



Office of the City Manager

CONSENT CALENDAR
June 30, 2020

To: Honorable Mayor and Members of the City Council
From: Dee Williams-Ridley, City Manager
Submitted by: Phillip L. Harrington, Director, Department of Public Works
Subject: Grant Applications: Active Transportation Program Cycle 5

RECOMMENDATION

Adopt three Resolutions authorizing the City Manager to submit grant applications to the Caltrans Active Transportation Program for the following projects: 1) Washington Elementary and Berkeley High Safe Routes to School for up to \$2 million; 2) Martin Luther King Jr. Way Vision Zero Phase I Quick Build for up to \$600,000; and 3) Addison Street Bicycle Boulevard Phase II for up to \$2 million; and accept the grants awarded, and execute any resultant agreements and amendments.

FISCAL IMPACTS OF RECOMMENDATION

If awarded, these grants would provide a total of up to \$4,600,000 of competitive grant revenue to the City’s State Capital Grants Fund (Fund 306) for traffic safety improvements around two Berkeley public schools and along two major transportation corridors, starting in FY 2022. City matching funds are not required by the Active Transportation Program (ATP), but could enhance competitiveness of the applications.

The total estimated cost of the projects is up to \$4,700,000. The \$100,000 difference represents City matching funds for the Martin Luther King Jr. Way Vision Zero Phase I project. This local match is needed to augment the small grant amount that would be provided to the project under the ATP “Quick Build” category. The \$100,000 proposed City matching funds is subject to appropriation in FY 2022 from a May 28, 2019 Berkeley City Council budget referral for traffic safety improvements at the intersection of Martin Luther King Jr. Way and Stuart Street.

ATP Cycle 5 Grant Funding Requests

Washington Elementary and Berkeley High SR2S ¹	\$2,000,000
Martin Luther King Jr. Way Vision Zero Phase I Quick Build	\$ 600,000
Addison Street Bicycle Boulevard Phase II	\$2,000,000
Total ATP Grant Funding Request	\$4,600,000
City Matching Funds	\$ 100,000

¹ SR2S - Safe Routes to School

CURRENT SITUATION AND ITS EFFECTS

Students walking and biking to Washington Elementary and Berkeley High School encounter challenging traffic conditions. Many students must cross heavily-trafficked Martin Luther King Jr. Way, navigating busy intersections on foot or by bicycle while avoiding the path of turning vehicles. Congested passenger pick-up/drop-off areas pose challenges for students travelling on foot or by bike, as well as for those who have just been dropped off. These concerns have been documented in School Safety Assessments (SSAs) conducted at Washington Elementary and Berkeley High through the Alameda County Safe Routes to School (Alameda County SR2S) Program as well as in the Berkeley Vision Zero Action Plan and the Draft 2020 Berkeley Pedestrian Plan, where Martin Luther King Jr. Way has been identified as a high-injury street for severe and fatal traffic crashes involving pedestrians. These plans propose signal modifications to eliminate conflicts between left-turning vehicles and pedestrians crossing the street, leading pedestrian intervals with right turn on red prohibition at traffic signals, sidewalk corner “bulbouts”, a traffic circle, high visibility pavement markings, and new signs. Changes to student pick-up/drop-off zones and school bus locations will help to better organize morning drop-offs and afternoon pick-ups. The City currently lacks sufficient funding to provide these traffic safety treatments. The upcoming Milvia Street Bikeway project will partially address the need for safe bicycle access to Berkeley High, as well as improve the pick-up/drop-off and school bus loading areas on Milvia Street. But other elements of the Berkeley High and Washington Elementary SSAs have remained unfunded for more than a decade. The proposed ATP application, if successful, would provide the funding to implement these elements.

Residents of South Berkeley crossing Martin Luther King Jr. Way on foot encounter traffic safety issues such as fast-moving, heavy vehicle traffic, trucks, buses, and lack of gaps in traffic to safely cross the street. Currently the pedestrian crossings of Martin Luther King Jr. Way from Dwight Way to Russell Street have pedestrian signal heads at traffic signals and marked crosswalks throughout, but would benefit from additional infrastructure to assist people in crossing the street on foot. These issues have been documented in both the Berkeley Vision Zero Action Plan and the Draft 2020 Berkeley Pedestrian Plan, where Martin Luther King Jr Way is identified a high-injury street for severe and fatal traffic crashes involving pedestrians. In response to these issues, on May 28, 2019 the Berkeley City Council referred to the budget process a request for funding of traffic safety improvements at the intersection of Martin Luther King Jr. Way and Stuart Street. Proposed improvements along Martin Luther King Jr Way from the Draft 2020 Berkeley Pedestrian Plan include signal modifications to eliminate conflicts between left turning vehicles and pedestrians crossing the street, installing new pedestrian crossing Rectangular Rapid-flashing Beacons, improving pedestrian visibility using red curbs, night lighting, constructing corner sidewalk “bulbouts”, and median islands.

