



# TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING MINUTES

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

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

## A. PRELIMINARY BUSINESS

### 1. Call to order

**7:05 pm:** Chair Parolek called the meeting to order

### 2. Roll call

**7:06 pm:**

Commissioners Present: Kim Walton (departed at 8:11 pm), Liza Lutzker, Bryce Nesbitt, Brent Blackaby (substitute), Noelani Fixler, Marc Hedlund (substitute), Barnali Ghosh, Karen Parolek

Commissioners Excused: Ray Yep, Adrian Leung, Rick Raffanti

Commissioners Absent: None

Staff Present: Liam Garland, Hamid Mostowfi, Ron Nevels, Jonathan Caudillo

17 members of the Public arrived at the start of the meeting.

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

**7:07 pm:** Two public comments.

### 4. Approval of minutes from July 20<sup>th</sup>, 2023

**7:15 pm: Discussion:** No discussion.

**7:16 pm Action:** It was Moved / Seconded (Ghosh/Fixler) to approve the minutes:

Ayes: Blackaby, Walton, Nesbitt, Ghosh, Fixler,

Noes: None

Abstain: Hedlund, Lutzker, Parolek

Absent: Raffanti

Recused: None

**7:16 pm Motion passed 5-0-3-1-0**

### 5. Approval and Order of Agenda

**7:17 pm:** No changes suggested.

**6. Update on administration and staff**

**7:18 pm:** Co-Secretary Mostowfi (Public Works Acting Transportation Manager) provided updates and answered Commissioners' questions on the following: staffing updates, expansion of bike share, and San Pablo Avenue hybrid beacons.

Co-Secretary Nevels (Public Works Manager of Engineering) provided updates and answered Commissioners' questions on the following: staffing, paving projects.

**7. Announcements**

**7:37 pm:** Commissioner Ghosh asked for a moment of silence for a Jaahnavi Kandula who was fatally killed by a police car while crossing the road in a crosswalk in Seattle.

Commissioner Nesbitt announced a citizen-led bicycle count in progress.

Commissioner Blackaby reminded the Commission that he is filling for Commissioner Ray Yep and provided an update on the status of the Commissioner's health.

**B. DISCUSSION / ACTION ITEMS**

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

**7:42 pm**

**7:58 pm Action:** It was Moved / Seconded (Ghosh / Blackaby) to recommend to City Council that they approve the name change of 5-1/2 St. to Jeronimus Alley.

**Discussion.**

Ayes: Blackaby, Walton, Nesbitt, Ghosh, Fixler, Hedlund, Lutzker, Parolek

Noes: None

Abstain: None

Absent: Raffanti

Recused: None

**8:10 pm Motion passed 8-0-0-1-0**

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

**8:10 pm:** Staff gave a presentation and participated in a discussion with Commissioners about the City's Street Rehabilitation Five Year Plan (i.e. 5-Year Paving Plan).

**9:14pm:** Chair Parolek suggested taking a short break. No motion was passed to approve the break.

**9:21pm:** Meeting back to order per Chair Parolek.

**9:21pm:** It was Moved / Seconded (Nesbitt / Hedlund) to extend the meeting to 10pm:

Ayes: Blackaby, Nesbitt, Ghosh, Fixler, Hedlund, Lutzker, Parolek

Noes: None

Abstain: None

Absent: Raffanti, Walton

Recused: None

**9:21 pm: Motion passed 7-0-0-2-0**

**9:47 pm:** North Berkeley Senior Center staff announces through the PA system that the building will be closing soon. Commissioner Parolek and Director Garland leave the meeting to discuss with Senior Center staff.

**9:53 pm:** Commissioner Parolek arrives back and calls the meeting to resume.

**9:54 pm:** Director Garland arrives back and provides an update on the meeting extension. North Berkeley Senior Center staff are allowing the center to remain open until 10:25pm.

