

Berkeley Strategic Transportation Plan Update and Grant Application Opportunities



Berkeley City Council
April 26, 2022



BeST Plan Purpose



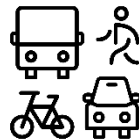
Adopted in 2016, the Berkeley Strategic Transportation (BeST) Plan is a 30-year transportation investment strategy to:



Improve safety, access, and mobility for everyone



Protect our environment



Support the Berkeley Complete Streets Policy

BeST Plan Goals

- Mobility and Access for all Transportation Modes
- User Safety
- Access to Commercial Districts & Opportunity Areas
- Transportation Choices for Disadvantaged Communities
- Sustainability & Resiliency



BeST Plan Development Process

- The BeST Plan team culled transportation-related projects and programs from 12 adopted planning documents
 - General Plan
 - Area Plans
 - Specific Plans
 - Pedestrian Plan and Bicycle Plan

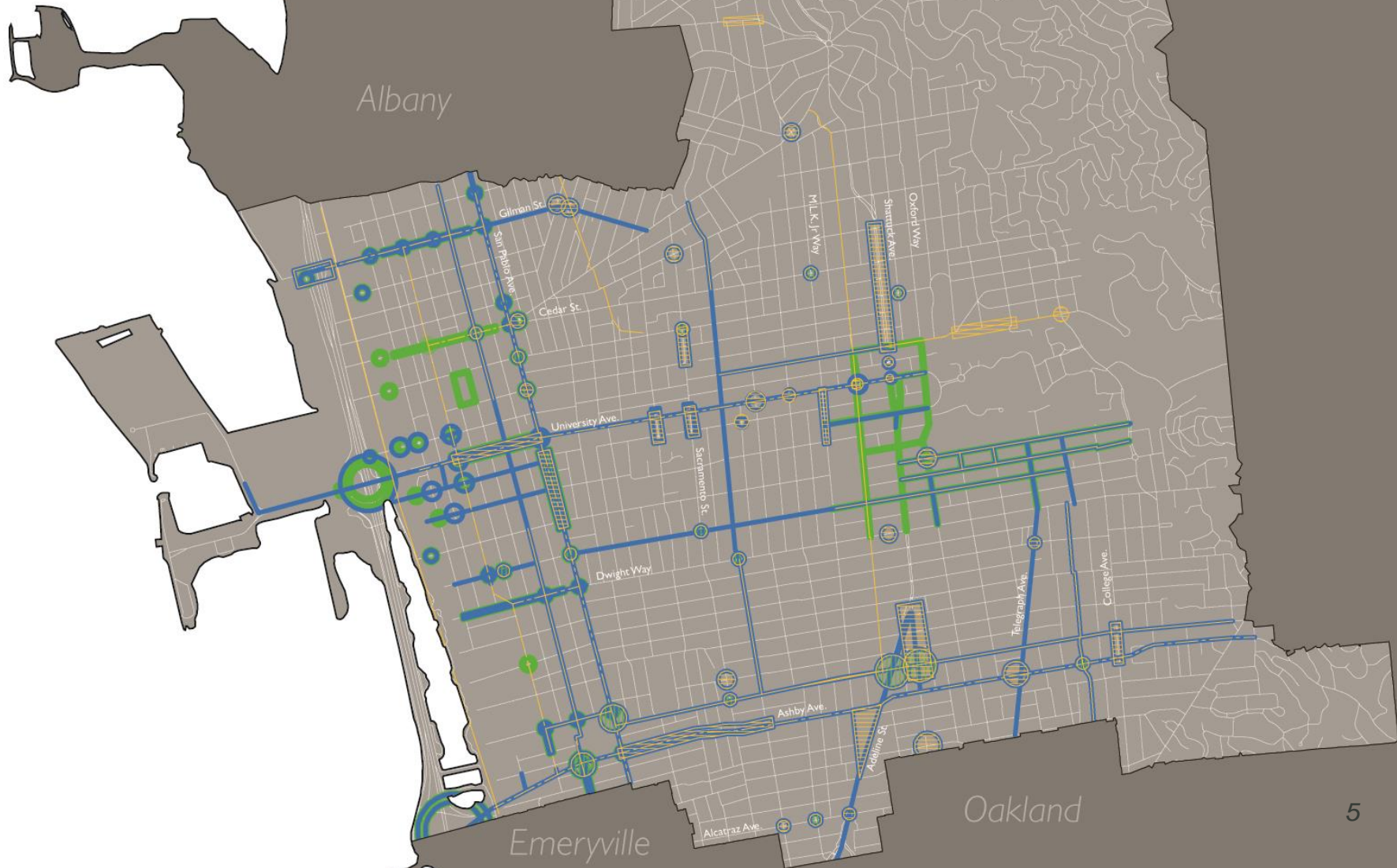
BeST Plan Project Bundles

- The individual transportation projects and programs were grouped into “Project Bundles” based on location and similar goals
 - Complete Streets Corridors
 - Multimodal Enhancement Areas
 - Signature Projects & Citywide Programs

Complete Streets Corridors

