City\\_Council/2020/12\\_Dec/Documents/2020-12-15\\_Supp\\_2\\_Reports\\_Item\\_7\\_Supp\\_CMO\\_pdf.aspx](https://www.cityofberkeley.info/Clerk/City_Council/2020/12_Dec/Documents/2020-12-15_Supp_2_Reports_Item_7_Supp_CMO_pdf.aspx)

<sup>5</sup> [https://www.cityofberkeley.info/Clerk/City\\_Council/2021/01\\_Jan/Documents/2021-01-19\\_Item\\_18\\_Revisions\\_to\\_Enabling\\_Legislation\\_for\\_Reimagining.aspx](https://www.cityofberkeley.info/Clerk/City_Council/2021/01_Jan/Documents/2021-01-19_Item_18_Revisions_to_Enabling_Legislation_for_Reimagining.aspx)

Today, all traffic enforcement functions are housed within the Traffic Bureau of the Police Department's Investigation Division. The Traffic Bureau includes all traffic enforcement functions, parking enforcement, traffic control, serious injury collision investigations and review, collision data functions, and crossing guards. The Traffic Bureau currently sits at 841 Folger and this substation will soon move to 125 University.

*Current Plans and Programs for Racial Justice and Equity.* The City of Berkeley set a goal in its strategic plan to "[c]hampion and demonstrate social and racial equity," which is an especially important goal for Public Works. The 2020 end of year workforce report showed the department was 63% African American and Latino (and 77% non-white), 92% of that year's new hires were non-white, and 78% of staff promoted were non-white. While racially diverse, that report also showed only 16% of the department was female and only 38% of management was non-white, suggesting more work was needed in our department's gender diversity and having management reflect the racial diversity of the department's staff.

In recent years, the Transportation Division sought to more explicitly incorporate racial justice into transportation policies, projects, and services. The Berkeley Strategic Transportation (BeST) Plan adopted in 2016 prioritized capital projects by whether those projects would increase transportation choices for disadvantaged communities. The Vision Zero Plan adopted in March 2020 documented racial disparities in severe and fatal traffic injuries, and it acknowledged racial and economic inequities associated with traffic enforcement. As a result, the Vision Zero Plan emphasized improvements to traffic safety through engineering solutions over enforcement, and it called for an equitable enforcement policy before making any Vision Zero-related enforcement changes.

The first set of Healthy Streets established during the COVID-19 pandemic were selected from bicycle boulevards in traditionally underserved neighborhoods. Most recently, the Pedestrian Plan adopted in January 2021 built on the work of Vision Zero to document that black pedestrians are twice as likely to be victims of traffic violence as white pedestrians. The Pedestrian Master Plan uses redlining maps to prioritize safety improvements in these historically underserved neighborhoods.

Other aspects of Public Works' services aid equity and racial justice in Berkeley, including:

- The Clean Cities Unit abates illegal dumping, trash, and debris, especially in and around encampments, and many of these locations are in historically underserved areas;
- An existing Disability Services Specialist helps ensure the accessibility of new improvements, existing infrastructure, and current Public Works services;
- Most repairs of the City's sewers, streets, streetlights, and sidewalk are completed without regard to the adjacent property owner's ability to pay; our

stormwater and sewer fees are eligible for relief under the City's Very Low Income Fund; and, in the proposed budget, Public Works has recommended extending relief from sewer charges for more low income families; and

- Public Works, Public Works Commission, and Facilities, Infrastructure, Transportation, Environment, and Sustainability Committee are proposing to City Council on June 1 revisions to the street rehabilitation policy that specifically address racial justice and equity through the creation of an Equity Zone where paving repairs are prioritized. If adopted, Public Works will explore broader applicability of this zone to our sidewalk, streetlight, and other maintenance and repair services.

The department is at an inflection point. A new director was hired in July 2020 and since that time, the department has adopted [top goals and projects](#),<sup>6</sup> drafted [performance measures](#),<sup>7</sup> and sought more open lines of communication with the department's Commissions. An all-staff survey has been completed, showing the department faces a significant staff morale challenge. One driver of the morale challenge is a persistent vacancy rate of 15%+. The high vacancy rate diminishes the department's ability to deliver programs, leads to delays in implementing projects, and leaves the remaining staff shouldering a larger work burden. The work burdens are only increasing. The department is leading up the effort to turn Vision 2050 into reality; accelerate conversion of our fleet and facilities to all-electric; construct a whole range of T1 and other capital projects; and develop comprehensive plans for our street lights, paving, green infrastructure, and storm drains. All while Public Works and IT are working together on the simultaneous replacement of three key internal asset management systems without which a modern Public Works or Transportation department cannot operate.

As a result of these significant opportunities and challenges, Public Works is initiating a process to adopt a strategic plan in the next fiscal year. The plan will help clarify the department's core mission, values, priorities over the next five years, including how the department's staffing, programs, and projects can advance racial justice and equity.

## APPROACHES

To inform the approaches presented in this staff report, interviews were held with director-level staff of Transportation and Public Works departments in Los Angeles, Minneapolis, Oakland, Denver, Ft. Collins, and Cambridge. These cities were selected for their variety of organizational, political, and governance structures. These conversations revealed different ways to structure a department, and how some cities were applying a racial justice lens to their transportation (and other) work. The

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<sup>6</sup> [https://www.cityofberkeley.info/uploadedFiles/Public\\_Works/Level\\_3\\_-\\_General/FY20-21%20Berkeley%20PWD%20Goals%20and%20Projects-Sep%202020.pdf](https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_General/FY20-21%20Berkeley%20PWD%20Goals%20and%20Projects-Sep%202020.pdf)

<sup>7</sup> [https://www.cityofberkeley.info/uploadedFiles/Public\\_Works/Level\\_3\\_-\\_General/CoB%20Performance%20Measures%20041921.pdf](https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_General/CoB%20Performance%20Measures%20041921.pdf)

interviews showed there are many different ways to organize, and pros and cons associated with each method of organization.

At a high-level, there are three approaches to a new BerkDOT. Each of these presents an opportunity to refine the mission and overall organization of functions within the Transportation Division and the Public Works Department, and to carry out any new functions assigned by the City Council or reorganized within Public Works. The three approaches are:

**A. Establish the existing Public Works' Transportation Division as BerkDOT:**

This option would retain the existing Public Works department and structure, revamp the current *Division* of Transportation as BerkDOT, and create a new Deputy Director for Transportation reporting to the Public Works Director. Public Works' FY 21/22 budget request includes the adjustment of a current position to Deputy Director for Transportation. This would confirm the centrality of transportation in the department.

**B. Remake Public Works into the Department of Transportation & Infrastructure (BerkDOTI):**

This option would create a new BerkDOTI, subsume the existing Public Works Department into it, and the department's mission would focus on stewardship of the City's transportation system and public right-of-way, as well as the safety of the public in using streets and sidewalks. The functions of the remade department would include discrete lines for Transportation, Utilities, and Administration. Within these lines, a new Deputy Director for Transportation would be created, while infrastructure services such as storm water, sewer, and Zero Waste would remain in a newly configured Utilities division. This option still allows for intra-departmental coordination between planners and engineers by retaining an overall singular department under the oversight of a unified administrative structure. It elevates the new department's transportation programs and services to the whole of the public right-of-way, consistent with Vision 2050's positioning of the right of way as the *Public Commons*. An integrated BerkDOTI department would allow for ongoing coordination between functions affecting all aspects of transportation and non-transportation services in the public right-of-way, and a single point of contact for inter-departmental coordination.

**C. Create a new, stand-alone BerkDOT that subsumes the current Division of Transportation and leaves a separate, stand-alone Public Works Department:**

This would shift transportation functions out of Public Works into a standalone, new department oriented around a mission inclusive of transportation services and projects. Transportation operations, safety, and maintenance functions

would be transferred to this new stand-alone BerkDOT, while non-transportation capital project delivery and utilities such as storm, sewer, and Zero Waste would remain in the Public Works department. While duplicating back-office requirements, this structure may offer a more focused mission and vision, and resolution of items at the level of City Manager, not Department Director.

*Mission and Vision.* Each of these options presents an opportunity to sharpen the mission of our transportation work and deliver racially just, equitable, accessible, safe, and environmentally sustainable transportation programs, services, and projects. A stand-alone BerkDOT with a new Director reporting to the City Manager may provide the opportunity to start from scratch and create a whole new vision for transportation in this City. This also may provide the Public Works' department an opportunity to sharpen and improve its mission. On the other hand, the City's transportation and infrastructure visions are evident through the City Council's adoption of existing and recent plans, such as Vision 2050 (2020), BeST (2018 and update 2021), pedestrian plan (2021), and Vision Zero (2020). There may be conflict between Vision 2050's envisioning of the right of way as a public commons, and its implementation depending on two separate, stand-alone departments. It also may be the case that these adopted plans do not sufficiently capture Berkeley's transportation and infrastructure vision. If that is the case, then a new stand-alone BerkDOT may help chart whatever that new vision may be.

