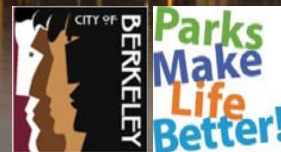


Berkeley/WETA Pier & Ferry Feasibility Study

Community Workshop #1 – 6:30 pm, January 21st, 2021



WATER EMERGENCY
TRANSPORTATION AUTHORITY

Agenda

- 6:30** Welcome & Introductions
- 6:35** Overview of the City & SF WETA Partnership
- Project History
 - WETA Operations
 - City & WETA MOU
- 6:50** Pier History & Structural Assessment
- 7:00** Questions on Presentation
- 7:10** Conceptual Examples & Breakout Discussion
- 8:20** Next Steps, Adjourn

Enter in Chat!

Presenters:

Peter Bluhon, Facilitator

Scott Ferris, City of Berkeley

Nelson Lam, City of Berkeley

Michael Gougherty, WETA

Craig Lewis, GHD

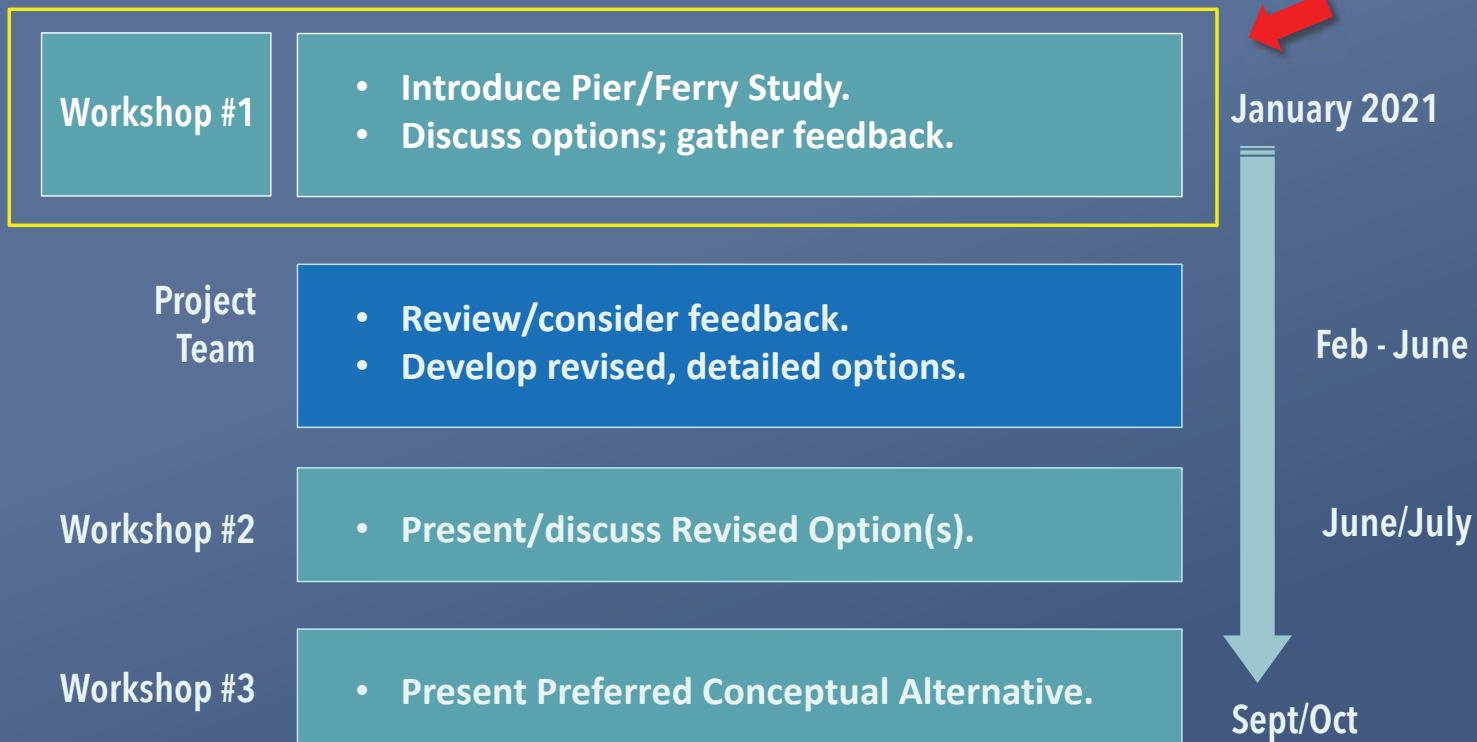
Ali Endress, City of Berkeley

Kent Royle, Wong Logan

Alex Mercuri, Nelson\Nygaard



Tonight's Purpose & Subsequent Meetings



Project Team

City of Berkeley - Parks, Recreation & Waterfront

Scott Ferris
Director

Nelson Lam, PE
Supervising Civil Engineer
Project Manager

Ali Endress
Waterfront Manager

Roger Miller
Senior Management Analyst

Water Emergency Transportation Authority

Kevin Connolly
Manager,
Planning & Development

Michael Gougherty
Project Manager

Taylor Rutsch
Planner

Consultant Team

Peter Bluhon
Public Engagement
Bluhon Group (GHD Team)