**9:54 pm:** It was Moved / Seconded (Nesbitt / Hedlund) to extend the meeting to 10:25pm:

Ayes: Blackaby, Nesbitt, Ghosh, Fixler, Hedlund, Lutzker, Parolek

Noes: None

Abstain: None

Absent: Raffanti, Walton

Recused: None

**9:54 pm: Motion passed 7-0-0-2-0**

**10:20 pm:** It was Moved / Seconded (Hedlund/Blackaby) to recommend that City Council approve the 5-year paving plan presented by City staff, with the following recommendations:

- Add Milvia from Hearst to Rose St., as a critical section of the bike boulevard network
- Create a “contingency list” to be ready if there are ever unused contingency funds available.
- Add these two segments to that contingency list:
  - Camelia St from 4th St to 6th St
  - 9th St from Heinz to Pardee

In addition:

- We appreciate staff’s incorporation of council's policy requirements, such as to prioritize equity areas and the pedestrian and bicycle plans.
- We also encourage staff to make sure to continue to consider safety considerations in developing the paving plan, such as evacuation routes/fire safety, traffic calming, pedestrian and bicycle improvements, etc.
- We are looking forward to staff’s commitment to bring it’s new daylighting policy to the TIC, hopefully as early as next month. It is important that the daylighting be implemented with paving.
- We also think it’s important to develop a similar policy about what other safety improvements should be implemented with paving without requiring additional public input. (And which ones should not necessarily be included because they do require additional public input.)

Ayes: Blackaby, Ghosh, Fixler, Hedlund, Lutzker, Parolek

Noes: Nesbitt

Abstain: None

Absent: Raffanti, Walton (left meeting at 8:11pm)

Recused: None

**10:24 pm: Motion passed 6-1-0-2-0**

Commissioner Parolek informed everyone that remaining items in the agenda will be skipped due to the time constraint.

## F. ADJOURNMENT

**10:25 pm:** It was Moved / Seconded (Parolek/Fixler) to close the meeting

Ayes: Blackaby, Nesbitt, Ghosh, Fixler, Hedlund, Lutzker, Parolek

Noes: None

Abstain: None

Absent: Raffanti, Walton

Recused: None

**10:25 pm: Motion passed 7-0-0-2-0**

*The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, October 19<sup>th</sup>, 2023 at 7:00 pm at the North Berkeley Senior Center, 1901 Hearst Ave, Berkeley, CA 94709.*

### Administrative Procedures

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

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

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

Commission Co-Secretary: Hamid Mostowfi, Acting Transportation Division Manager,  
Public Works

Commission Co-Secretary: Ron Nevels, Manager of Engineering, Public Works

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Email: [hmostowfi@berkeleyca.gov](mailto:hmostowfi@berkeleyca.gov)

Email: [rnevels@berkeleyca.gov](mailto:rnevels@berkeleyca.gov)

Public

**From:** Janet Byron

**Sent:** Thursday, September 21, 2023 11:32 AM

**To:** Mostowfi, Hamid; Karen Parolek; Nevels, Ronald

**Cc:** 'Jane Andersen' via BPWA; Beth Zeitman; Colleen Neff; Lawrence Grown; Salonga, Terrence; Sandy Friedland

**Subject:** Re: Naming of Jeronimus Alley on tonight's agenda

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

Hello Transportation and Infrastructure Commissioners,

We would very much appreciate if this could be read at the meeting tonight on behalf of Berkeley Path Wanderers Association.

Sincerely,

Janet Byron, BPWA president

Sent from Gmail Mobile

On Thu, Sep 21, 2023 at 12:26 PM Janet Byron wrote:

Dear Transportation and Infrastructure Commission members:

Berkeley Path Wanderers Association urges the committee to support making *Jeronimus Alley* the official designation of the alleyway at 5 1/2 Street in West Berkeley between Cedar and Camelia.

Unfortunately, none of our board members can attend tonight's meeting, but we want to reiterate our strong support for this proposal. This alleyway is a prime example of how community groups and residents can work together to cleanup what was a neglected eye sore and transform it into a beautiful asset. Berkeley Path Wanderers collaborated with [Youth Spirit Artworks](#) on [one of the many murals](#) that now grace this three-block long passage.

As everyone who worked on this project had hoped, Jeronimus Alley has become a destination for Berkeley residents and visitors, similar to some of the [mural-filled alleys in the Mission District in San Francisco](#). Berkeley Path Wanderers added the alleyway to the new edition of our popular *Berkeley and Its Pathways* map. We urge the council to follow our lead by legitimizing what has been the informal name of this passageway for years. By doing so, it will be easier to locate the alley online and on digital maps, and the name eventually will be added to new editions of printed maps. Visitors to the alley are also likely to wander other streets in West Berkeley, including its commercial areas. Once the name is official and the appropriate signage added at intersections, we hope the city also will provide crosswalks and lighting to make the area safer at night.