*Prioritization and Coordination.* A new stand-alone BerkDOT reporting to the City Manager or Deputy City Manager may elevate the transportation function's importance among many other competing priorities in the City. However, two separate departments will require staff currently sitting in the same department—with direct opportunities and incentives to collaborate—to be in stand-alone separate departments with more divergent priorities and more difficulty in coordination.

*Transition Costs:* Each of these organizational options would have different cost implications. Creating a wholly new stand-alone DOT alongside a stand-alone Public Works department is the highest cost option. Staff's initial estimate is \$750,000, mostly based on Oakland's experience creating a new DOT from its Public Works Department. These are hard costs related to hiring a new Director; building the required HR, payroll, and finance functions; consultant support for the change effort; and ancillary costs related to the new department, such as updates to the website, municipal code, letterhead, and work clothing. The ongoing operating costs for future years are in the range of \$500,000-\$750,000 annually.

Standing up a new department will incur significant non-financial costs, especially in time and effort. Interviews with other DOTs suggest this is an intense two-year process to stand up the organization and another two to three years until it is a cohesive organization. It would involve significant need to bridge and manage the transition with staff, collaboratively build a new department culture, and reorganize career advancement pathways in the workplace. Logistics are important, too. Staff are not

aware of building space that may accommodate a new stand-alone BerkDOT. In addition, the necessary investments in time and effort may require tradeoffs that slow down or put at risk other high-priority projects, e.g., Vision 2050, Vision Zero, T1, November 2022 infrastructure-focused revenue measure, and implementation of the BeST, Bicycle, and Pedestrian Plans.

The BerkDOTI option of a remade Public Works department with transportation, utility, and administration lines is estimated to cost less than \$150,000, mostly related to one position upgrade (Deputy Director, Transportation), hard costs related to the name change, and some support for the change efforts. Given the department's intention to undergo strategic planning next year, there may be an opportunity to leverage this process to support the BerkDOTI change effort. There would be limited ongoing additional operating costs for future years.

The option of creating BerkDOT out of the existing Transportation Division, and remaining within Public Works, is likely to involve similar cost as the BerkDOTI option as it includes similar actions, e.g. position upgrade, name change costs, and change efforts.

City Council could consider covering these costs through budget reductions to the Berkeley Police Department, reductions to other departments' budgets, or with additional General Fund resources. However, the source of funds does not change the fact that these three approaches have different cost impacts. Similarly, it is possible that as the number of sworn personnel in traffic enforcement is reduced, those savings are shifted into transportation programs and/or services. However, those savings may be speculative, as costs related to the civilian traffic enforcement unit and/or automated enforcement are very likely to rise.

Under any of these structures, there will be additional costs associated with implementing new policies or programs. This could include automated enforcement programs with staffing required for citation processing and review, a new specialist staffing for public engagement and racial justice programs, etc.

*Implementation Risks.* Many reorganizations fail or take much longer than planned. According to a 2016 Harvard Business Review study, more than 80% of reorganizations fail to deliver the hoped for value in the time planned, and 10% can cause real damage to the organization. The creation of a separate, stand-alone BerkDOT with a separate stand-alone Public Works Department entails the most risk of failure and/or delay. A BerkDOT subsuming Public Works entails low to moderate risk. Creating the BerkDOT out of the existing Transportation Division, and keeping it within Public Works, is low risk. To mitigate these risks, the changes might be made incrementally, allowing for smaller course corrections to address issues that may arise and preserving options moving forward.

*City Size.* Few cities of Berkeley's size have a stand-alone DOT. Nor do most cities of Berkeley's size have the breadth of transportation functions already assigned to the existing Transportation Division within Public Works.

*Racial justice lens.* Staff's view is that any of these organization approaches could apply an improved racial justice lens to transportation programs, and none of the approaches provide distinct benefit over the others in advancing racial justice and equity.

*Shifting functions.* Staff's view is that any of these organizational approaches could facilitate shifting of functions as explored later in this staff report, and none is uniquely configured for a particular shifting of functions.

### SHIFTING FUNCTIONS

The BerkDOT referral incorporated into the City Council's omnibus package adopted on July 14, 2020 stated the following:

A Department of Transportation in the City of Berkeley could shift traffic enforcement, parking enforcement, crossing guards, and collision response & reporting away from police officers—reducing the need for police interaction with civilians—and ensure a racial justice lens in the way we approach transportation policies, programs, and infrastructure. It would also ensure a focus on transportation that is separate and apart from public works issues, fitting for the importance of transportation as an issue of concern to Berkeley and as a key component of our greenhouse reduction goals.

There are a variety of transportation-related functions within the City of Berkley which are performed by:

1. Sworn, uniformed officers (e.g., police officers assigned either to Patrol Division or the Traffic Bureau);
2. Non-sworn, uniformed personnel (e.g., parking enforcement officers);
3. Civilian personnel (e.g., crossing guards); and
4. Civil engineers, transportation engineers, transportation planners, and operations and maintenance staff.

Below, each function is assessed for possible shift into any of the three BerkDOT approaches described above.

#### *Traffic Enforcement*

The original referral suggested shifting traffic enforcement to a new BerkDOT. However, California Vehicle Code section 21100 appears to delegate authority to localities to enforce traffic laws by means of "traffic officers," which are further defined by Penal Code Section 830, et seq., as sworn police officers. Thus, enforcement of traffic



violations set forth by non-sworn personnel could violate existing state law. Until state law changes, such a shift in function outside of BPD may be preempted.

The City Council adopted a resolution on December 15, 2020, requesting the California legislature enact legislation to give cities greater flexibility in traffic enforcement. Staff has considered prioritizing near-term action to develop a plan for standing up a civilian traffic enforcement unit. However, given the content of the state law change is likely to be important for the particulars of how such a unit is structured and organized, staff suggests the civilian traffic enforcement unit be considered a longer term action, and that this action be triggered when there is a change in state law. In the meantime, the City could engage in discussion with state legislators about potential legislation on this topic. When such a state law change does occur, staff would evaluate the legislation and prepare a plan for City Council discussion with the aim that Berkeley thoroughly evaluate and engage the community and its employees over the potential to establish a civilian traffic enforcement unit.

Other state law changes might alter the nature of traffic enforcement, as well. Current state law prohibits automated enforcement of speeding violations. Assembly Bill (AB) 550 would permit several cities to initiate pilots of automated enforcement of speeding violations<sup>8</sup>. On May 11, 2021, the Council took formal action to support AB 550 and urge that the City of Berkeley be included as a pilot location. Similar to red light cameras, photo speed enforcement could reduce the need for traffic stops and the associated interactions between police officers and drivers, while providing effective enforcement against speeding, which is the traffic violation most likely to contribute to several or fatal traffic injuries especially among pedestrians. The degree to which automated speed enforcement could be administered by non-sworn staff would depend on the enabling legislation. AB 550 currently calls for violators to be subject to civil penalties and the availability of diversion programs.

Given the legal hurdles to a civilian traffic enforcement unit and automated enforcement, staff suggest prioritizing advocacy for state law changes in the near-term, and, over the longer term, develop practical plans and policies to implement state law changes when they occur. As suggested in Vision Zero, the City's adoption of a Vision Zero Enforcement Policy could help explain and further detail the City's approach to enforcement as a tool of last resort, provide guidance for the implementation of automated enforcement, and ensure the lens of racial justice and equity is incorporated into enforcement efforts.

### *Crossing Guards*

#### **Berkeley Function Today**

Crossing guards are civilian personnel within the Police Department who help ensure safe routes to school and Vision Zero functions, which are important citywide priorities.

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<sup>8</sup> [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202120220AB550](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB550)

There are currently 15 part-time crossing guards, equivalent to 3.7 FTEs, working during school arrival and departure times. Crossing guards do not enforce the law, rather they enhance safety by stopping traffic and escorting children across an intersection.

#### **Other Cities' Experiences**

Some cities, such as Los Angeles and Cambridge, MA, employ crossing guards through the Transportation and/or Public Works department; other cities that house crossing guards in the Police Department, such as the City of Oakland, are considering moving them to OakDOT in response to similar conversations around racial justice in traffic enforcement. Another model is schools overseeing the crossing guard functions with the City providing some portion of funding, which is the case in Fort Collins, CO.

#### **Potential Options for Berkeley**

Crossing guards could move into BerkDOT with minimal disruption. Shifting that staff to a new department will require a BerkDOT staff person to take on a new supervisory role, which could require new training. Within BerkDOT, crossing guards could be assigned to school sites based on racial equity and Vision Zero priorities. Including crossing guards in BerkDOT could have the positive effect of bolstering local relationships between BerkDOT and local schools and communities.

There are some impacts to BPD's operations of moving crossing guards to BerkDOT. By removing this function, it means severing a visible tie between elementary school staff, local residents, and BPD. Otherwise, the impacts are not significant. This change could be accomplished in the budget proposed for adoption in June 2022.