Craig Lewis, S.E.
Maritime & Coastal Group, GHD
Senior Project Manager



Supporting Policies & Studies



WATER EMERGENCY TRANSPORTATION AUTHORITY

City of Berkeley

Policy:

- *City General Plan Updates (2001)*
- *Climate Action Plan (2012)*: Sustainable transit
- *Local Hazard Mitigation Plan (2019)*: High priority action for emergency response

Studies:

- *Berkeley Municipal Pier Structural Assessment*
- *Small-scale Ferry Transportation Feasibility Study on Waterside Improvements*

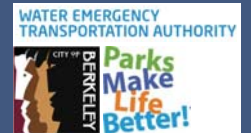
Water Emergency Transportation Authority

Policy:

- *System Expansion Policy (2015)*: Standards & process for new ferry services.
- *Strategic Plan (2016)*: Identifies Berkeley as a near-term project.
- *Emergency Response Plan (2016)*: Sets WETA role in provision of emergency water transportation.
- *Plan Bay Area 2050 (pending)*: Includes Berkeley ferry service as 'Regionally Significant Project.'

City and WETA Partnership Mission

WETA and the City envision a pier with ferry service and recreational access that can deliver synergistic benefits for the Berkeley Waterfront, and local and regional transportation and public safety.



City of Berkeley + WETA MOU (2019)

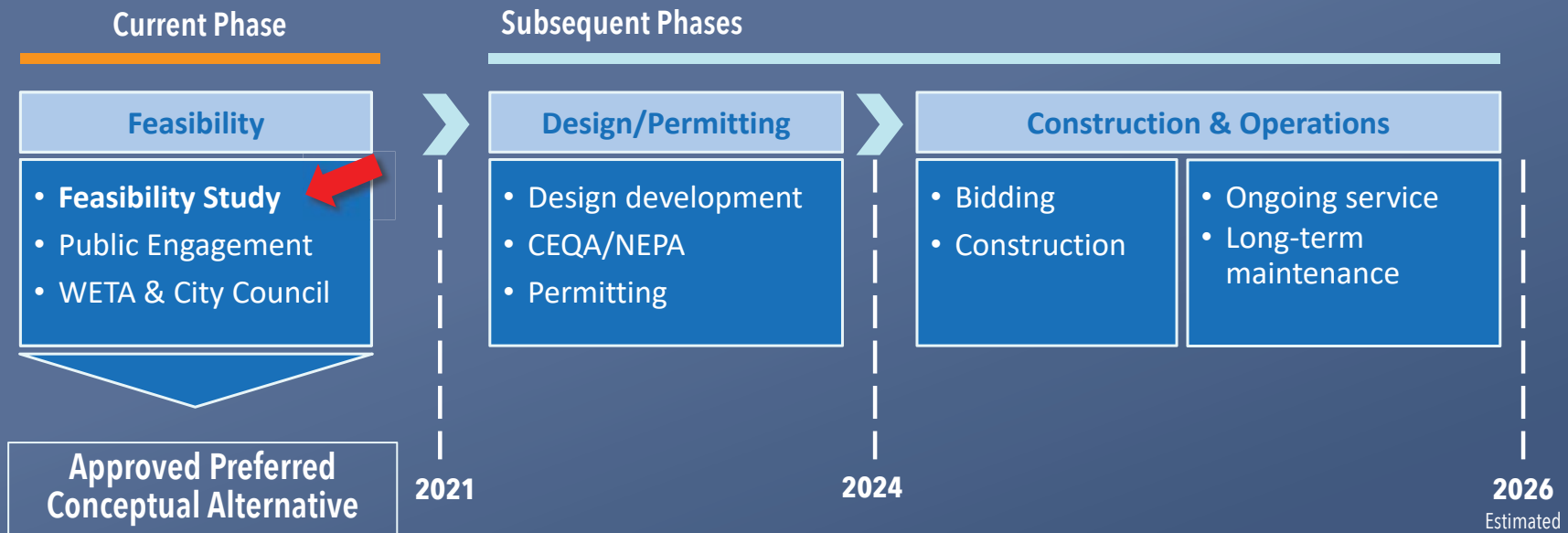
Goal

Study the feasibility of creating a multi-use pier for new ferry service and recreational public access.

Objectives

- ✓ Seek a viable solution to rehabilitate existing OR build a new pier.
- ✓ Develop a concept plan for parking, transit access, and recreation.
- ✓ Engage the Berkeley community throughout the planning process.

