

MEASURE COMPARISON

YES ON EE !

NO ON FF

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Competing Measures	FIX THE STREETS & SIDEWALKS Measure EE	S.A.F.E. S.T.R.E.E.T.S. Measure FF
Tax Rate	\$0.13/sf (residential and non-res)	Split roll: \$0.17/sf (residential) \$0.25/sf (non-res)
Duration	12 years	14 years
Annual Cost for typical homeowner	\$221 Total: \$221 x 12 years = \$2,652	\$289 Total: \$289 x 14 years = \$4,046 (> 50% more)
Commitment to street repairs	Funds specifically allocated and firm. Repairs worst streets first to bring every street to at least "good" condition.	Allocation for streets goes away when average street condition is "good" (PCI of 70), which can leave many streets in poor or failed condition.
Safety Priorities	Focused on safety for all . Fixing our broken streets, sidewalks and pathways removes dangers to pedestrians, bicyclists, people in wheelchairs, scooter riders, and vehicle drivers.	At least 40% of funds could be spent on loosely defined "safety" improvements including cycle tracks on major streets (e.g., Adeline, Claremont, Shattuck, University, Gilman, Hopkins and Telegraph), reducing University from 4 to 2 lanes, and eliminating cars on the north end of Telegraph Avenue.
Sidewalks & Pathways	Fully funds repairs, eliminating need for homeowner funding of sidewalk repair.	Falls substantially short of funding need (safe sidewalks remain dependent on homeowner funding and city enforcement), and "average PCI" loophole voids allocation to sidewalks and pathways.
Bicycle Priorities	Focuses on bicycle boulevard improvements – priority for street repair and additional traffic calming funds.	New cycle track infrastructure and street reconfigurations.
Project Evaluation and Performance Metrics	Required, with teeth and specifics. Recent and new street infrastructure must be evaluated before committing to more.	No teeth or specifics.
City Match Funding Requirement	Yes – Tax revenue is reduced in proportion to reductions in City's General Fund commitment.	Yes – All tax revenue goes away if City reduces General Fund commitment. Unclear if provision applies for more than two years.
Environmental Enhancements	Provides up to 7% of funds for green infrastructure and environmental enhancements such as natural vegetation and cool pavements.	"Environmental enhancements" is broadly defined; includes "transit rider facilities and community spaces."
Hopkins Street	Repairing "failed" streets, including Hopkins, is first priority; no funding of new cycle tracks.	Funds cycle tracks, except for commercial portion of Hopkins (which could be funded by the city's General Fund).
Oversight	Fully independent	Status quo (Council-appointed)

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