#### ***Parking Enforcement***

##### **Berkeley Function Today**

Parking Enforcement Officers are non-sworn, uniformed officers within the Police Department. These officers support the City's parking program, which is stewarded by Public Works and the officers are funded out of the Public Works' on-street parking fund. (Citation revenue goes to the General Fund.) There are currently 24 FTE parking enforcement officers, supervisors, and a manager within BPD's Traffic Bureau.

The City of Berkeley's current [parking program](#) offers a payment plan for low income persons, and a fee waiver for low-income citation recipients who request an appeal hearing.

#### **Other Cities' Experiences**

Other cities, both large and small, manage parking enforcement under the Transportation and Public Works departments: examples include Los Angeles, Fort Collins, CO, Cambridge, MA, and Orlando, FL. Some parking enforcement staff maintain inter-departmental connections and access to shared communication systems with Police Departments where there are concerns for staff safety. For example, the OrlandoDOT has a parking enforcement function, and parking enforcement staff share a

radio frequency with the Police Department. Some cities, such as Los Angeles, have qualified relief programs to address the burden of parking fines on low-income residents, such as the [Community Assistance Parking Program](#).

#### **Potential Options for Berkeley**

The parking enforcement function could move into BerkDOT, which would be a major shift in terms of the number of employees and their day-to-day interface with the Police Department. Parking enforcement staff currently sit within PD offices, and their trainings and career development paths are through PD.

Shifting this function to a new BerkDOT would require investment and training in the newly transitioned staff on the BerkDOT mission and career advancement paths, and new management and supervisory capacity within BerkDOT to absorb responsibility for the parking enforcement staff. Given that the Transportation Division is currently 43 FTEs, this shift would increase this organization's size by more than 50%. It poses some logistical challenges, too, as BPD Traffic Unit's staff and parking enforcement's staff currently sit with one another in the same location, and there is not an obvious solution for co-locating parking enforcement staff and existing transportation division staff given significant space constraints at the City's Corporation Yard.

Such a shift would have significant impacts on BPD and its 24 parking enforcement staff. BPD would lose important members of its team, and parking enforcement staff themselves would have a more difficult time keeping up communication with the Police Department for backup requests, which occur weekly. Nearly one-half of parking enforcement officers participated as public speakers when the Public Works Commission heard this BerkDOT item, and expressed a strong sentiment that affiliation with PD helped them feel safer in their work and strong opposition to any move outside of PD.

As suggested by several Public Works Commissioners, staff proposes further dialogue with the parking enforcement officers themselves. After that dialogue, staff would return to City Council for discussion on whether the parking enforcement function should sit within PD.

#### *Paving*

##### **Berkeley Function Today**

Public Works has 2.5 engineers who put together the paving plan, and then do the public procurement for the annual paving and sidewalk repair projects. Another engineer or inspector is involved in the construction management and inspection of the improvements. All of these staff are in the Engineering Division, and consult regularly with Transportation's planning unit to ensure coordination with the various transportation plans.

**Other Cities' Experiences**

Both OakDOT and Minneapolis include some paving functions. Both pothole repair and designing and bidding contracts for paving are held within OakDOT. However, the paving and capital project construction management function is still held within Oakland's separate Public Works department. In Los Angeles, the paving function is housed in Streets LA, a division of Public Works, not LADOT. Cambridge, MA also does not house paving functions in its Transportation, Parking, and Traffic Department; instead, the Community Development Department prepares the paving plan, and Public Works completes the paving.

**Potential Options for Berkeley**

The existing configuration results in collaboration on paving between engineers in Public Works' Engineering Division, and engineers and planners in the Transportation Division. Moving this function to the BerkDOT has the potential to realize more opportunities for Vision Zero, Bicycle Plan, and Pedestrian Plan improvements in the course of paving. However, the paving budget faces an annual funding shortfall of more than \$10 million for basic pavement maintenance, not to mention the improvements suggested by the Vision Zero, Bicycle Plan, and Pedestrian Plan. Thus, these opportunities to use our paving program to further the goals of our transportation plans may be more vision than reality. In addition, even if this function moves to Transportation, significant coordination with the Engineering Division will be required to ensure consideration of sewer, green infrastructure, storm drain, and other utility projects occurring in the streets. Staff believes that the coordination between Transportation Planning and paving engineers has improved over the past several years, but agree more improvement and coordination is needed. What is less clear is whether improvement will come from an organizational decision—either moving the paving planning function from Engineering into Transportation's planning unit or moving transportation planners into Engineering's Pavement Unit—or bringing in new revenue into paving through a November 2022 infrastructure-focused revenue measure. The latter would be the most significant action the City Council could take to ensure our paving program advanced our BeST, Vision Zero, Pedestrian, and Bike Plan's goals. Staff could return to City Council as part of the budget adopted in June 2022 with a discussion of where the paving planning function might sit.

***Collision Investigation*****Berkeley Function Today**

Today, BPD's Traffic Bureau sworn officers are responsible for traffic collision investigations. This includes forensic functions, determining why and how the crash occurred, data collection on victim information, and the state of existing street safety infrastructure. No Public Works or Transportation staff participate in that data collection. Collision investigation invariably requires sworn officers to collect witness statements and evidence, conduct analysis, and develop a report, all of which are governed by state vehicle code. In addition, collisions can happen at any time of day or night and police staff with assigned vehicles are on duty 24/7 in the field and enable rapid response.

**Other Cities' Experiences**

Collision investigation functions are conducted by police departments, and in many cities there is limited data sharing and collaboration in data collection, which can be a barrier to data-driven Vision Zero work. A few cities have built partnerships with police departments to share crash investigation functions as it pertains to transportation engineering. Director-level partnerships with the police department has allowed some cities, such as Fremont, CA, to share more Vision Zero-related traffic data.

**Potential Options for Berkeley**

Many of the forensic functions of crash investigation are important for the Police Department to carry out. Increased collaboration between BerkDOT and the Police Department through sharing of some collision investigation functions could improve traffic safety. Bringing BerkDOT planners and engineers into the process to assess site context and transportation infrastructure issues in the field during investigation is likely to lead to better understanding of why crashes occurred and may help identify opportunities to improve infrastructure to improve safety outcomes in the future. This also advances the City's Vision Zero focus, and encourages direct access to police reports and other disaggregated data for purposes of Vision Zero analysis and monitoring, which includes an assessment of racial disparities in traffic safety. Improved information sharing could occur within existing structures and progress is already being made. The most important near-term action to promote this information sharing and safety improvements would be the hire of a new staff member into BerkDOT to support the Vision Zero program and codify this interdepartmental coordination. A request for this FTE will be included in the budget proposed in June 2022.

***Traffic Control*****Berkeley Function Today**

Both sworn officers and parking enforcement officers provide special traffic control during major planned events today, such as festivals, marches and protests, and other large-scale events, and also during emergencies, such as street flooding, large structure fires, and during high wildfire-risk periods. Public Works, BPD, and parking enforcement staff frequently coordinate on traffic controls, including temporary signage and barricades often planned by Traffic Engineers and deployed by Traffic Maintenance staff.

**Other Cities' Experiences**

In other cities, both sworn and non-sworn uniformed officers can carry out traffic control functions. In San Francisco, parking enforcement officers have traffic control functions as part of their regular duties, which includes directing traffic during both planned events and critical incidents. In Minneapolis, the Regulatory Services department provides uniformed personnel for traffic control functions, which include rush hour traffic management, emergency response to traffic control needs via 311, and support for special events.

**Potential Options for Berkeley**

Event-related traffic control could be provided by non-sworn, uniformed personnel for planned events in Berkeley. Parking enforcement personnel provide this function today. Non-sworn, uniformed officers could also provide some or perhaps all emergency-related traffic control. Consideration would need to be given to time of day and week to ensure availability of appropriate staff, and ensuring proper training of non-sworn staff conducting planned and emergency related traffic control.

**3. Racial Justice in Transportation Policies, Programs, and Infrastructure**

Ensuring a racial justice lens in transportation policy, programs, and infrastructure would mean that all decisions, procedures, and guidelines that govern transportation in this City would affirmatively work to reduce the burdens of racial inequities and mitigate structural harm put on people of color, and create streets where people are safe, experience belonging, and can thrive.

From listening to the input received so far and considering other organizations approaches, staff see three important opportunities moving forward. First, establish a BerkDOT that uses racial and social justice and safety data to improve safe and equitable access to mobility and helps reduce traffic violence, economic violence, and risk of institutional violence experienced by the most vulnerable users of the public streets and sidewalks.

Second, embed the racial justice lens in BerkDOT through one of two potential organizational approaches:

- A. **Racial Justice and Equity Division within BerkDOT:** The Racial Justice and Equity Division could be a separate division within any of the three BerkDOT approaches, at the same organizational level as project delivery, maintenance, or administration. The division may be staffed with one or two people, and those staff working across divisions, similar to how engineers and planners already work across divisions and functions today.
- B. **Deputy Director of Transportation, Racial Justice, and Equity:** The racial justice function could move up a tier in the organizational chart to assign that function to a newly titled, Deputy Director of Transportation, Racial Justice, and Equity. This would elevate the transportation and racial justice functions and accountability in the organizational hierarchy. It might then mean that existing staff take on day-to-day responsibility for racial justice functions, with approval and strategy provided by the Deputy Director for Transportation, Racial Justice, and Equity. This position could still be supplemented with a Racial Justice Specialist position as an assistant to the Deputy Director.