Multimodal Areas

Citywide Programs and Signature Projects

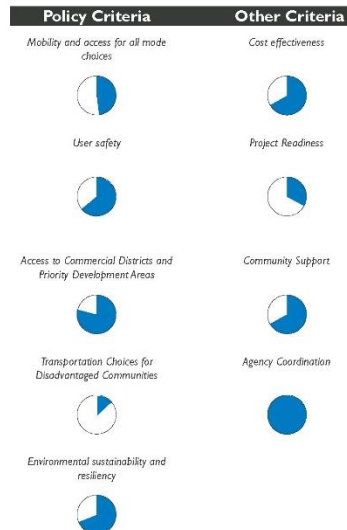
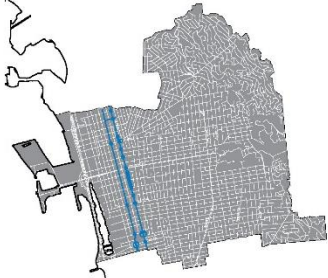


Project Bundle Examples



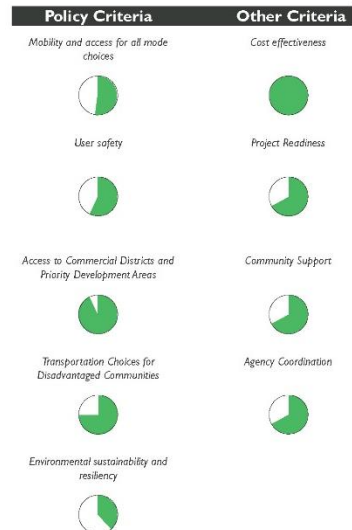
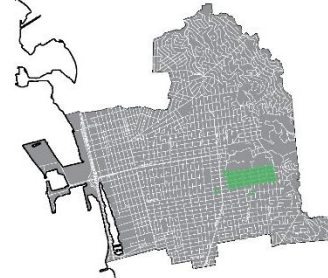
San Pablo Ave. Corridor

This project spans from the Albany border in West Berkeley to the Oakland border in South Berkeley and includes elements of the West Berkeley Circulation Report and projects from the City's Pedestrian and Bicycle Plans, as well as the San Pablo Avenue Public Improvements Plan. San Pablo is the defining transportation element of the San Pablo PDA, and provides important access to the University Avenue PDA. As a corridor project, it includes elements of other projects in the Individual, Citywide and Corridor Programs, such as 5 of the Bayview Boulevard Intersection Improvements, Residential Bike Boulevard Enhancements on the 8th Street, Bayview Boulevard and an upgraded bikeway on Gilman Street, 3 of the High Priority Pedestrian Plan Projects, a signal interconnect project along the length of San Pablo Avenue and numerous projects from the West Berkeley Circulation Report within two blocks of San Pablo Avenue.