Thank you in advance for voting for this proposal!

Janet Byron, President

The Board of Berkeley Path Wanderers Association

ts.



# Paving Plan's Schedule

- TIC takes action tonight and advises City Council on the proposed *5 Year Plan*
- City Council considers the proposed *Plan's* approval on November 28, 2023
- Design, bid, and contract for the *Plan's* FY 2024 streets between November 2023 and May 2024
- Construction begins on FY 2024 streets in June 2024
- ...
- Next 5 Year Plan considered in Sept-Dec 2025





# Paving Plan Funding

## On funding, the Plan assumes:

- Old baseline funding = ~\$7M
- New baseline funding = Old baseline funding...
  - + \$8M in General Funds annually
  - + \$1-2M annually from Zero Waste rates for collection vehicles impact
- Stormwater funds will cover 50% of green infrastructure requirements
- No future revenue measure funds are assumed



# Paving Plan Funding

FY 2024      \$15,833,070

FY 2025      \$18,253,757

FY 2026      \$17,408,935

FY 2027      \$19,964,080

FY 2028      \$20,460,304

5 Year Total = \$91,920,146



# Why now?

We're finishing the *FY 22-25 Plan* early because of more funding...

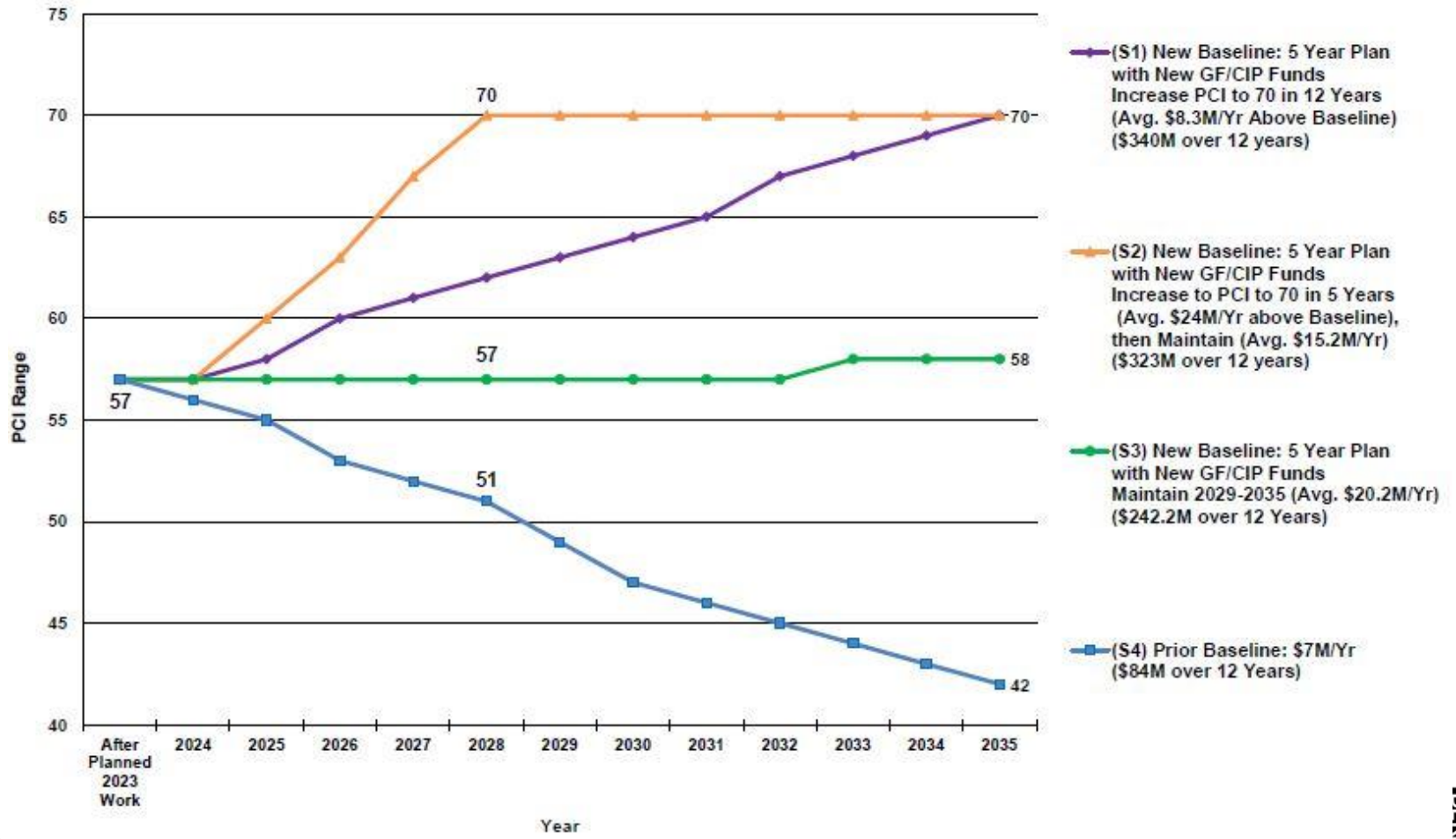
2018 + 2019	5.3
2020	2.6
2021	1.9
2022	2.6
2023 (includes Southside)	7