The organizational structure of the racial justice function within BerkDOT might also consider the size of Berkeley's city government and BerkDOT itself. For example, the division itself might contain one FTE; however, regardless of the number of FTEs, creating a division within an organizational chart on equal footing with other departmental functions elevates its importance in the department's mission. Under either approach, it will be important to ensure that people of color, and especially African Americans, have clear and well-used career pathways.

Public Works' budget proposed for adoption in June 2021 includes an adjustment for a Deputy Director of Transportation, so Option B is readily achievable and does not preclude a change later to Option A.

Third, as suggested by various contributors in the public process to date, incorporating a racial justice lens into transportation work requires in-depth examination, discussion, training, and action. This work has an aspect that is inward-facing and focused on our staff and their experiences and career pathways. It also must focus on BerkDOT's services, programs, and projects delivered to the community. For that reason, staff propose using the assistance of an expert to lead the internal examination, discussion, training, and action that would culminate in the development of a *Racial Justice and Equity Action Plan, Part 1*. A budget request for Annual Appropriation Ordinance #1 in December 2021 would fund this third-party's work. *Part 2* would examine the department's services, programs, and projects, and identify the areas and actions where more progress is required. This work would be proposed for inclusion in the budget adopted June 2023.

#### INPUT RECEIVED FROM COMMISSIONS TO DATE

This report reflects input provided by the Transportation Commission, Public Works Commission, and public speakers at both commission meetings. Prior versions of this report incorporated this specific feedback from the Transportation Commission. More has been provided on the purpose and vision of the omnibus package and BerkDOT referral, and the report provides more focus on near-term actions to change transportation's mission, vision, programs, services, and projects and ensure they are imbued with a racial justice lens. There is more background and explanation on the civilian traffic enforcement unit, and City Council's direction to focus traffic stops on safety and eliminate stops for minor traffic violations. Greater detail has been provided on automated enforcement, inclusion of career pathways for people of color, and the cost implications of the three organizational approaches,.

Several Transportation Commissioners suggested crossing guards and parking enforcement were functions that should be moved to a BerkDOT sooner rather than later. Staff incorporated a suggestion to re-work the near-term and longer-term actions into a phased approach.

There was consensus at the Public Works Commission and its public speakers that the revised staff report responded to much of the Transportation Commission's feedback. There was a consensus that enforcement as a method of improving traffic safety should be a tool of last resort within the City's toolbox. There was not consensus on the organizational approach to BerkDOT or on which functions might be prioritized for shifting into BerkDOT. Some commissioners wanted to learn more about how BerkDOT might be informed by a strong, transparent public engagement process. On this latter point, staff are exploring on-the-street, intercept surveys and/or public opinion surveys to be conducted this summer in order to engage and learn from traditionally underrepresented and underserved members of the community.

### PHASED APPROACH

The phased approach described below combines the direction set by Council in the original omnibus package, the input received to-date, and the constraints of our existing budget, commitments, laws, and bandwidth. The order and phasing of the approach is designed to preserve opportunities for the City to speed up or slow down along the way.

#### *Phase 1: July 1, 2021-June 30, 2022*

Ongoing	Coordinate with PD on implementation of precision policing and major v. minor stops. Monitor state legislative proposals and be prepared to engage and advocate for automated enforcement.
Jun 2021	Proposed budget includes Deputy Director of Transportation, Racial Justice, and Equity.
Jul	Opinion and/or intercept surveys to solicit input on BerkDOT.
Dec	Submit budget request in AAO#1 for expert support on <i>Racial Justice and Equity Action Plan, Part 1</i> , focused on staff and career pathways.
Jan 2022	Berkeley <u>Division</u> of Transportation stood up as BerkDOT with lead Deputy Director of Transportation, Racial Justice, and Equity.
Jun	Potential budget proposals implementing various aspects of BerkDOT and submit request for new Vision Zero staff member to coordinate with PD on data sharing and collision analysis.

#### *Phase 2: July 1, 2022-June 30, 2023*

Jul 2022	Report to City Council on results of legislative advocacy on civilian traffic enforcement and automated enforcement, and if automated enforcement on speeding enabled by change in state law, plan for implementing.
Dec	Council considers adoption of Vision Zero enforcement policy. Complete <i>Racial Justice and Equity Action Plan, Part 1</i> .



- Jan 2023 City Council discusses possibility of creating civilian traffic unit. This discussion and deliverable is wholly dependent on state law changes permitting such action.
- Jun Report to Transportation Commission on equity of City's existing parking fines and rates, and possible revisions.

*Phase 3: July 1, 2023-June 30, 2025*

- Dec 2023 Complete *Racial Justice and Equity Action Plan, Part 2*, focused on programs, services, and projects.
- Jun 2024 Update to Council on progress to date and seeking direction on final BerkDOT organizational structure (enhanced division, BerkDOTI, or stand-alone BerkDOT), civilian traffic enforcement unit, and equity policies.
- Jun 2025 Final report closing BerkDOT referral.

Attachment:

- 1: Budget and Position Inventory

**Attachment 1: FTEs and Budget for Existing BerkDOT-related Functions**

*Total potential FTEs* **99.95** *Total Costs* \$ **49,627,069**

*PW Engineering/Streets*

Implementing capital projects to maintain 216 miles of street and 300 miles of sidewalk

Associate Civil Engineer	1	\$	143,157.66		
Assistant PW Engineer	1	\$	123,956.56		
Supervising Civil Engineer	0.5	\$	81,070.50		
<b>Total</b>	<b>2.5</b>	<b>\$</b>	<b>348,184.72</b>	<b>\$</b>	<b>660,534</b>
			Nonpersonnel Costs	\$	330,267
			Capital Costs	\$	11,010,303
			<b>Total</b>	<b>\$</b>	<b>12,001,104</b>

*PW Transportation*

Improve traffic safety, encourage transit use, bicycling and walking, and address transportation issues. Capital projects include parking facilities; street improvements; traffic calming measures; and bicycle and pedestrian infrastructure improvements.

Management	Transportation Manager	1	\$	177,577.71	
	Administrative Secretary	1	\$	88,553.50	
	Administrative Assistant	1	\$	88,293.71	
	Assistant Management Analyst	1	\$	89,820.02	
Parking (off and on-street)	Parking Services Manager	1	\$	130,562.85	
	Senior Planner	1	\$	126,667.01	
	Assistant Management Analyst	4	\$	359,280.08	
	Accounting Office Specialist II	1	\$	69,366.54	
	Parking Meter Maint & Collection Supv	1	\$	91,188.45	
	Parking Meter Maintenance Worker	6	\$	391,547.52	
	Parking Meter Mechanic	5	\$	369,082.50	
CIP Engineering	Associate Civil Engineer	2	\$	286,315.32	
	Supervising Traffic Engineer	1	\$	165,189.86	
Traffic Engineering	Assistant Traffic Engineer	2	\$	250,942.02	
	Associate Traffic Engineer	2	\$	286,315.32	
	Engineering Inspector	1	\$	106,362.46	
	Traffic Engineering Assistant	1	\$	86,079.55	
Planning	Principal Planner	1	\$	143,078.83	
	Senior Planner	1	\$	126,667.01	
	Associate Planner	2	\$	219,506.56	
	Assistant Planner	1	\$	90,424.05	
Traffic Maintenance	Traffic Maintenance Supervisor	1	\$	91,188.45	
	Traffic Maintenance Worker I	3	\$	202,701.42	
	Traffic Maintenance Worker II	2	\$	147,742.40	
<b>Total</b>	<b>43</b>	<b>\$</b>	<b>4,184,453.14</b>	<b>\$</b>	<b>7,938,238</b>
			Nonpersonnel Costs	\$	4,175,377
			Capital Costs	\$	12,500,000
			<b>Total</b>	<b>\$</b>	<b>24,613,615</b>

*PW Streets/Sidewalk Operations*

Performs spot repairs on the City's maintain 216 miles of street and 300 miles of sidewalk

Management	Senior PW Supervisor	1	\$	111,161.44	
Streets / Asphalt	PW Supervisor	1	\$	96,565.46	
	Skilled laborer	2	\$	143,751.72	
	Construction Equipment Operator	1	\$	81,359.20	
	Laborer	2	\$	135,228.28	
Sidewalks / Concrete	PW Supervisor	1	\$	96,565.46	
	Concrete Finisher	2	\$	86,386.35	
	Skilled Laborer	1	\$	71,875.86	
	Laborer	2	\$	135,228.28	
<b>Total</b>	<b>13</b>	<b>\$</b>	<b>958,122.05</b>	<b>\$</b>	<b>1,817,633</b>
			Nonpersonnel Costs	\$	300,000
			<b>Total</b>	<b>\$</b>	<b>2,117,633</b>

*PW Signals and Streetlighting*

Maintains signals and traffic controls at 140 intersections and 8,000 LED streetlights.