Southside Area

This project bundle includes all projects located within the Southside planning area, intended to improve safety and operations for all modes of travel. It includes projects from the City's Pedestrian and Bicycle Plans, as well as the Southside Plan and other City plans. As an area project, it includes elements of other projects in the Individual, Citywide and Corridor Programs, such as segments of the Residential Bike Boulevard Enhancements on the Bowditch/Hedges Bicycle Boulevards and an upgraded bikeway on Fulton Street, 3 of the High Priority Pedestrian Plan Projects and the Southside Streets Two-way Conversion Project on Bancroft, Durant, Dana and Flewirth from the Southside Plan. This bundle of projects provides multimodal improvements within and access to the Telegraph, Adeline, and Downtown PDAs.



Project Bundle Prioritization

- Project bundles were scored and prioritized using evaluation criteria
 - Criteria Based on BeST Plan goals
 - Mobility & Access
 - User Safety
 - Access to Commercial Districts & Opportunity Areas
 - Transportation Choices for Disadvantaged Communities
 - Sustainability & Resiliency

Project Bundle Prioritization

- Project bundles were scored and prioritized using evaluation criteria
 - Criteria Based on funding program goals
 - Project Readiness
 - Cost Effectiveness
 - Community Support
 - Agency Coordination

How the BeST Plan is used

- Prioritizing city planning, design, and construction efforts
 - Five-Year Priority Project List
- Nominating projects for inclusion in *Alameda Countywide Transportation Plan*
 - Funding-eligible project lists
 - Updated every four years

How the BeST Plan is used

- Applying for capital grants
 - County and Regional
 - Measure BB & Measure F discretionary grants
 - Transportation Fund for Clean Air
 - State
 - Active Transportation Program (ATP)
 - Affordable Housing & Sustainable Communities (AHSC)
 - Federal
 - One Bay Area (OBAG) grants through the Metropolitan Transportation Commission (MTC)
 - Local Match
 - Alameda County Measure BB sales tax & Measure F Vehicle Registration Fee direct local distribution

Reasons for BeST Plan Comprehensive Update

- In the five years since the BeST Plan was adopted, the City has:
 - Made substantial progress on priority projects
 - Few projects remain on 5-year list
 - Adopted a Vision Zero Policy & Action Plan
 - Zero fatal and severe traffic crashes by 2028



Reasons for BeST Plan Comprehensive Update

Although there has been much progress, a City plan and vision for transit remains incomplete

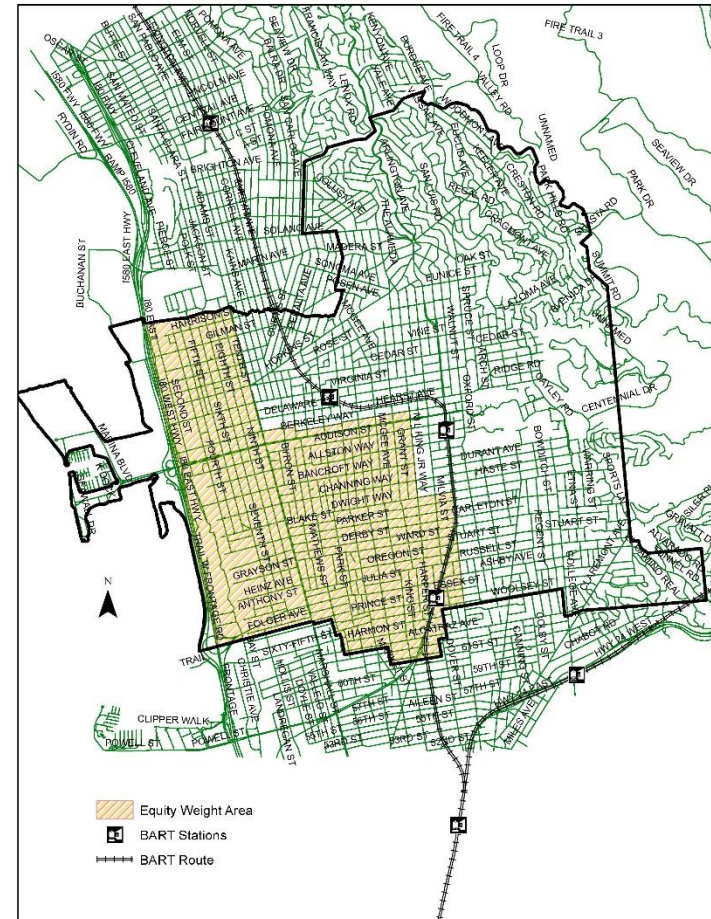
- The City has relied on AC Transit's plans
- Implementation challenging when the plans have not been adopted by the City