But that means we need a new *Plan....* now.



# Pavement Needs

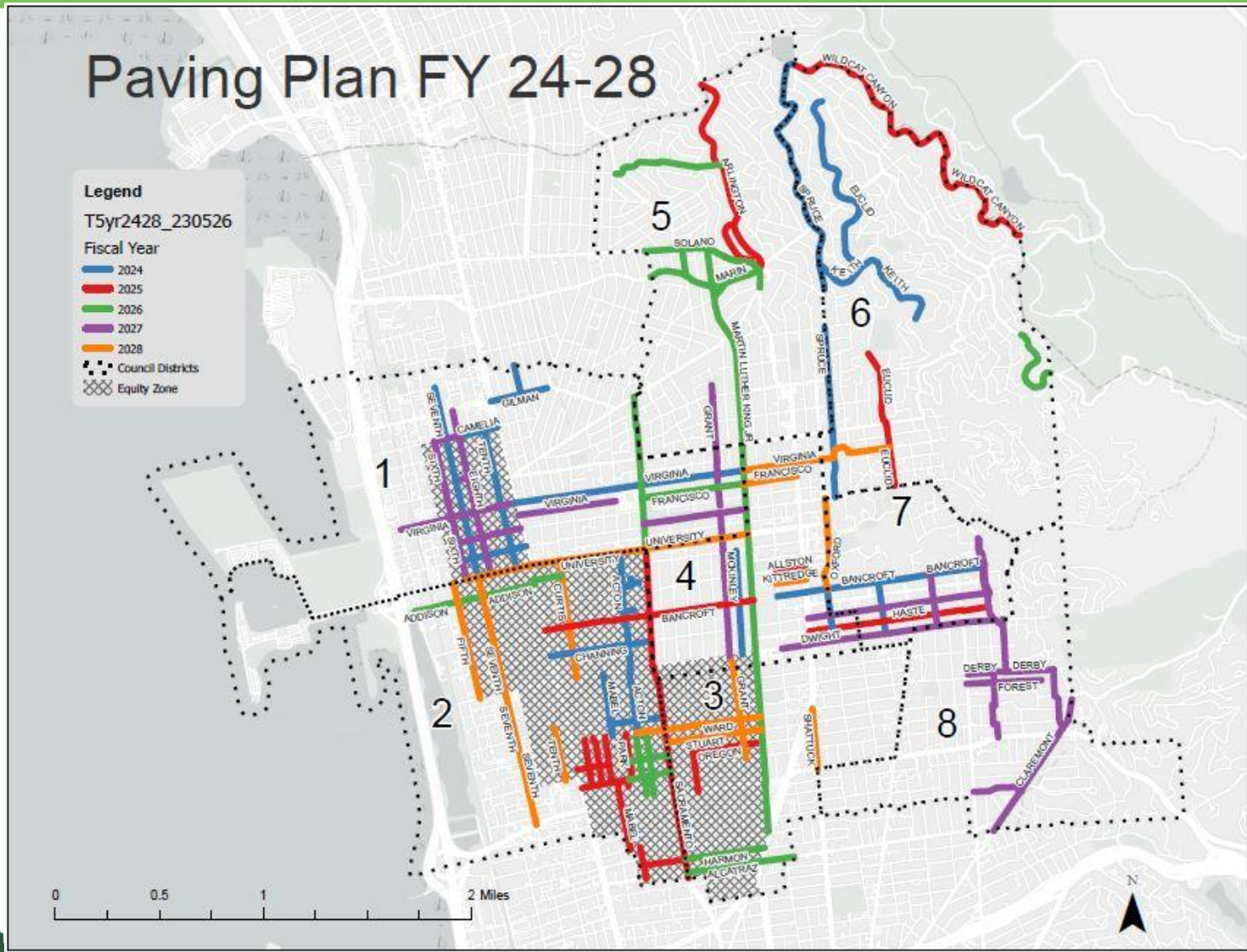
Paving Projection Scenarios



# Pavement Lifespan/Cost



# Five Year Plan's Streets



# Compliance with Street Mtce Policy

- Advances the Dig Once approach with utility coordination budget
- Advances the Green Infrastructure Plan with MRP budget
- Consistent with Vision 2050 in moving toward long-term planning and focusing on maintenance
- Incorporates new funding sources from impacts of heavy vehicles
- Shows percent of overall funding dedicated to arterials, collectors, bus routes, existing and proposed low-street bikeway network, equity zone, and residential streets
- Shows how funding is prioritized to arterials, collectors, bikeways, and the equity zone



# Don't forget

- Staff is committed to completing held-over segments from *FY2022-2025 Plan*
- Intersection daylighting
- Curb cuts, crosswalk refresh
- Bike/ped improvements
- TIC to advise City Council on the 5 Year Paving Plan either by
  - Companion report, or
  - Letter to City Council, or
  - Staff's report to City Council can include verbatim the action taken by the TIC





**From:** Kester Allen

**Sent:** Wednesday, September 20, 2023 3:28 PM

**To:** Mostowfi, Hamid; Nevels, Ronald

**Subject:** Fwd: D2 News: Next Paving Plan

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

Hello!

I wanted to put in my vote for Derby between Sacramento and MLK, especially between Sac. & California. There is a long trench in the eastbound lane from separated asphalt, and you can pry up fist-sized loose chunks from the road in many places. Unpleasant to drive on, dangerous to bike on.

Cheers,  
Kester Allen

-----Original Message-----

From: minda berbeco

Sent: Wednesday, September 20, 2023 4:49 PM