Electrician	4	\$	411,091.20		
Lead Electrician	2	\$	219,648.00		
Senior Electrical Supervisor	0.75	\$	97,022.18		
<b>Total</b>	<b>6.75</b>	<b>\$</b>	<b>727,761.38</b>	<b>\$</b>	<b>1,360,914</b>
			Streetlights	\$	1,377,731

Signals	\$	896,755
Capital Cost	\$	1,050,000
<b>Total</b>	<b>\$</b>	<b>4,685,399</b>

*PD-Investigations Division*

The Traffic Unit's Motorcycle Officers focus on community safety through traffic law enforcement, investigation of serious injury/fatality traffic collisions; DUI enforcement, and coordinating grantfunded focused enforcement efforts. The Parking Unit's Parking Enforcement Officers enforce applicable State and Local codes which regulate parking and provide traffic control and support, e.g. Special Events or incident scene management.

Parking Enforcement	Parking Enforcement Manager	1	\$	114,869.25	
	Parking Enforcement Officer	21	\$	1,492,580.46	
	Parking Enforcement Supervisor	2	\$	84,899.98	
	<b>Total</b>	<b>24</b>	<b>\$</b>	<b>1,692,349.69</b>	<b>\$ 1,692,350</b>
				Nonpersonnel Costs	\$ 1,638,945
Traffic Bureau	School Crossing Guard	3.7		145987.2	
	Lieutenant	1	\$	178,231.87	
	Sergeant	1	\$	148,483.71	
	Motor Officer	4	\$	515,017.16	
	Assistant Management Analyst/OSII	1	\$	89,820.02	
	<b>Total</b>	<b>10.7</b>	<b>\$</b>	<b>1,077,539.96</b>	<b>\$ 1,077,540</b>
				Nonpersonnel Costs	\$ 1,800,483
				<b>Total</b>	<b>\$ 6,209,318</b>

<b>Total potential FTEs</b>	<b>99.95</b>	<b>Total Costs</b>	<b>\$</b>	<b>49,627,069</b>
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# Reimagining Public Safety: BerkDOT

## Agenda

1. Why BerkDOT?
2. Process and Input to Date
3. Organization and Staffing
4. Approaches to BerkDOT and Racial Justice Lens
5. Getting input

# Why BerkDOT?

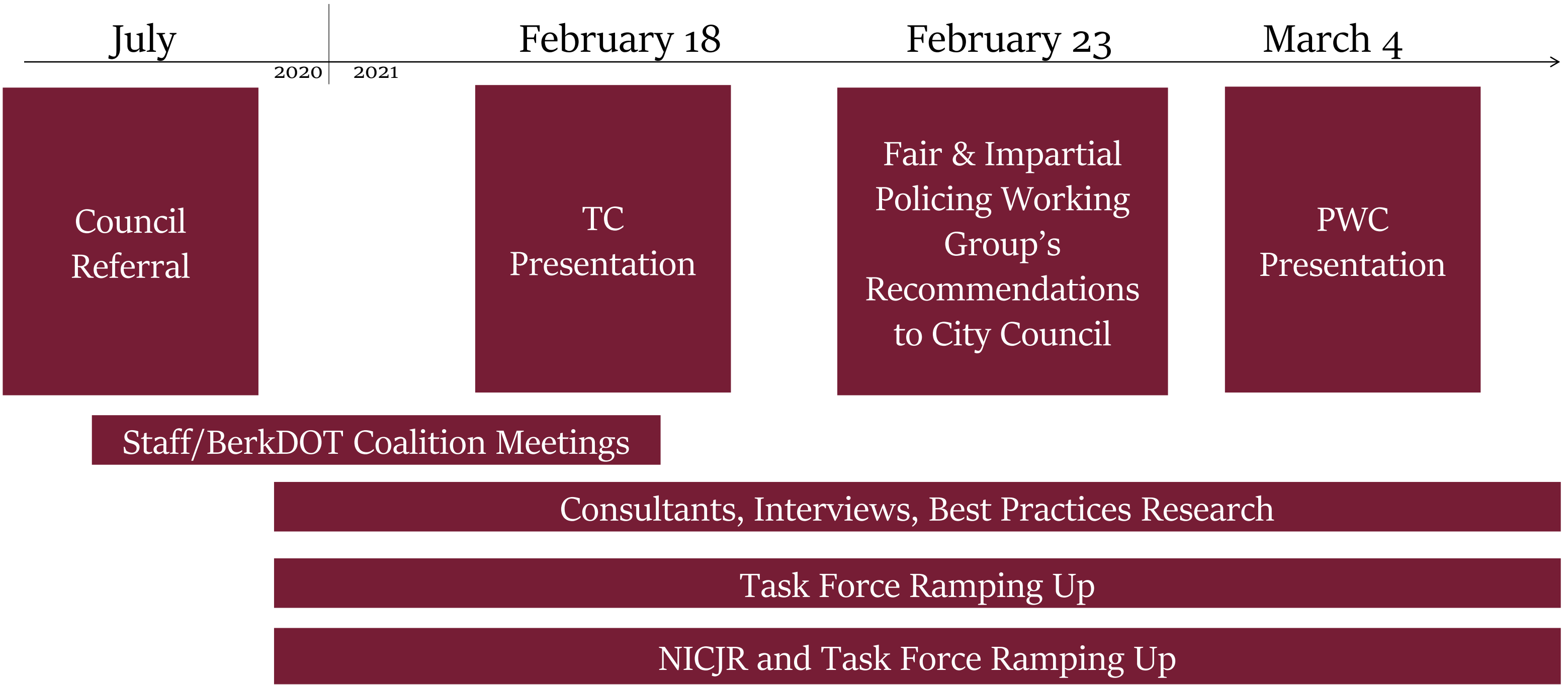
1. Racial Justice in services, staffing, and outcomes
2. Equitable Mobility regardless of race, age, gender, wealth, or ability
3. Safety from traffic/institutional/economic violence
4. Public and Environmental Health

# Advancing BerkDOT

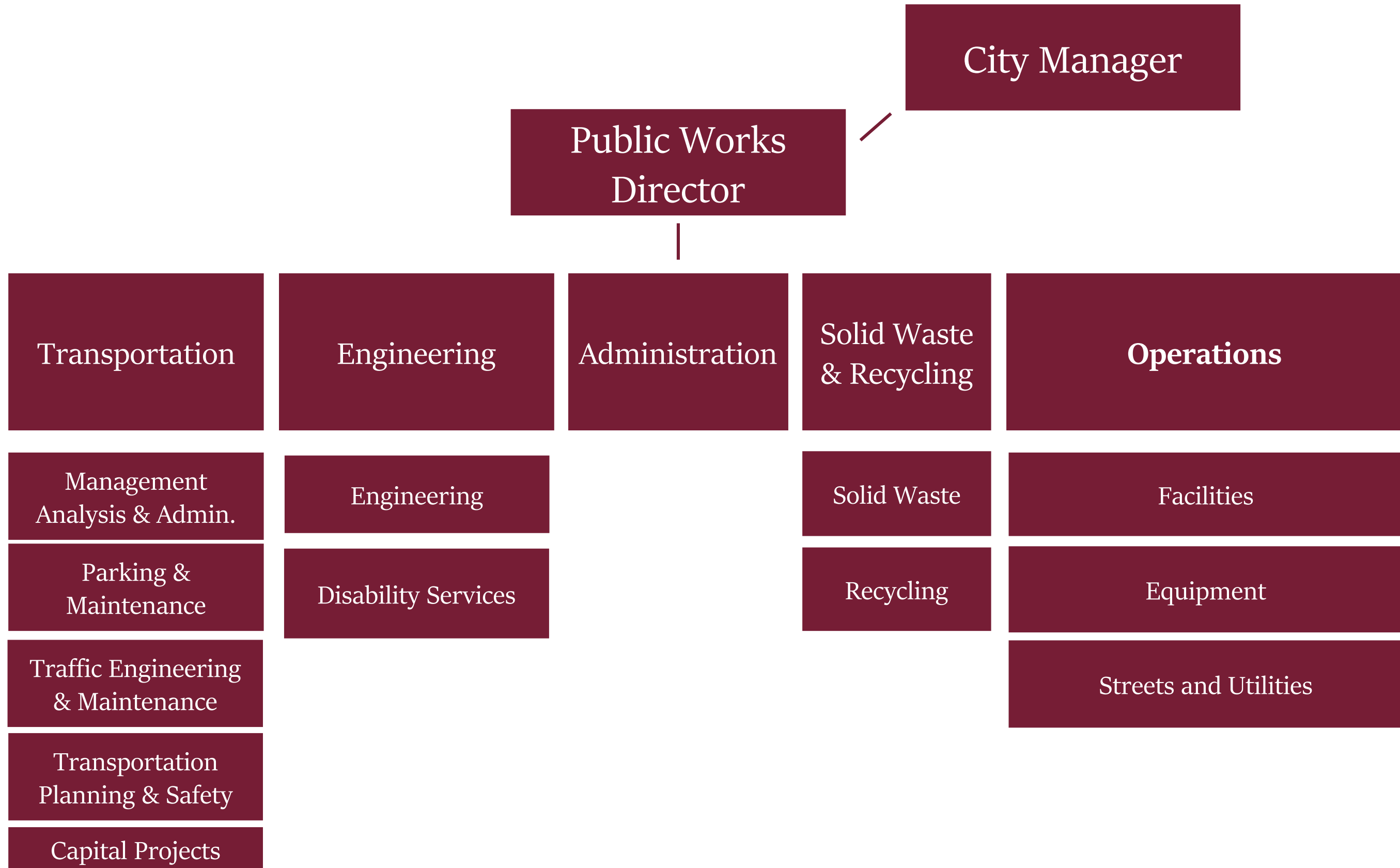
1. Consider existing transportation functions and their organization
2. Leadership and vision
3. Reduce silos and align goals and responsibilities between transportation functions
4. Don't lose what is already working