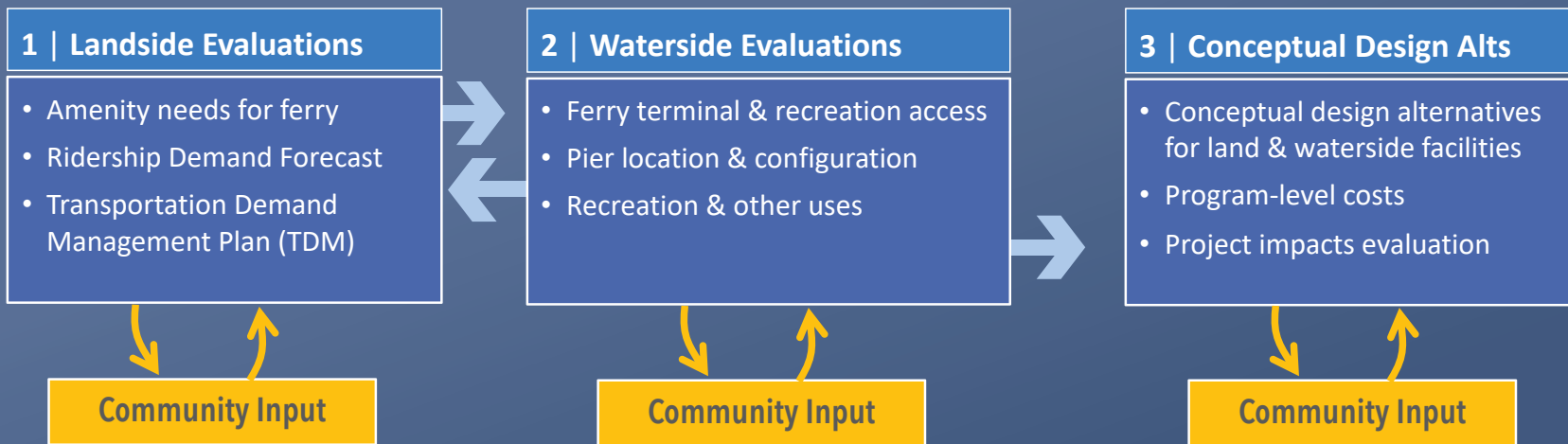
Phases of the MOU



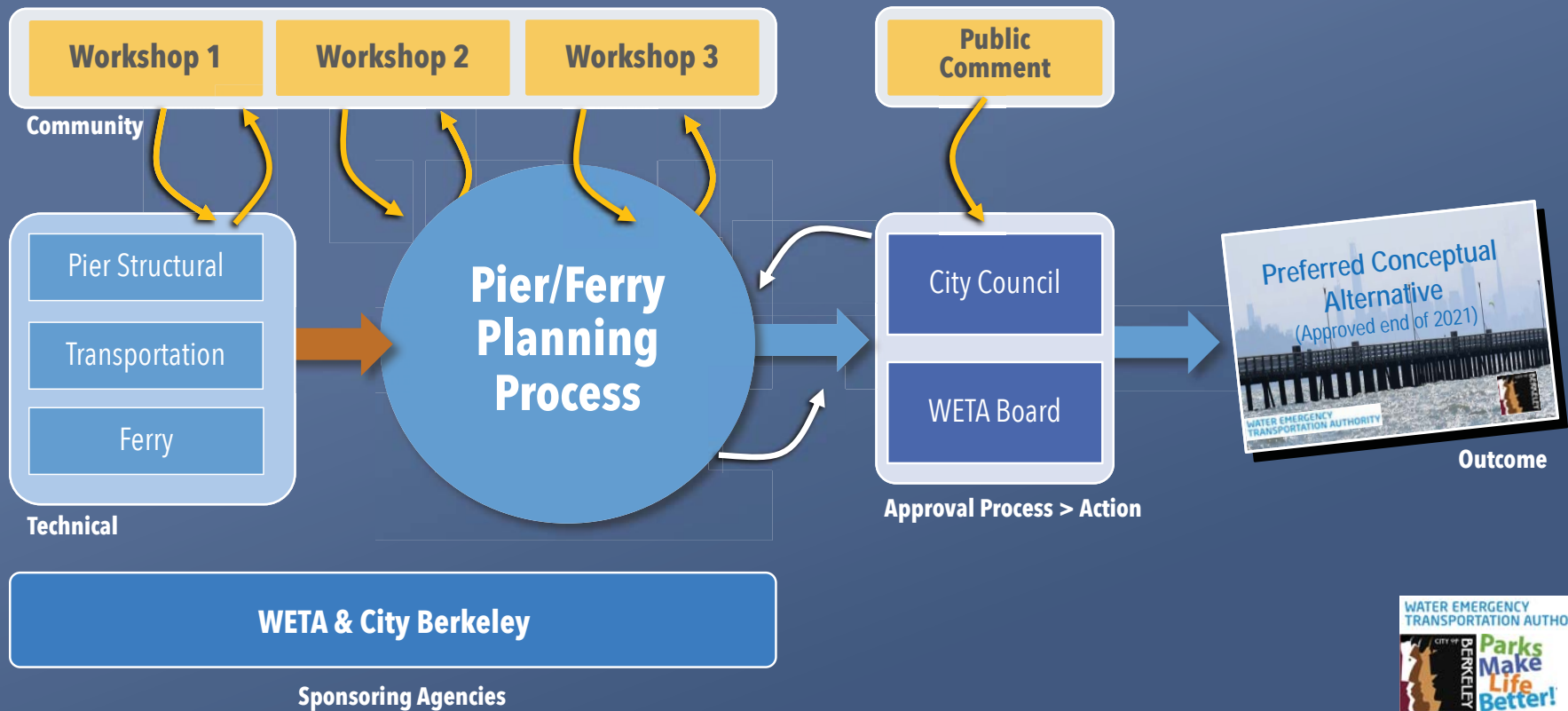
Note: MOU may be terminated at any phase upon mutual agreement.