To: Nevels, Ronald; Mostowfi, Hamid

Cc: Taplin, Terry

Subject: City of Berkeley's Street Rehabilitation Five Year Plan for Fiscal Years 2024-2028

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

Hello,

I'm writing about the street rehab 5 year plan. The streets in the San Pablo park neighborhood are in complete disarray and are unsafe. This has been a historically ignored and underserved community, please don't continue the trend. The park is the largest recreational park in the city and is used by all city residents- who travel the streets surrounding it by car, bike and walking. Please prioritize funding for this neighborhood and put funds towards repairing the streets.

With regards,

Minda Berbeco  
District 2

Sent from my iPhone

**From:** Ben Gerhardstein  
**Sent:** Wednesday, September 20, 2023 10:05 PM  
**To:** Mostowfi, Hamid; Nevels, Ronald  
**Cc:** Garland, Liam; Charles Siegel  
**Subject:** TIC: Comments on draft paving plan

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

Dear Transportation and Infrastructure Commissioners,

We have several comments on the draft 5-year street paving plan before you.

Overall, this plan is a significant improvement over previous plans. We appreciate the implementation of the paving policy, including prioritizing arterials, the equity priority area and bikeways. In addition, we appreciate that several of the bikeways to be repaved are already programmed for safety improvements (e.g., Mabel and Addison).

Further, we support the proposed steps to streamline the annual paving approval process by delegating authority to the City Manager to approve the invitation of bids and approve paving contracts. And we support staff inviting paving bids for a base year plus one year option amendments.

