

## Berkeley ILC | December 5, 2024

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### ATTENDANCE

- Committee Members: Director Walsh, Director Peeples, Councilmember Taplin
  - ACT Staff: Robert del Rosario, Michael Eshleman, Ryan Lau, Carissa Lee, Casey Bruno, Kathryn Vo, Crystal Wang, Cecil Blandon, Sal Llamas, Tammy Kylo, Samah Itani
  - City Staff: Elliot Schwimmer, Eric Anderson, Ruben Hernandez
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### PUBLIC COMMENT

- Anthony: comment on Discussion Item C. When to comment on this?
  - Walsh: We'll have you hold back on the comment until the item

### ITEM 2A. BUS STOP CAMERA ENFORCEMENT

Presentation

- Cecil Blandon, Dir of Maintenance AC Transit, presented on Hayden AI – Automated Bus Lane and Bus Stop Enforcement
- Presentation:  
<https://actransit.legistar.com/View.ashx?M=F&ID=13579174&GUID=1F061398-841A-4F34-880F-2DAB3CA41736>

Public Comment - None

Committee Comment

- Peeples: this is an AI system where we've downloaded into it all the locations of all the bus stops, it's got cameras in front of the bus and it looks at the geographic area of the bus stop and determines whether the car is violating the law by parking in the bus stop or if the car is moving then it goes through the process that Cecil described
- Walsh: I see data on number of citations, do we have the locations? Stand-out locations could be useful to cities.
  - Cecil: yes, we have mapping that shows where citations occur. Using this info to improve the system
- Walsh: Maybe this can be a follow up item in 6 months
- Eric Anderson: What is the citation contesting process?
  - Cecil: too early to have that data. 90 days to pay. Working with vendor to implement some API dashboard vs. the excel files we're getting

## **ITEM 2B. TRANSPORTATION NETWORK COMPANY TNC TAX**

### Summary

- Presenter: Elliot Schwimmer, Senior Transportation Planner at the City of Berkeley presented on TNC tax. Presentation found here:
- Approved by voters as part of Measure GG in 2020 General Election, generate ~\$900k annually for general municipal services in Berkeley
- Walsh: Tier 1 Projects are?
  - Elliot: Highest priority projects in our long range plans (i.e. bike or ped plans)

### Public Comment - None

### Committee Comments

- Walsh: I love this, a lot of money great it's being devoted to bike/ped projects. What is the priority for transit for citywide Traffic Calming Budget
  - Elliot: some went to ACT Quick Build projects, we don't have a separate budget for these funds, working to get a separate budget so it's clear
- Walsh: would we be able to allocate some funds to bus benches and shelters?
  - Elliot: yes, if council directed funds that way
- Kathryn: Just want to clarify that the city of Berkeley \$648,000 in general and measure bb funds for Durant QB.

## **ITEM 2C. TELEGRAPH AVENUE RAPID CORRIDORS CONSTRUCTION PROJECT**

### Presentation:

- Presentation by Casey Bruno, Senior Transportation Planner, ACT
- Presentation:  
<https://actransit.legistar.com/View.ashx?M=F&ID=13579175&GUID=BA15F1F8-7DEF-4BF1-BD94-8FE527E26B44>

### Public Comment

- Anthony: Berkeley southside resident and Line 6 rider, my most rode bus excited to see improvements in this project that will speed up the bus. I also walk to get to the bus. Outreach in Nov 2021, I contacted ACT for more info about the signal improvements. ACT installing signals with ped actuation, "beg buttons" at 6 intersections: Telegraph/Haste, Tele/Channing, Oxford/Center, Shattuck Kittredge, Dana/Haste, Dana Dwight. Heaviest ped trafficked intersections. Two unrelated intersections had beg buttons installed as part of Southside Complete Streets. Safety disaster. Motivate people to cross on the red hand. Totally inappropriate for high ped trafficked areas. Wanted to understand more. ACT said it's requested by

City engineering department and the decision to activate them is entirely up to the city. ACT confirm that this is a city decision and they won't advocate for these. Also want to hear from City staff about these. 2017 Prioritizing Peds at Intersection policy referred to them by City Council. Thank you for answering my questions and I hope these won't be activated.