# Timeline



# Current Public Works Department Structure



# Staffing: ~100 Positions, \$50M

Function	Staffing
Transportation	43 FTEs in PW
Traffic Bureau	4 motor officers, 1 Lt., 1 Sgt, 1 Admin Analyst in PD
Crossing Guards	3.7 FTEs = 15 part timers in PD
Parking Enforcement	24 FTES in PD
Engineering/paving	2.5 FTEs in PW
Streets/lights/sidewalks	19.75FTEs in PW



# Three Organizational Approaches to BerkDOT

Infrastructure

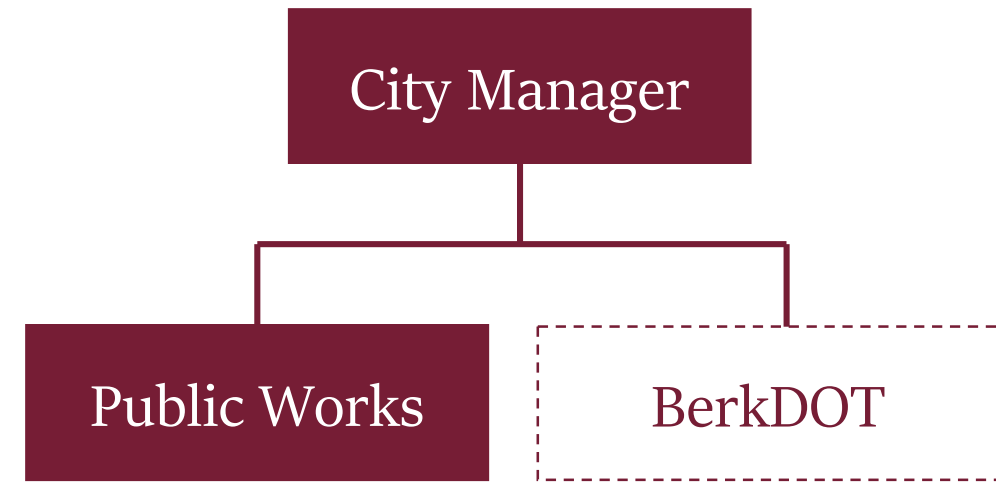
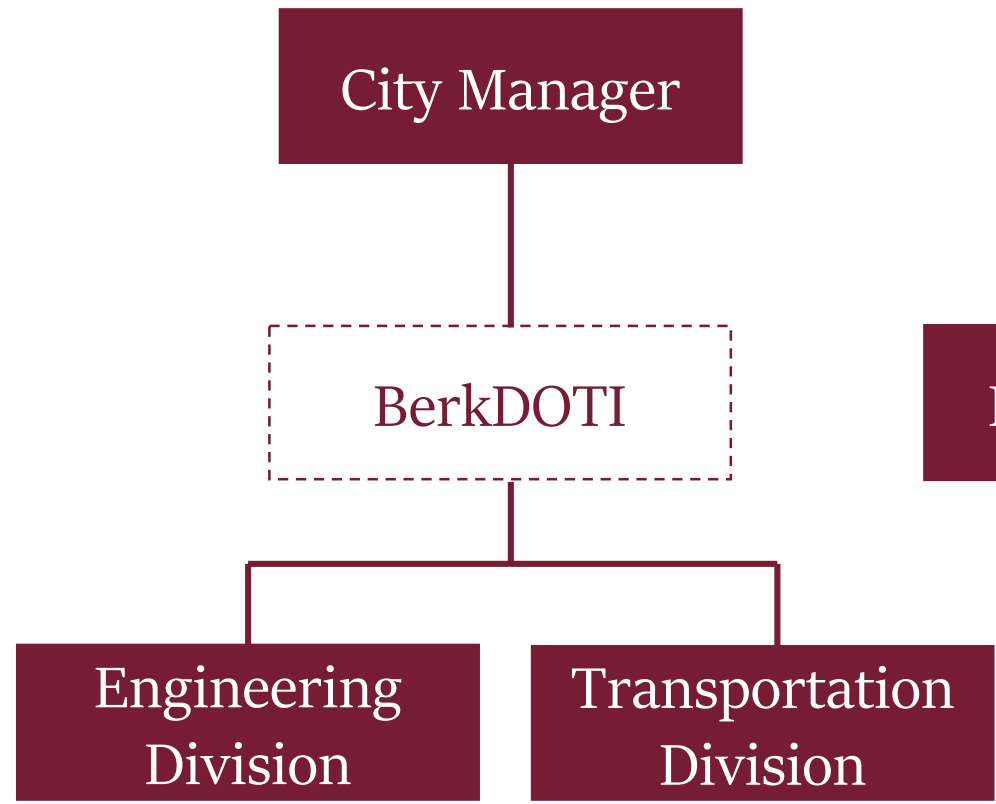
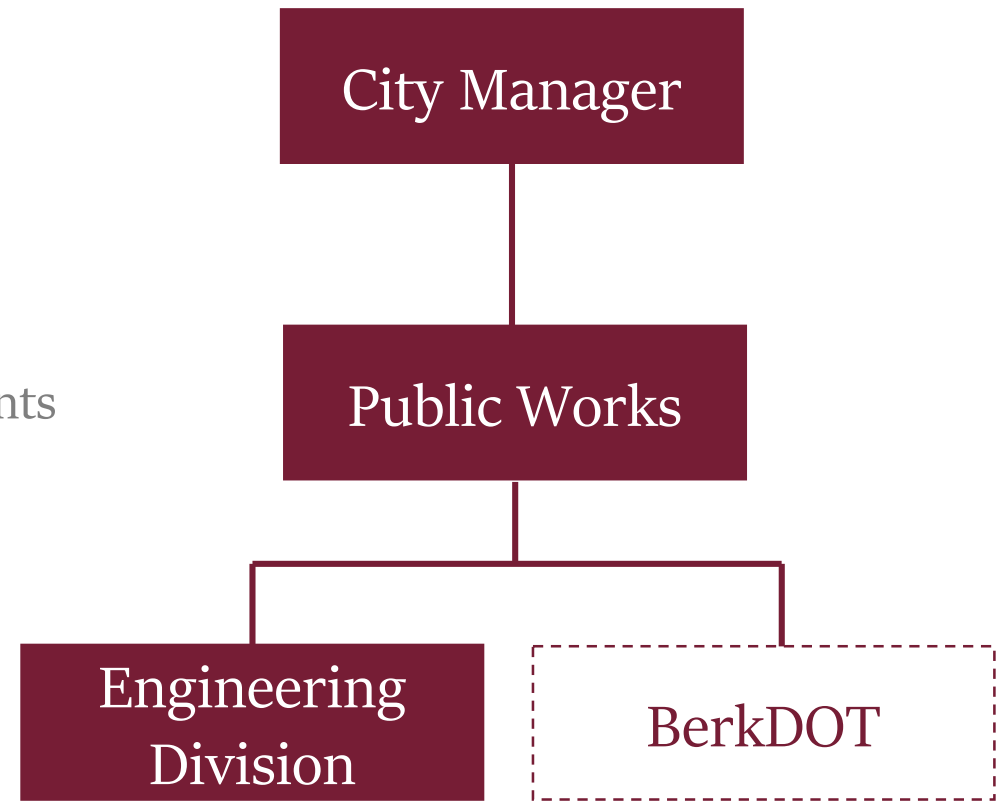
## A BerkDOT Division in Public Works

## B BerkDOTI Department

## C BerkDOT Department

Departments

Divisions



# Evaluating the Approaches

**Racial Justice:** Do any of these approaches uniquely advance our transportation policy, programs, and infrastructure to advance racial justice and equity?