However, there are areas for improvement

1. Daylighting: The plan states that staff will daylight intersections at any collector or arterial. Given the minimal cost and significant safety benefit, we strongly suggest daylighting ALL intersections. Finally, we recommend against notifying neighbors about daylighting. Doing so will only invite trouble. San Francisco does not notify neighbors when intersections are daylighted.
2. Utility coordination: It's unclear to us how the City is improving utility coordination or leveraging utility work. Recently, utility work was completed on 9th street north of Heinz in southwest Berkeley. These blocks have horrible pavement, but now have a few feet of smooth pavement in the door zone. This couple block segment needs to be repaved, but is not in the paving plan. Please add 9th street from Heinz to Pardee it and make sure we don't miss opportunities like this moving forward.
3. Safety improvements: Consistent with the City's Complete Streets Policy, this plan needs to make a stronger commitment to delivering pedestrian and bicycle safety improvements along with paving. In recent years the City has often failed to implement simple safety features necessary to make bicycle boulevards low stress when existing and proposed bicycle boulevards are repaved (e.g., California, Milvia, Bonar, Channing, & Derby). The City needs to adopt minimum bicycle boulevard design guidelines (like [Oakland has](#)) to be implemented as part of capital projects without significant public process.

Thank you,  
Ben Gerhardstein and Charles Siegel

**From:** Caroline Winnett  
**Sent:** Thursday, September 21, 2023 2:03 PM  
**To:** Mostowfi, Hamid; Nevels, Ronald; Tristan de Frondeville  
**Subject:** Keeler Avenue: Abysmal Condition

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

Dear Commissioners,

My husband and I are writing to you to urge you to include Keeler Avenue between Marin and Miller in the city's repaving plan. We live at and own 980 Keeler.

The condition of this section of our street is so bad that we have tripped on it, seen others trip on it, and no longer ride our bikes on it due to fear of a tire blowout or accident. It is only a matter of time before someone trips and falls and is injured badly.



We would be most appreciative if you could add this street to the five year repaving plan. Attached are some pictures of the condition of the road. The cracks in the paving are shown but it does not reveal just how deep the cracks are. We invite you to come visit our street to see how bad it truly is.

Thank you for your consideration of our request.

Caroline Winnett  
Tristan de Frondeville

COMMENTS FOR THE 9/21/23 TIC MEETING RE: 5-YEAR PAVING PLAN SUBMITTED BY THE FRIENDS OF HOPKINS STREET

In her April 3, 2023 letter to the Mayor and City Council, the City Manager asked that the Hopkins Corridor Project be placed on hold for a variety of reasons. I am here today to ask that you not consider that hold as a reason to defer the repaving of Hopkins any longer.

The Hopkins project, brought about by Councilmember Hahn's request for a Placemaking Study, was, among other things, intended to "...identify improvements to be integrated into the paving and bicycle infrastructure work **already scheduled** for this area." At the time, repaving Hopkins was scheduled for 2023; there was no bicycle infrastructure work scheduled, though Hopkins was on the city's Bicycle Plan to be studied for a possibility Class IV Cycle Track.

Staff later added consideration of the cycle track to the scope of the work as a cost saving measure, reasoning that it would be less expensive to include it at the time of repaving than to retrofit it later. But there was a problem with that logic: it assumed the cycle track to be a matter of fact, not a matter of study.

Yet the cycle track introduced several difficulties to the process, not the least of which were the safety concerns about fire evacuation on this city designated evacuation route. We have recently heard from Fire Chief Sprague that the consultant's report addressing this complication is not due for another year.

The question then becomes whether it is reasonable to hold up the long-schedule repaving of this badly deteriorated street. In Public Works Director Garland's memo to you for today's meeting, the following is written under ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS (pg. 89): Streets in good condition are lower stress and improve safety for those who bike, walk, or use public transit, thus are important for promoting non-automobile trips and lowering greenhouse gas emissions consistent with the City's 2009 Climate Action Plan and Climate Emergency Declaration.

Waiting an undetermined amount of time to take advantage of these benefits is counterproductive. If, at a later date, Council decides to approve the cycle track for lower Hopkins, it can be added at even lower cost through the use of the equipment used in pilot projects. At a community meeting Farid Javandel said it not only would be a lot less expensive to use that type of infrastructure; it would also be possible to remove it if it proved ineffective and disruptive or, even worse, unsafe.

We therefore urge you to restore Hopkins to the 2024 paving plan. If funding for projects in the equity zone is an issue, repave only the segment of Hopkins from Gilman to Sutter, which is rated poor on the PCI Index, and reassign the dollars associated with lower Hopkins to it. But Hopkins needs to be and should be repaved next year. Nothing about the Hopkins Corridor plan should be standing in its way.

Respectfully,

Donna DeDiemar