Key Topics of Feasibility Study



Feasibility Planning Process



Berkeley Marina Area Specific Plan

Vision & policies to guide development & preservation in the Marina.

Specific Plan Goals

✓ Achieve Financial Sustainability

- Keep Marina Fund operational.
- Develop viable financial model.

✓ Support Community Needs

- Marina: slips, business, clubs, etc.
- Recreation & environmental stewardship.

✓ Address Infrastructure

- Prioritize capital projects.
- Identify funding sources.

✓ Adapt to Climate Change

- Assess SLR vulnerability.
- Identify mitigation and adaptation.

BMASP and Pier/Ferry Study are coordinated & integrated.

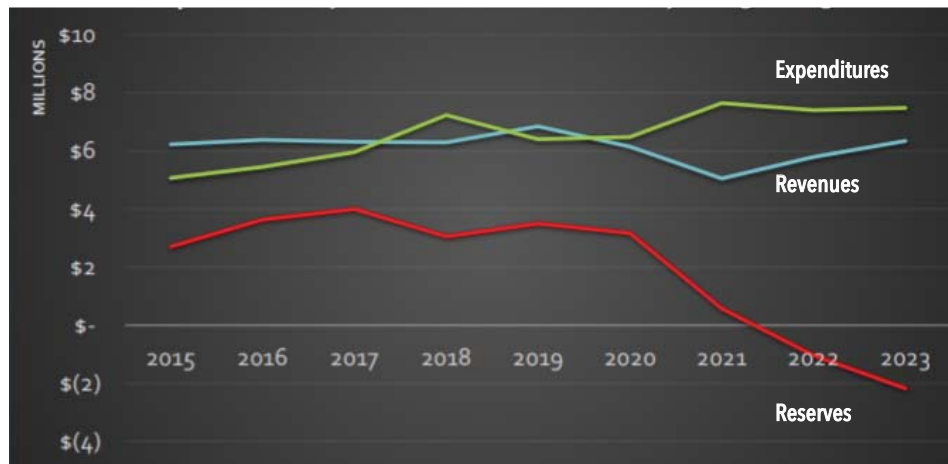


Financial Challenge & Opportunity

Current Status

- Existing Marina Fund operations model is not viable
- Capital Waterfront expenditure needs exceed \$100M

Marina Fund - Expenditures, Revenues, Reserves FY15-23



Opportunity

- ✓ Pier-Ferry Project
- ✓ BMASP underway

Potential Economic Benefits of Ferry Service by Land Use

Hotel	Retail	Food & Beverage	Recreation
<ul style="list-style-type: none">• Generate new or extended stays• Enhance event revenue• Attract new hotel	<ul style="list-style-type: none">• Capture “grab & go” commuter spending• Support growing West Berkeley work force• Attract new retail	<ul style="list-style-type: none">• Capture weekday commuter spending• Capture recreational weekend/evening spending• Attract new uses	<ul style="list-style-type: none">• Draw visitors from across the Bay• Gain exposure to outbound locals• Join a network of regional destinations

Ferry and Foot Traffic Generate Revenue



Hotels

Retail

Food &
Beverage

Recreation

Policy Objectives

- Increase revenue to existing businesses
- Support job force & outbound commuters
- Synergy with Berkeley Businesses
- Attract new businesses in these industries