Berkeley residents and others riding bicycles along the University Avenue corridor experience safety issues in the form of heavy, fast-moving vehicle traffic, buses, and large trucks. Currently the nearest east-west bikeway alternative south of University Avenue is Channing Way, four blocks to the south. These safety issues were documented in the 2017 Berkeley Bicycle Plan, which proposed a new Bicycle Boulevard on Addison

Street as an alternate route to University Avenue, to close this gap in the bikeway network and connect the San Francisco Bay Shoreline, the Bay Trail, West Berkeley, Downtown Berkeley, and the University of California Berkeley Campus. The City has secured funding for the Addison Boulevard Phase I project (from Milvia Street to Sacramento Street) as part of the Affordable Housing and Sustainable Communities (AHSC) grant-funded Berkeley Way Housing project. The remaining Addison Bicycle Boulevard Phase II segments connecting to the UC Berkeley campus (Milvia Street to Oxford Street) and to West Berkeley (Sacramento Street to Bolivar Drive) remain unfunded. The proposed ATP application would fund the installation of these two remaining segments, including pavement markings, signage, and treatments for crossing major streets recommended in the 2017 Berkeley Bicycle Plan, such as beacons at Sacramento Street and 6th Street and a two-way cycle track connection and intersection improvements at San Pablo Avenue.

This recommendations supports the City's Strategic Plan Goals of creating a resilient, safe, connected, and prepared City, and being a global leader in addressing climate change, advancing environmental justice, and protecting the environment.

BACKGROUND

ATP is a State program managed by Caltrans, which consolidates previous federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program with a focus to make California a national leader in active transportation. The current ATP Cycle 5 includes about \$440M of available grant funding made up of Federal, State SB1, and State Highway Account (SHA) funding. The funding/programming years include the 21/22, 22/23, 23/24 and 24/25 fiscal years. ATP accepts applications in three different categories: conventional capital projects; Safe Routes to School projects; and Quick Build projects. The Quick Build project category is a new funding pilot program for ATP Cycle 5, and allows for local agencies to apply for funds to speedily implement traffic safety interventions using less costly and less permanent materials. City of Berkeley is submitting one application in each category for ATP Cycle 5.

ENVIRONMENTAL SUSTAINABILITY

The projects in these grant applications are designed to improve traffic safety for people walking and riding bicycles for transportation, consistent with the 2009 Berkeley Climate Action Plan Policy 5.a that calls for expanding and improving Berkeley's bicycle and pedestrian infrastructure. The Plan sets targets of reducing transportation emissions 33% below year 2000 levels by 2020, and 80% below year 2000 levels by 2050. The Plan further states that transportation modes, such as public transit, walking, and bicycling, must become the primary means of fulfilling the City's mobility needs in order to meet these targets.

RATIONALE FOR RECOMMENDATION

ATP funding allows the City to address traffic safety issues around Berkeley public schools and along major transportation corridors. The need for the projects in these applications has been identified in 2015 and 2017 SR2S School Safety Assessments, in the Council-approved 2017 Berkeley Bicycle Plan (Resolution No. 67,945-N.S.) and 2019 Berkeley Vision Zero Action Plan (Resolution No. 69,324-N.S.), as well as in the Draft

2020 Berkeley Pedestrian Plan. These documents were the result of robust public engagement processes involving Alameda County SR2S Program staff; SR2S students, parents, and staff at each school; Transportation Commissioners; and numerous other members of the Berkeley community. Not applying would mean foregoing up to \$4,600,000 in potential grant funding.

ALTERNATIVE ACTIONS CONSIDERED

The City could choose not to apply for these funds. However, no alternative funding source has been identified to complete these traffic safety projects.

CONTACT PERSON

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Attachments:

- 1: Resolutions

RESOLUTION NO. -N.S.

GRANT APPLICATION: ACTIVE TRANSPORTATION PROGRAM FOR
WASHINGTON ELEMENTARY AND BERKELEY HIGH SCHOOL
SAFE ROUTES TO SCHOOL

WHEREAS, students, faculty, and staff travelling to Washington Elementary and Berkeley High School experience traffic safety issues which discourage walking and biking to school; and

WHEREAS, these traffic safety concerns have been documented in School Safety Assessments conducted in 2015 at Washington Elementary and in 2017 at Berkeley High School through the Alameda County Safe Routes to School Program; and

WHEREAS, Martin Luther King Jr. Way has been identified as a high-injury street for severe and fatal traffic crashes involving pedestrians in the 2020 Berkeley Vision Zero Action Plan (Resolution No. 69,324-N.S.) and the Draft 2020 Berkeley Pedestrian Plan; and