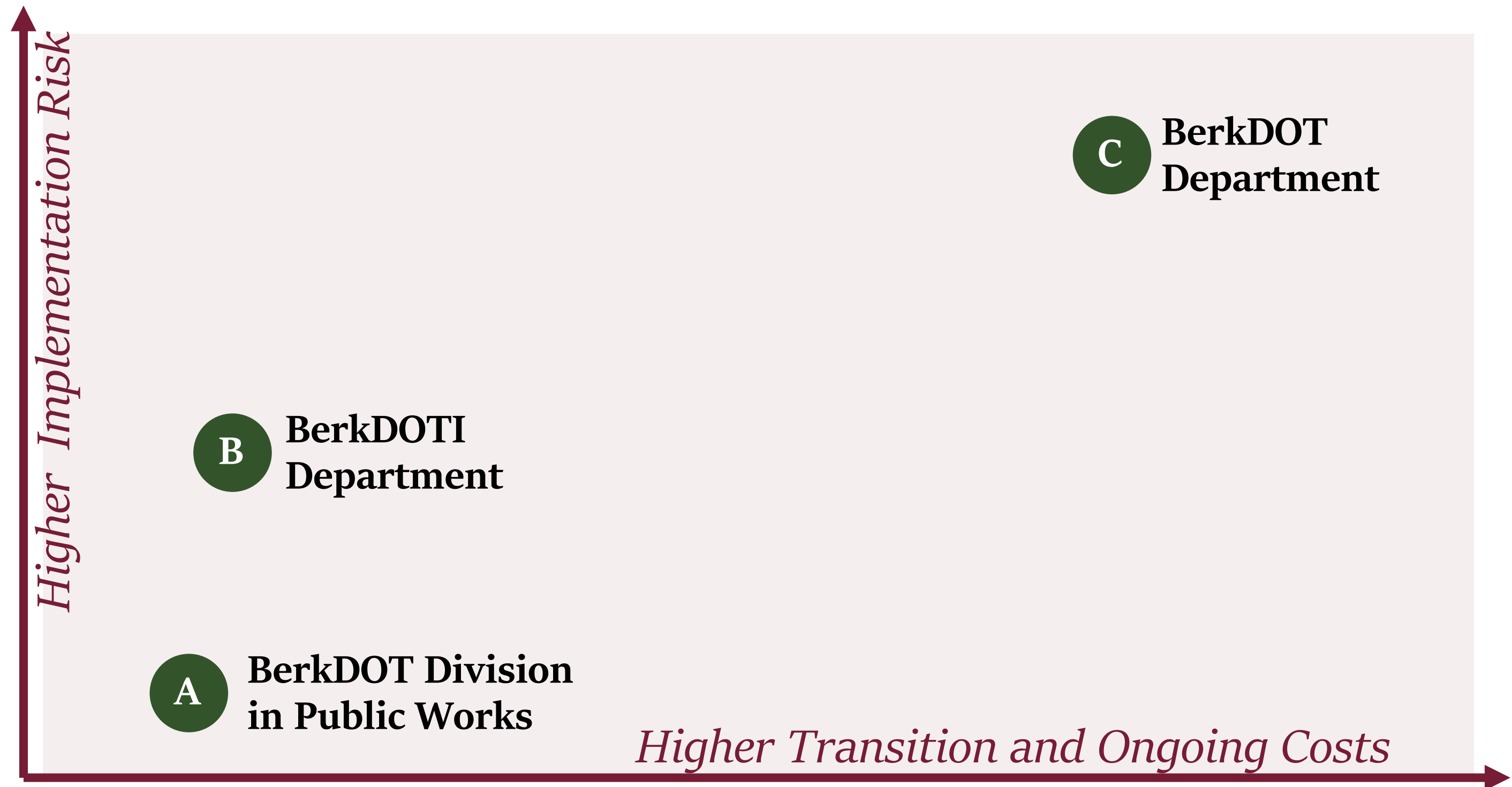
**Mission/Vision:** Do any of the options present an opportunity clarify departmental mission or advance strategic priorities?

**Prioritization/Coordination:** Which approach balances these two important principles?

**Shifting Functions:** Do any of these approaches facilitate function shifting well?

**Costs and Implementation:** Next page

# Evaluating the Approaches: Implementation Risk & Transition Costs



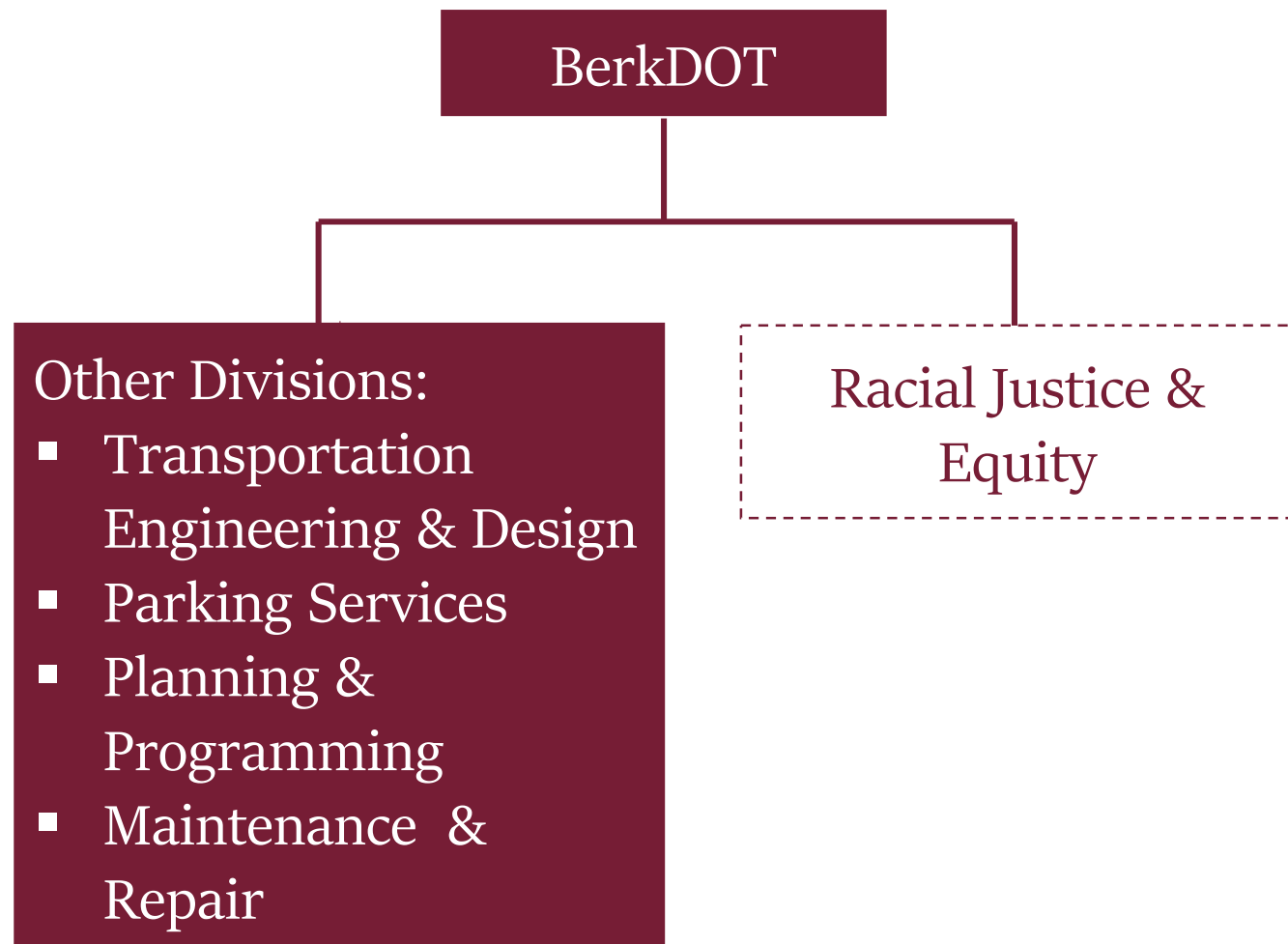
# Racial Justice Lens

## Working Definition

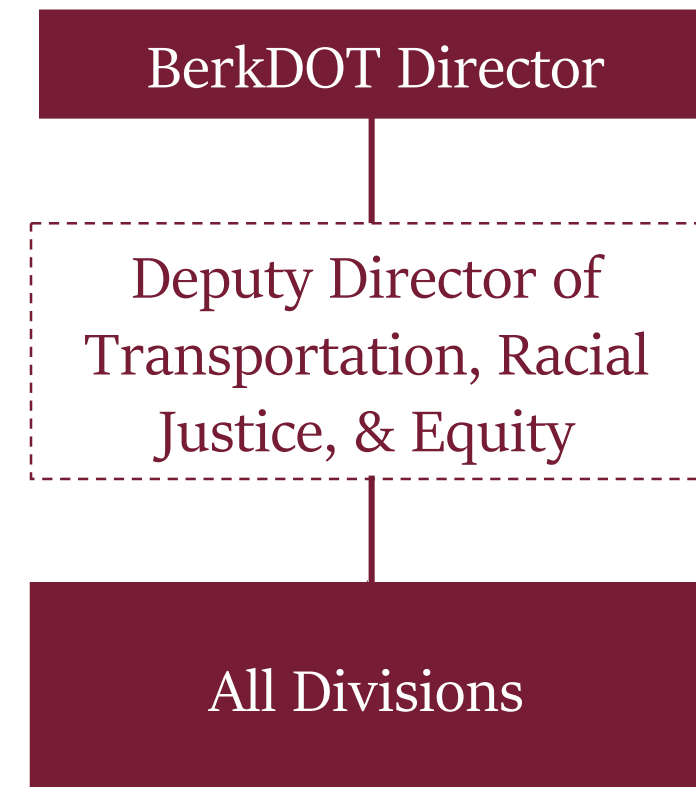
Ensuring a racial justice lens in transportation policy, programs, and infrastructure would mean that all decisions, procedures, and guidelines that govern transportation in this City would affirmatively work to reduce the burdens of racial inequities and mitigate structural harm put on people of color, and create streets where people are safe, experience belonging, and can thrive.