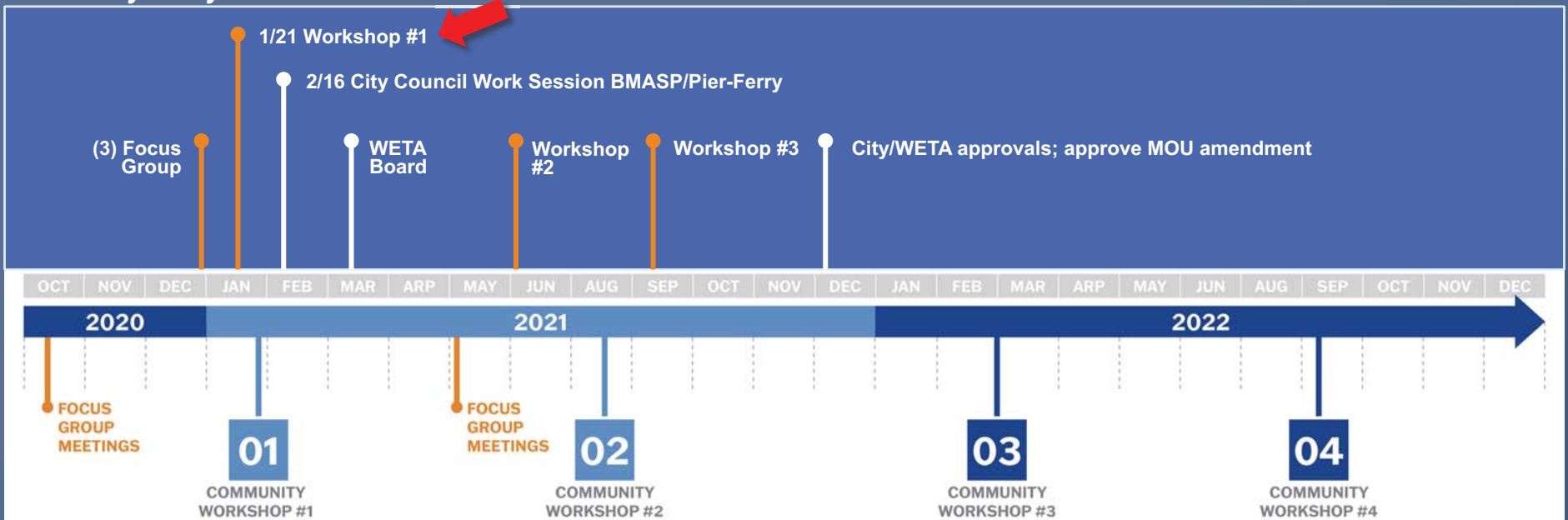


Long term Benefits

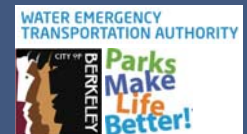
- Increased lease payments to Marina Fund
- Multiplier-effect with retail, food/beverage
- Increased tax revenue to City of Berkeley

Pier/Ferry Study & BMASP Timelines

Pier-Ferry Study



Berkeley Marina Area Specific Plan



San Francisco Bay Area

Water Emergency Transportation Authority



WETA Route Map



ROUTE MAP

MORE INFO:
SANFRANCISCOBAYFERRY.COM



ROUTES AND SCHEDULES

Weekday and Weekend Service:

- Vallejo — San Francisco
- Alameda & Oakland — San Francisco

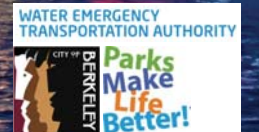
Weekday Commute Service:

- South San Francisco — Alameda & Oakland
- Harbor Bay — San Francisco
- Richmond — San Francisco

Special Service:

- Select off-peak and weekend trips to Pier 41 San Francisco from Vallejo, Alameda & Oakland
- Select connections to Mare Island from Vallejo — San Francisco route
- Seasonal service to the Giants at Oracle Park from Vallejo, Alameda & Oakland
- Seasonal service to the Warriors at Chase Center from Alameda & Oakland

THE BEST WAY TO
CROSS THE BAY.



WETA Strategic Plan

12 Vessels
7 Terminals
4 Routes
Peak Capacity 1,802
7,583 Daily Riders
5 Peak Hour Landings
at SF Ferry Bldg
\$33M Operating Budget