#### Committee Comment

- Walsh: had a similar Q to the callers. How are these signals determined?
  - Eric: determined by City Traffic Engineer who works with transpo planners to determine signal timing. It's dynamic. Over the years we've shifted to more automatic ped phases. We need to have push buttons for ADA access – auditory and haptic feedback. Focus areas for signal in southside is eliminating permitting left turns. Fulton/Durant some confusion. Something we should look into optimizing for peds.
- Walsh: I think that's important, and we don't talk enough about it. People really do get impatient when they don't get that signal. I do agree we should be very careful in how we time these lights.
- Walsh: One thing I noticed is when stops are removed, the bench is left behind. Who is responsible for that?
  - Carissa: If it's a bench in an ACT owned shelter then that's on us to move. If it's amenity owned by another jurisdiction we work with cities to ensure they know about them.
  - Elliot: ACT has dropped some off in our yard
- Walsh: red curbs some red curb lengthening. Are we doing that everywhere or certain spots?
  - Casey: only certain spots, red curb extensions at Steward/Telegraph in NB and SB direction.
  - Casey: there will be a location in Oakland, but for Berkeley only these two locations
- Walsh: how are these locations selected?
  - Casey: the red curb extensions for those two locations are chosen so buses can pull in safely to the curb
- Walsh: clear about parking removals/additions. I'd like to see # of stops being added/removed. Just a future suggestion.
  - Casey: Within Berkeley, a net addition of 6 parking spaces, 10 stop removals, 2 added
- Walsh: why was there a huge gap from 2021 to now? People do forget. I do feel we need to do another round. What are we doing to reup the outreach?
  - Ryan: Community Meeting focused on construction impacts, recording of the meeting and slide deck. Oakland has a separate session. Rider focused

outreach when stops get moved. For the delay, likely due to COVID/Fed Dollar delays.

### **ITEM 3A. DURANT QUICK BUILD**

Presentation

- Kathryn Vo, Senior Transportation Planner presented on the Durant QB:
- Presentation Link:  
<https://actransit.legistar.com/View.ashx?M=F&ID=13579178&GUID=6B2136D7-17F1-4F82-B10C-1B7B8B7BF93C>

Public Comment: None

Committee Comment

- Peeples: All these projects are great. Its nice to see things moving again after the pandemic induced delays
- Walsh: How much do the shelters cost?
  - Carissa: To purchase, ship, and install up to \$50,000. Actual shelter is around \$8000.
- Walsh: How many are we installing?
  - Kathryn: Three shelters
- Walsh: Are these replacements or brand new?
  - Kathryn: The one at Dana is a replacement. Elsworth & College are brand new.
- Walsh: Do they have real-time information?
  - Kathryn: No, but will have lighting through PG&E connection
- Peeples: The problem with solar is the scallywags steal the batteries. It's an unfortunate fact of life in the world we live in. I don't know if VTA has figured out how to arm the shelters of industry wide if people have figured out how to real with that.

### **ITEM 3B. AC TRANSIT REALIGN UPDATE.**

Moved item to next ILC due to time

### **ITEM 3C. TRANSIT SUPPORTIVE DESIGN GUIDELINES.**

Presentation

- Presented by Crystal Wang, Transportation Planner
- Presentation Link:  
<https://actransit.legistar.com/View.ashx?M=F&ID=13579180&GUID=49E80D74-5CE3-4BDC-B614-9BCB2FFD2F17>
- Berkeley Infrastructure Committee Feedback was provided by Crystal

## Public Comment

- Anthony: Traffic Violence Rapid Response, Bill Evans at Bancroft/Shattuck and International Boulevard. We raised alarms about this policy when it came to the Berkeley TIC. Presentation was handed day off with not much time to review. ACT presented as bare minimum which is more about efficiency preferences presented as total requirements. Can't make a crosswalk 28ft wide. Verbal update needed, published online, all the commissions. Intended as an internal document but it has major public impacts and needs to go out to the public. Make sure this gets the full review, shadow policy that impacts city's abilities without the public having a safe. I hope more outreach will be done.