Reasons for BeST Plan Comprehensive Update

Equity needs new emphasis

- From an equity goal in 2016 to *centering equity* in 2022
- The City has identified an Equity Priority Area through the Vision Zero Action Plan and Pedestrian Plan

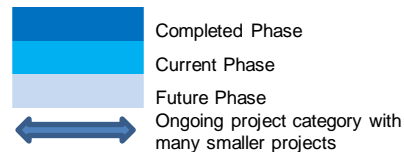


Near-Term BeST Plan Amendment

- Upcoming capital grant application deadlines
 - Active Transportation Program Cycle 6
 - Applications due June 15, 2022
 - Alameda County Transportation Commission
 - One Bay Area Grant Cycle 3 (OBAG3) federal funding – final decision by MTC
 - Ala CTC Fiscal Year 2024 Comprehensive Investment Plan (FY24 CIP)
 - Applications due June 30, 2022

Five-Year Priority Project Update

PROJECT	Phase 1 Project Development /Scoping	Phase 2 Environment al Study/ Preliminary Engineering	Phase 3 Detailed Design	Phase 4 Construction
West Berkeley				
9th Street Bikeway Path Extension	Completed Phase	Future Phase	Future Phase	Future Phase
Gilman Grade Separation	Future Phase	Future Phase	Future Phase	Future Phase
Gilman Interchange	Completed Phase	Completed Phase	Completed Phase	Current Phase
Railroad Quiet Zone	Completed Phase	Future Phase	Future Phase	Future Phase
Southside Area				
Southside Complete Streets	Completed Phase	Current Phase	Future Phase	Future Phase
Bikeway Intersections & High-Priority Bicycle Plan Projects	Ongoing project category with many smaller projects			
Downtown Berkeley				
Center Street Plaza	Future Phase	Future Phase	Future Phase	Future Phase
Downtown Berkeley BART Plaza	Completed Phase	Completed Phase	Completed Phase	Completed Phase
Downtown Transit Center	Future Phase	Future Phase	Future Phase	Future Phase
Hearst Complete Streets	Completed Phase	Completed Phase	Completed Phase	Completed Phase
Milvia Protected Bikeway	Completed Phase	Completed Phase	Completed Phase	Completed Phase
Shattuck Avenue Reconfiguration	Completed Phase	Completed Phase	Completed Phase	Completed Phase
Signal Interconnect & Transit Signal Priority	Ongoing project category with many smaller projects			
High Priority Pedestrian Plan Projects	Ongoing project category with many smaller projects			
Safe Routes to School Projects	Ongoing project category with many smaller projects			
Ohlone Greenway Upgrade & Street Crossings	Current Phase	Future Phase	Future Phase	Future Phase