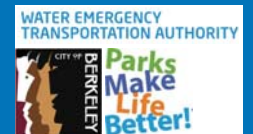


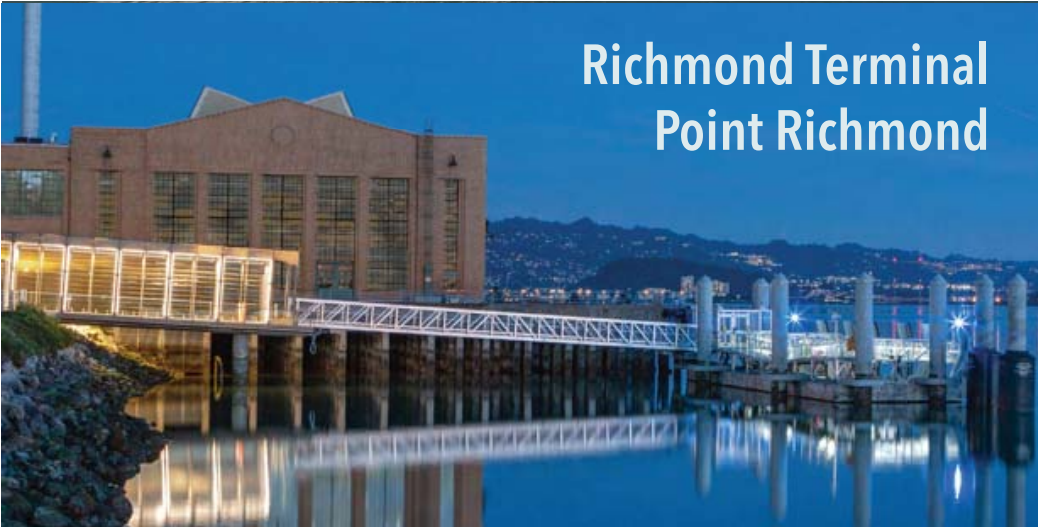
2016

2035

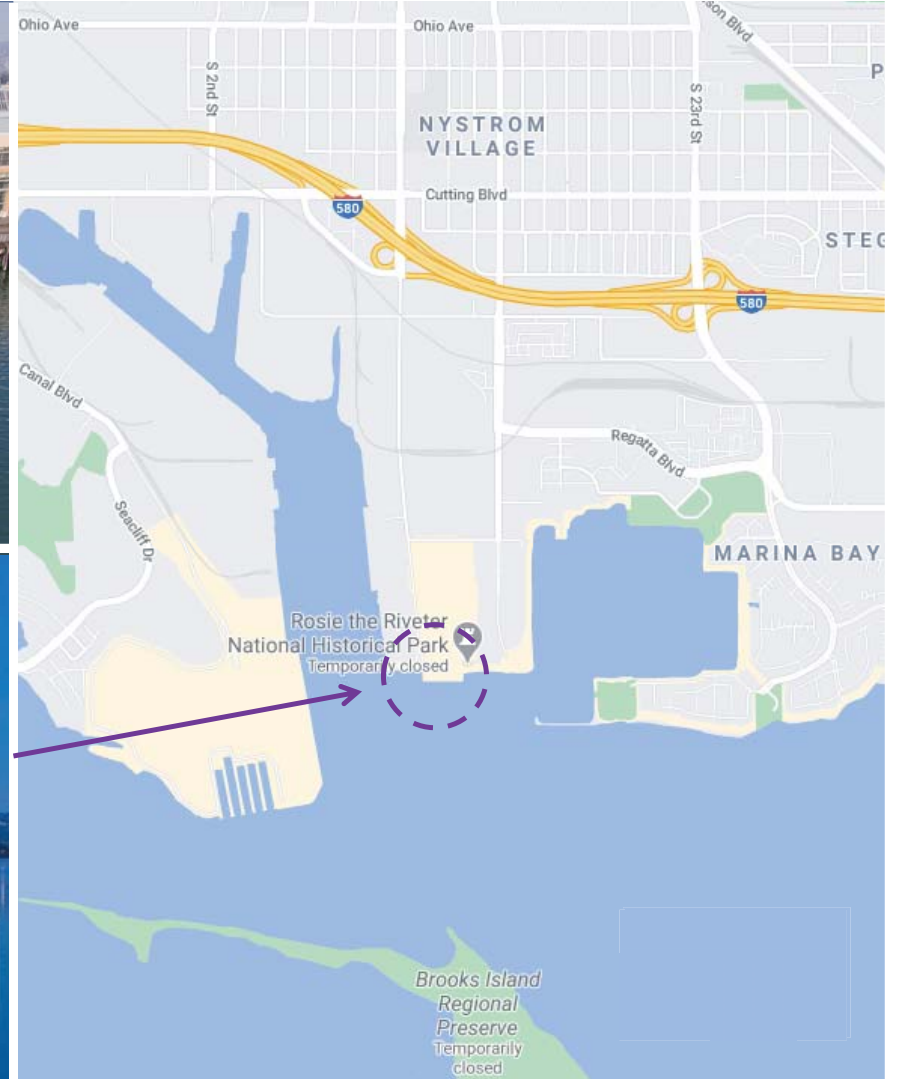


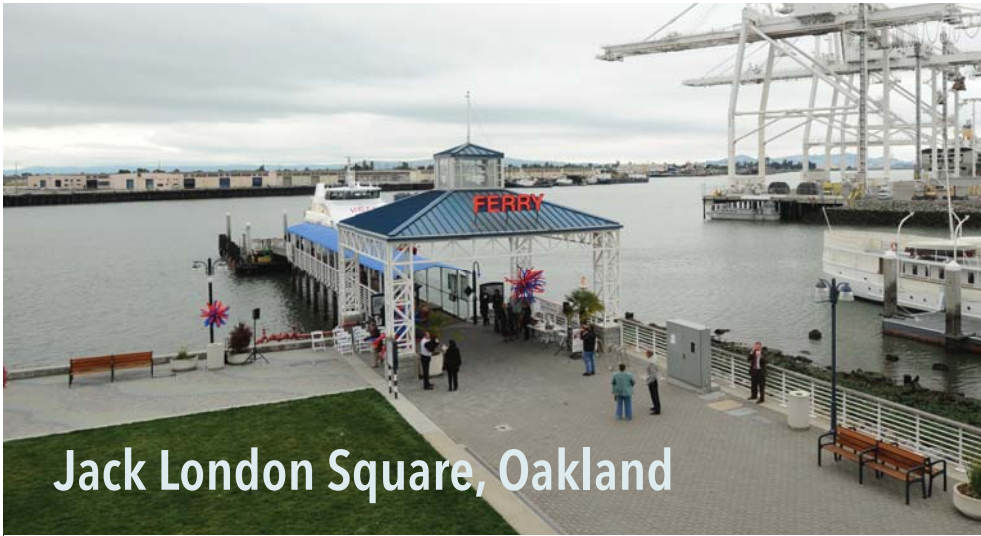
44 Vessels
16 Terminals
12 Routes
740% increase in Peak Capacity
5x the Daily Riders
25 Peak Hour Landings
\$144M Operating Budget