# Racial Justice Lens in the Organizational Structure

## A Racial Justice & Equity Division within BerkDOT



## B Deputy Director of Transportation, Racial Justice, & Equity



# Phase 1: July 1, 2021-June 30, 2022

Ongoing	Coordinate with PD on implementation of precision policing and major v. minor stops. Monitor state legislative proposals and be prepared to engage and advocate for automated enforcement.
Jun 2021	Proposed budget includes Deputy Director of Transportation, Racial Justice, and Equity.
Jul	Opinion and/or intercept surveys to solicit input on BerkDOT.
Dec	Submit budget request in AAO#1 for expert support on <i>Racial Justice and Equity Action Plan, Part 1</i> , focused on staff and career pathways.
Jan 2022	Berkeley <u>Division</u> of Transportation stood up as BerkDOT with lead Deputy Director of Transportation, Racial Justice, and Equity.
Jun	Potential budget proposals implementing various aspects of BerkDOT and submit request for new Vision Zero staff member to coordinate with PD on data sharing and collision analysis.

## Phase 2: July 1, 2022-June 30, 2023

- Jul 2022 Report to City Council on results of legislative advocacy on civilian traffic enforcement and automated enforcement, and if automated enforcement on speeding enabled by change in state law, plan for implementing.
- Dec Council considers adoption of Vision Zero enforcement policy.  
Complete *Racial Justice and Equity Action Plan, Part 1*.
- Jan 2023 City Council discusses possibility of creating civilian traffic unit. This discussion and deliverable is wholly dependent on state law changes permitting such action.
- Jun Report to Transportation Commission on equity of City's existing parking fines and rates, and possible revisions.

# Phase 3: July 1, 2023-June 30, 2025

- Dec 2023 Complete *Racial Justice and Equity Action Plan, Part 2*, focused on programs, services, and projects.
- Jun 2024 Update to Council on progress to date and seeking direction on final BerkDOT organizational structure (enhanced division, BerkDOTI, or stand-alone BerkDOT), civilian traffic enforcement unit, and equity policies.
- Jun 2025 Final report closing BerkDOT referral.



# Questions and Comments

1. What's missing?
2. Areas for future research or due diligence?
3. Which of the organizational approaches seem most likely to succeed?
4. Input on the [draft] phased plan?

City of Berkeley  
Transportation Commission

## **Statement of Mission of Transportation Commission:**

To be published with each agenda packet per TC action on 2/21/2019

The Berkeley City Council established this Transportation Commission to advise the City Council on matters related to transportation policies, facilities, and services in the City. We are empowered to hold hearings, gather information, and provide recommendations to the City Council in order to help them make informed transportation decisions. The Transportation Commission's work is guided by several transportation-related documents and policies implemented by the City Council, including the Transportation Element of the General Plan, Bike Plan, Pedestrian Plan, Climate Action Plan, West Berkeley Circulation Master Plan, Complete Streets Policy, and BeST Plan.

### **Related Plans and Policies:**

- A. [Transportation Element](#) (2001) of the [General Plan](#) (2003)
  - a. Transit-First Policy (General Plan Policy T-4 "Transit-First Policy")
- B. [Bike Plan](#) (2017)
- C. [Pedestrian Plan](#) (2010, update in process)
- D. Vision Zero
- E. [Climate Action Plan](#) (2009, 2018 update)
- F. [West Berkeley Circulation Master Plan](#) (2009)
- G. [Complete Streets Policy](#) (2012 Council Resolution)
- H. [BeST Plan](#)(2016)
- I. [Berkeley Bike Boulevard Design Guidelines](#) (2000)

Ongoing Projects	Resources	Program Activities	Outputs/Products	Outcomes/Results
goBerkeley Program	Staff updates	Public meetings Update April 2021 Liaison: Ghosh	Guidance on roll-out	Successful roll-out
I-80 Gilman Interchange & Pedestrian Overcrossing Project Northwest Berkeley	Staff updates	Public meetings Update June 2021	Updates on construction	Successful project delivery (Ongoing)
Shared Mobility (Bikes, scooters, mopeds, etc.)	Staff updates	Policy Guidance Update April 2021	Bike Share Policy Guidance	Successful shared mobility projects
Adeline Corridor Specific Plan follow-up	Staff updates	Information on projects within the corridor  Report back on summary of plan results and related activities Update TBD	Commission feedback  Discussion	Monitor activity in the corridor
Grants – Annual Updates Comprehensive discussion of all grant applications, including Measure BB Grants and Berkeley Strategic Transportation (BeST) plan updates including federal grant opportunities	Staff updates	Review active grants  Update June 2021	Commission feedback on grant scope	Successful grant funding
Traffic Calming / Healthy Streets	Staff updates	Policy guidance on technical decisions Update September 2021	Recommendations to Council if needed	Successful delivery of program
ACTC annual report showing Measure BB fund distribution	Staff updates	Policy guidance on technical decisions Update February 2021	Funding transparency	Successful project funding
Transit Agency updates	AC Transit BART	Public meeting  Update June 2021	Discussion	Inform the Transportation Commissioners Improved coordination and collaboration
Traffic Bureau update	BPD	Public meeting Update April 2021	Discussion	Inform the TC
Southside Complete Streets and Telegraph	Staff updates	Public meeting Discussion Update TBD	Provide feedback on design	Support project delivery
Vision Zero	Staff update	Public meetings Liaison Update January 2021 Update TBD	Discussion	Monitor implementation

<b>TRANSPORTATION COMMISSION – Ad Hoc Subcommittee Assignments</b>		
<b>Subcommittee</b>	<b>Appointees</b>	<b>Assignment/Due Date</b>
ACTC/MTC Review (Transportation Commission may also fill the MTC- required role of Bike/Pedestrian Advisory Committee)	Ghosh, Zander	Review TDA Article 3-funded Bike & Ped project plans as assigned in 2019 (Staff: advise in advance if BPAC needs to meet)
Bicycle Plan Implementation	Greene, Parolek	Monitor Bike Plan projects through 6/2019
Fossil Fuel Free Berkeley		Develop recommendations for Council; report to TC by 5/2019
Pedestrian Plan Update	Ghosh, Zander	Follow, coordinate Ped Plan issues, attend public meetings; report to TC by 6/2019
Vision Zero	Ghosh, Greene	Develop recommendations for VZ policy to supplement Ped Plan and Complete Streets Policy; Report to TC by 6/2019
<b>Legislative Body</b>	<b>Liaison</b>	
Alameda CTC (Ashby/I-80 interchange)	Zander Ghosh (Alternate)	Attend ACTC meetings re Emeryville's Ashby/I-80 Project; Update TC
Energy Commission	Zander	Attend EC meetings re electric mobility; provide comments; Update TC
Public Works Commission	Bruzzone	Attend PWC meetings re Undergrounding Utility wires, paving, Lighting, and Measure T-1 projects
goBerkeley Advisory Group	Ghosh Bruzzone (Alternate)	Attend meetings; Report to TC re: value-priced parking program
Commission on Disability		Report to TC on issues of common concern
Council Policy Committee on F.I.T.E.S.	Parolek Ghosh	Attend meetings; Report to TC re: Transportation issues

Ad Hoc Subcommittees (there are no standing subcommittees):

- Must have at least two commissioners present to hold a subcommittee meeting, but never a quorum of the current total TC membership
- *Must be reviewed annually by the Commission to determine if a subcommittee is needed, to specify work assignments, and to establish response times. (Reso. 60,504-N.S.)*
- Do not have officers or submit minutes
- May submit their recommendations as written or verbal reports to support an Action or Discussion item. [The Commission Secretary needs to receive written material 10 days before the meeting date for inclusion in the agenda packet. Late arrivals will be delivered at meeting and published with next agenda.]
- May submit written summary meeting notes for inclusion in the TC agenda packet under Information item or as a Communication.
- Provides staff secretary with agenda content based on TC adopted Work Plan and/or specific assignment by full commission.

Commission Secretary

- Is directly responsible to the Public Works Department Director and City Manager
- Assists the commission by providing available information, ensuring compliance with Brown Act requirements, but is neither a voting member nor an employee of the commission
- Maintains agenda subscription lists, if any; formats, publishes and (e)mails agendas; reserves meeting room
- Coordinates communications between commission and staff, the public, and other commissions
- May attend, but not required to attend subcommittee meetings