## Committee Comment

- Taplin: It's going to the Board early 2025, would it be possible for the ILC to see the draft before it goes to the Board. I want to highlight and affirm our coordination with ACT around road diets in the ROW. I don't want to get into the debate about parallel bike routes. What are the responses to those concerns? Trade-offs? Overall I appreciate the work being done and staff going to the commissions.
- Peeples: I do share the concern that one of the purposes of doing broader guidelines and policies is that when it comes to a specific project we can point a general policy. I'm concerned with the traffic response folks about this. It would not break my heart if this got delayed 3 – 6 months, but I will leave that to the staff.
- Walsh: I also share that concern, I don't see the document, there's nothing to comment on. We do need to get this document in front of these bodies. The input from the Berkeley Infrastructure Committee was helpful. We really want to be thoughtful about how we do this.
- Walsh: Do we have data to show safety bus speeds on Telegraph?
  - Rob: We've been trying to gather data, Park in Alameda and Telegraph. It's tricky to sort through clever data. Our intent was to bring some performance data when we bring the TSDG back to the Board too.

## **ITEM 3D. BUS STOP FURNITURE UPDATE. (VERBAL)**

- Elliot Schwimmer, Senior Transportation Planner
  - Looking for feedback on a model that ensures all shelters
  - Oakland looking at removing shelters in 2025
  - ACT approved contract for Graffiti Protective Coatings in 2023, 5 year contracts. Does not include install of transit shelters or stand-alone benches.
  - City projects do want to include amenities,
  - Berkeley has 4 shelters owned by the City and another 10 more constructed in next couple of years. These are not a part of the maintenance contract.

- Model where all jurisdictions can be a part of the standard agreement. This has been done as a Joint Powers Authority (JPA). Would like committee thoughts on this.
- Rob: The challenge is that we have a limited maintenance contract that we only received one responsive BID for. We don't know the contractor's capacity for additional shelters. Cardinal change required to add more shelters. There's some value in thinking about a larger program across the region. Berkeley has been actively adding in shelters while other cities don't. Is this where we want to put those limited resources.

Public Comment:

- Machai Freman: when designing, reach out to the disability community organizations and activists to determine the accessibility of these structures

Committee Comment:

- Taplin: Under the original contract was it just Berkeley and ACT
  - Carissa: multiple cities about 10, other cities are separate like Oakland
- Taplin: That ended when the original contract ended. If we did a new JPA would that allow us to address the needs?
  - Carissa: right now, we talk individually with cities. This is a sudden cost we partner with cities to see if there's a way to cost share. Berkeley has been responsive, other cities not so much. Having a JPA could be helpful, want to think about the structure, purpose, goals. We used to meet quarterly under Clear Channel how is the maintenance contract going, what are concerns cities have, as a group how do we move forward with the resources under this contract. There is potential, we would need to define more what the JPA's goals are moving forward.
- Taplin: I would support pursuing that, of course Berkeley has a lot of needs, as a region would support that collaboration
- Peeples: No comments
- Walsh: 5-year contract with?
  - Carissa: Graffiti Protective Coatings, 276 shelters, old JPA cities
- Walsh: Berkeley paying A
- Elliot: in 2023 we allocated 110,000 dollars to fund shelter maintenance over five years.
- Rob: our cost is approximately \$844 a year. Once CCO dropped out of the shelter business, we then went to each of the jurisdictions
- Walsh: who has contributed?
  - Carissa: El Cerrito, San Pablo, Richmond, Berkeley, Hayward,

- Walsh: I don't think we're going to solve this right now. Shelters are important to people, important to have this conversation. That was an old agreement, and we need a new model with the change in advertising. Worth taking a fresh look.
- Rob: The ad model really pulled the model out from under us. Their revenue paid for the maintenance. Now we're breaking things up into parts. The onus is on us to maintain the shelters.
- Walsh: Back to that TNC tax is there anything there I wonder. Are there any other grants for the capital grants?
  - Carissa: Not specifically for shelters. Usually, you look at complete streets projects that look at the entire sphere and includes street furniture.
  - Cecil: there past their life cycle. Need to be replaced.
- Walsh: the same funding that goes maintaining offices goes?
  - Cecil: state of good repair funds we can allocate funds as needed

### **ITEM 3E. SERVICE PLANNING AND PERFORMANCE UPDATES.**

Moved item to next ILC due to time

### **ITEM 4. FUTURE AGENDA ITEMS**

- Hayden AI in two meetings

**NO COMMITTEE COMMENTS**

**ADJOURNED 11:32AM**