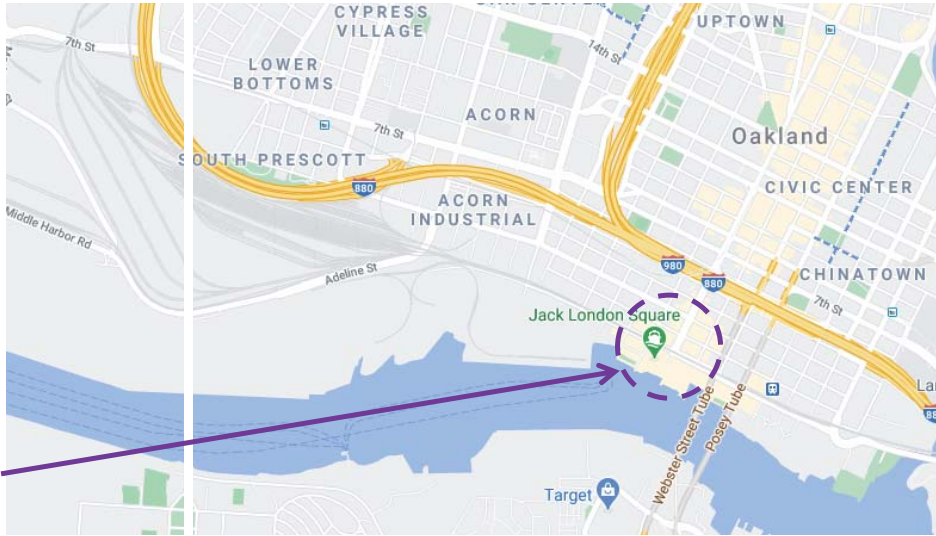


Richmond Terminal Point Richmond

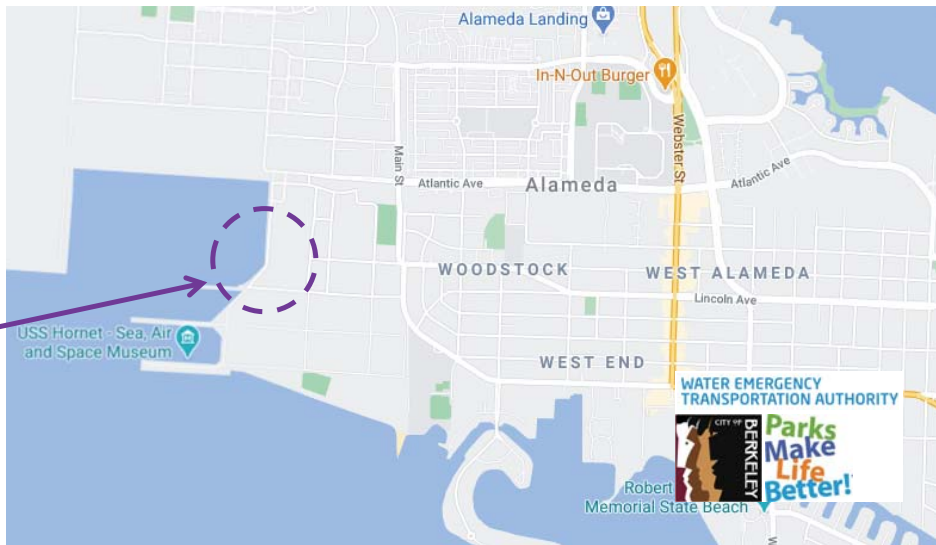




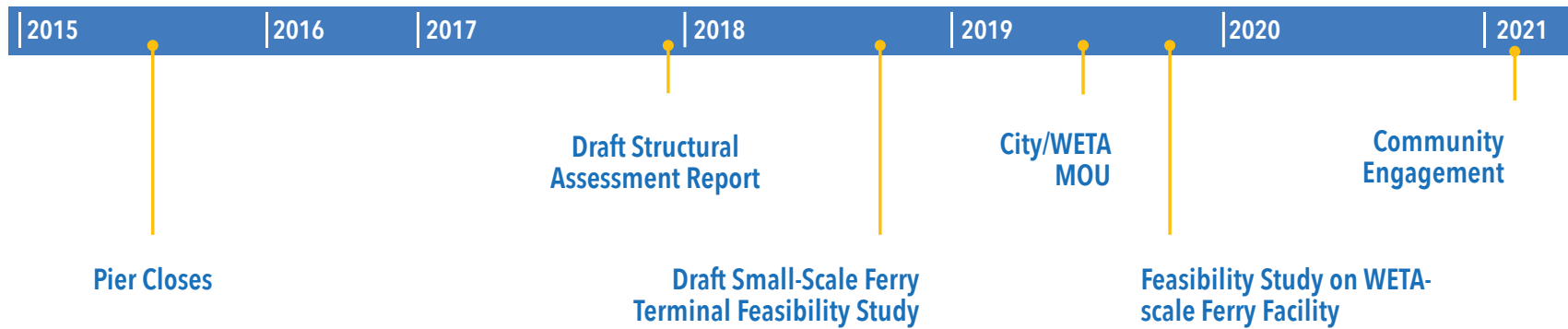
Jack London Square, Oakland



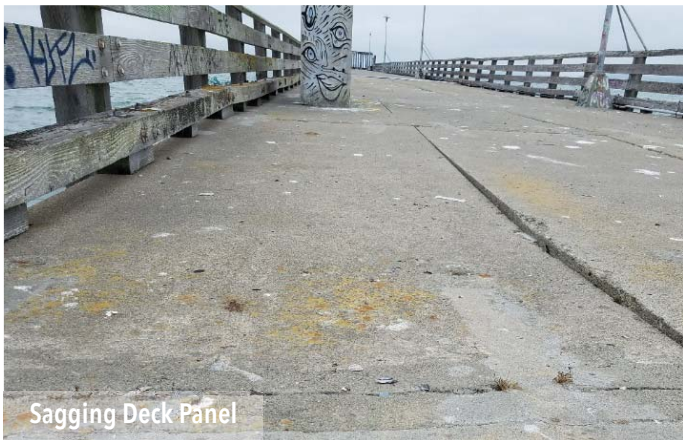
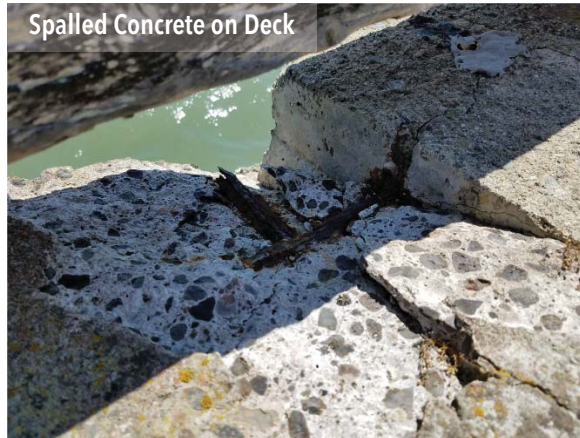
Ferry Point, Alameda



Pier Structural Assessment – Project History



Pier Structural Assessment – Field Documentation



Structural Assessment Condition Results

Existing pier inadequate for present-day design basis loadings:

- ✓ Deck Panel: Serious/Critical
- ✓ Timber-Battered Pile: Critical
- ✓ Bent Caps: Fair - Serviceable
- ✓ Piles: Fair - Poor

*Ratings based on the American Society of Civil Engineers
"Waterfront Facilities Inspection and Assessment Manual"*