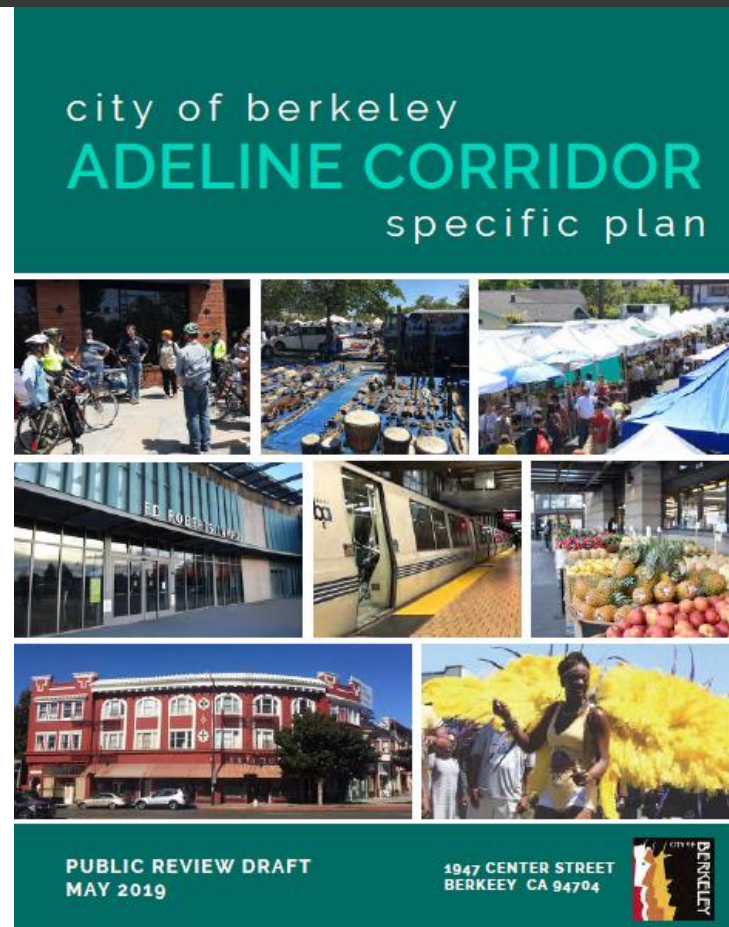


Remaining 5-Year Priority Projects

- Gilman Grade Separation & Signal Interconnect
 - Very large, multi-phase projects
 - Not tied to transit-oriented housing development
- Center Street Plaza
 - To be primarily funded by Downtown Streets & Open Space Improvement Program (SOSIP) Fees
- Downtown Transit Center
 - Lacking readiness – no conceptual plan

Proposed Addition to 5-Year Priority Project List


- Adeline Corridor Project Bundle
 - Add projects from adopted Adeline Corridor Specific Plan (Dec 2020)
 - Protected bikeway
 - Lane reduction from current 6 lanes to 4 lanes south of merge with Martin Luther King Jr. Way (MLK)
 - Intersection realignments
 - Public open space
 - Anticipate future refinements to street plan
 - 2-Lane Option Analysis Council Referral (Feb 2020)
 - Segment next to Ashby BART – plaza study