WHEREAS, signal modifications to eliminate conflicts between left-turning traffic and pedestrians, leading pedestrian intervals with right turn on red prohibition at traffic signals, sidewalk corner “bulbouts”, a traffic circle, high visibility pavement markings, and new signs are among the potential safety improvement measures proposed in the School Safety Assessments and the Draft 2020 Berkeley Pedestrian Plan; and

WHEREAS, California Active Transportation Program Safe Routes to School funds can be used to make traffic safety improvements to bicycle and pedestrian routes to schools; and

WHEREAS, if awarded, the grant funds will be placed in the City’s State Capital Grants Fund (Fund 306) starting in FY 2022.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to submit a grant application to the California Active Transportation Program for Safe Routes to School traffic safety improvements around Washington Elementary and Berkeley High School for the amount of up to \$2 million; and accept the grants awarded, and execute any resultant agreements and amendments.

RESOLUTION NO. -N.S.

GRANT APPLICATION: ACTIVE TRANSPORTATION PROGRAM FOR
MARTIN LUTHER KING JR. WAY VISION ZERO PHASE I QUICK BUILD

WHEREAS, residents of South Berkeley crossing Martin Luther King Jr. Way on foot encounter traffic safety issues such as fast-moving, heavy vehicle traffic, trucks, buses, and lack of gaps in traffic to safely cross the street; and

WHEREAS, these traffic safety concerns have been documented in both the 2020 Berkeley Vision Zero Action Plan (Resolution No. 69,324-N.S.) and the Draft 2020 Berkeley Pedestrian Plan, wherein Martin Luther King Jr. Way has been identified as a high-injury street for severe and fatal traffic crashes involving pedestrians; and

WHEREAS, the Berkeley City Council approved a Budget Referral for \$100,000 on May 28, 2019 calling for street lighting and traffic safety improvements at the intersection of Martin Luther King Jr. Way and Stuart Street;

WHEREAS, signal modifications to eliminate conflicts between left-turning traffic and pedestrians, Rectangular Rapid-flashing Beacons, red curbs approaching crosswalks, night lighting, corner “bulbouts”, and median islands are among the traffic safety improvements proposed in the Draft 2020 Berkeley Pedestrian Plan update; and

WHEREAS, California Active Transportation Program Quick Build funds can be used to make pedestrian and bicycle traffic safety improvements; and

WHEREAS, if awarded, the grant funds will be placed in the City’s State Capital Grants Fund (Fund 306) and the City will provide matching funds up to the amount of \$100,000, which will be subject to appropriation, starting in FY 2022.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to submit a grant application to the California Active Transportation Program for Martin Luther King Jr. Way Vision Zero Phase I Quick Build for the amount of up to \$600,000; and accept the grants awarded, and execute any resultant agreements and amendments.

RESOLUTION NO. -N.S.

GRANT APPLICATION: ACTIVE TRANSPORTATION PROGRAM FOR
ADDISON STREET BICYCLE BOULEVARD PHASE II

WHEREAS, Berkeley residents and others riding bicycles along the University Avenue corridor experience traffic safety issues in the form of heavy, fast-moving vehicle traffic, buses and large trucks due to a lack of a nearby alternate east-west bicycle route; and

WHEREAS, these traffic safety concerns have been documented in the 2017 Berkeley Bicycle Plan (Resolution No. 67,945-N.S.); and

WHEREAS, the 2017 Berkeley Bicycle Plan proposed a new Bicycle Boulevard on Addison Street as an alternate route to University Avenue, to close this gap in the bikeway network and connect the San Francisco Bay Shoreline, the Bay Trail, West Berkeley, Downtown Berkeley, and the University of California Berkeley Campus; and

WHEREAS, the City of Berkeley has already secured funding for the Addison Boulevard Phase I project from Milvia Street to Sacramento Street as part of the Affordable Housing and Sustainable Communities grant-funded Berkeley Way project.; and

WHEREAS, as a mitigation measure for the Pyramid Hotel project, the City of Berkeley has negotiated with the project developer to install a new traffic signal at the intersection of Oxford Street and Addison Street, improving the bicycle connection to the UC Berkeley Campus; and

WHEREAS, street crossing beacons, a 2-way cycle track connection, a median island, pavement markings, and signage are among the potential safety improvements proposed to close the remaining gap in the Addison Street Bicycle Boulevard; and

WHEREAS, California Active Transportation Program capital project funds can be used to make bicycle traffic safety improvements and close the remaining gaps in the Addison Street Bicycle Boulevard; and

WHEREAS, if awarded, the grant funds will be placed in the City's State Capital Grants Fund (Fund 306) starting in FY 2022.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to submit a grant application to the California Active Transportation Program for Addison Street Bicycle Boulevard Phase II for the amount of up to \$2 million; and accept the grants awarded, and execute any resultant agreements and amendments.