city of berkeley
ADELINE CORRIDOR
specific plan

PUBLIC REVIEW DRAFT
MAY 2019

1947 CENTER STREET
BERKEEY CA 94704



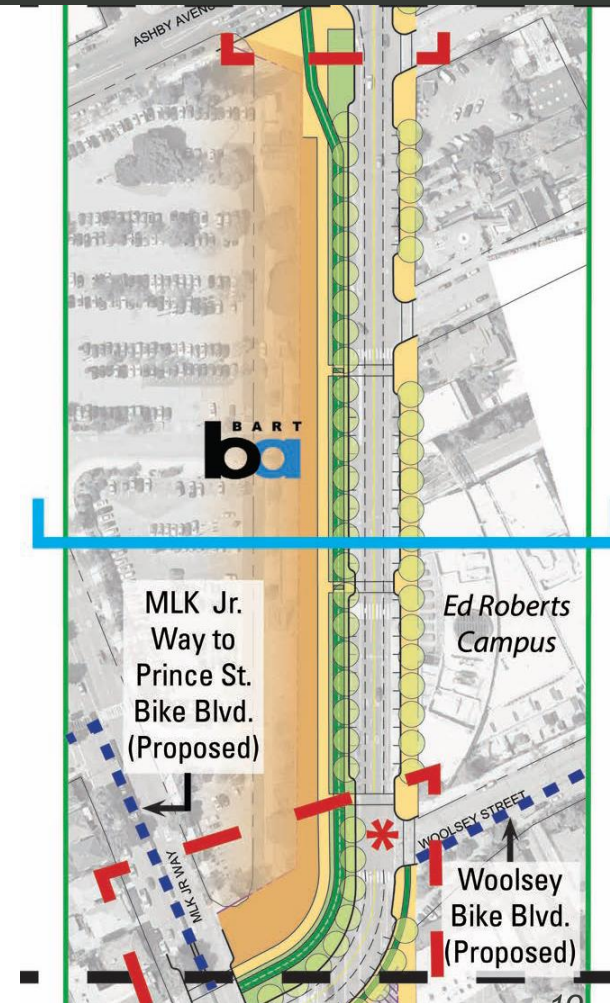
The image is a collage of six photographs showing various scenes from the Adeline Corridor: a group of cyclists on a path, a street market with blue awnings, a modern building with large windows, a BART train at a station, a fruit stand, and a person in a large yellow feathered costume.

Potential Grant Applications to Submit in June 2022

- ATP Cycle 6
 - Resubmit the following - just missed the cutoff in Cycle 5
 - Washington Elementary / Berkeley High School Safe Routes to School, ~\$1.4M
 - Addison Bike Boulevard Extension (Sacramento St – I-80 bike/ped overcrossing), ~\$2M
- Ala CTC FY24 CIP
 - Bike Boulevard Crossings
 - Remaining unfunded locations from the Bicycle Plan, up to ~\$2.8M
 - Vision Zero Protected Left-Turn Signals
 - High safety benefit for all modes of transportation, up to ~\$6M

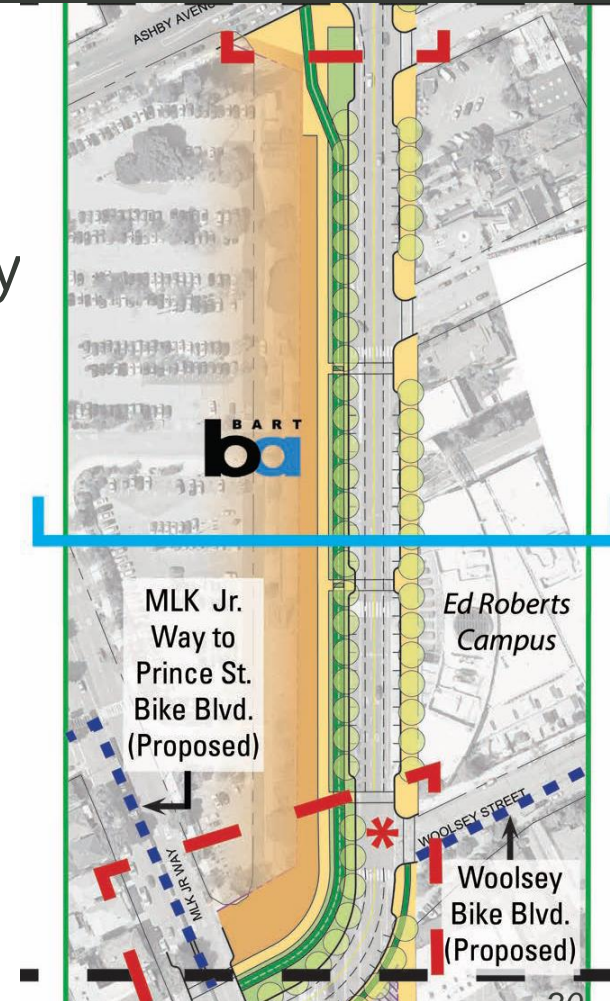
Potential Grant Applications to Submit in June 2022

- Ala CTC FY24 CIP
 - Adeline segment at Ashby BART
 - City Council Referral (Feb 2020)
 - Analyze a potential reduction of Adeline north of MLK to two lanes (a “road diet”) in order “to increase safety for pedestrians, cyclists, and people living with disabilities, while also meeting the needs of public transit and emergency vehicles.”



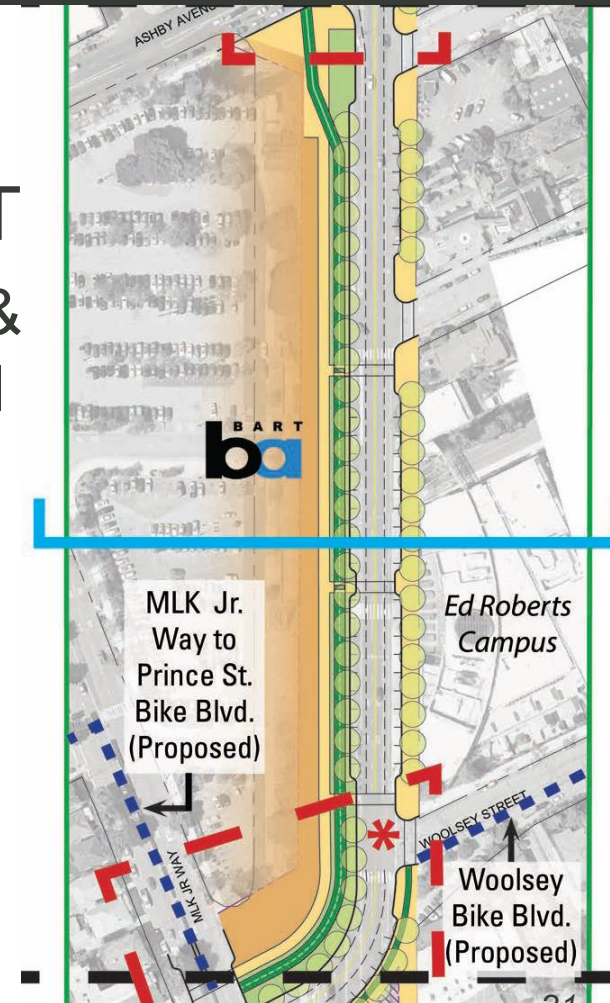
Potential Grant Applications to Submit in June 2022

- Ala CTC FY24 CIP
 - Adeline segment at Ashby BART
 - Adeline Reconfiguration Study jointly with BART
 - Project goals
 - » Enhance safety for all users
 - » Increase public space
 - » Support Flea Market future location
 - » Support bus transit operations
 - » Accommodate passenger and freight loading
 - » Implement inclusive engagement practices



Potential Grant Applications to Submit in June 2022

- Ala CTC FY24 CIP
 - Adeline segment at Ashby BART
 - Potential options based on public & stakeholder engagement, potential cost, and studies of feasibility to come



Potential Grant Applications to Submit in June 2022

- Ala CTC FY24 CIP – OBAG3
 - Adeline segment south of MLK merge
 - Reduction of current 6 lanes to 4 lanes
 - Protected bikeway
 - Near-term mostly striping project for entire segment like Adeline north of Ashby
 - OR intensive one or two block hardscape project with intersection realignment
 - MLK merge to Fairview
 - OR Alcatraz to Stanford Ave
 - OR a combination of above



A blue-tinted photograph of a busy street intersection. In the foreground, a tall utility pole with traffic lights stands on the right. Pedestrians are walking across the street, and a cyclist is riding in the middle ground. Several cars are visible, including a white car in the lower left and a dark car in the lower right. The background shows residential buildings and trees under a clear sky.

DISCUSSION