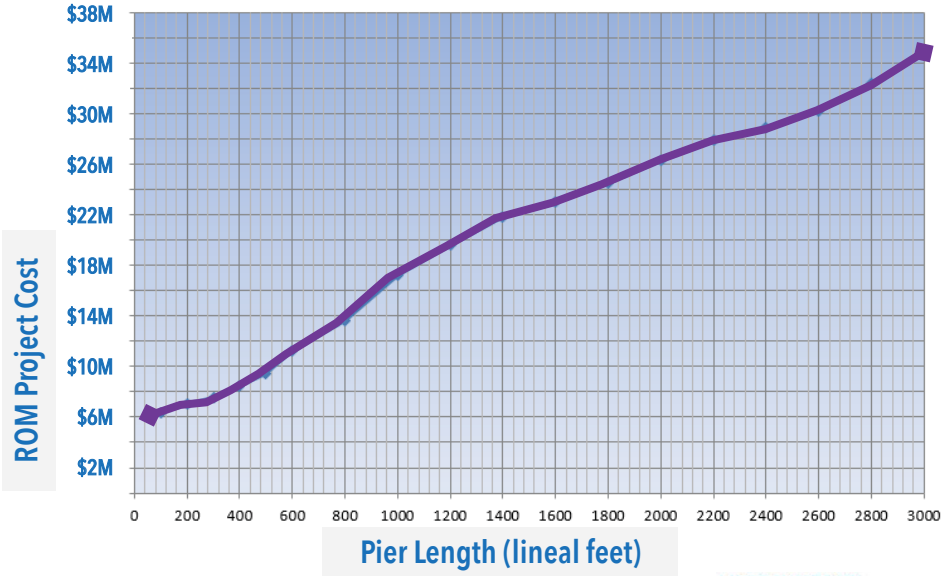
Pier vulnerable to seismic events

Modifications required to accommodate higher tide levels due to SLR

Pier Alternatives – Rehabilitate, Retrofit or Replace

	ROM Project Cost Range (3,000 LF Pier)
Repair/Rehabilitation	\$20M to \$30M
Seismic Strengthening	\$35M to \$55M
Replacement	\$25M to \$35M

Replacement Pier Length vs ROM Total Project Cost





Site Context

Key Criteria



Suggested Pier/Ferry Location Criteria

Recreational Amenities

- Fishing access
- Bay experience
- Adjacent waterside uses
- Community destination

Ferry Service

- Boarding distance to drop-off
- Limit pier use conflicts
- Limit water conflicts
- Ferry berthing operations
- Safety and efficiency

Visual

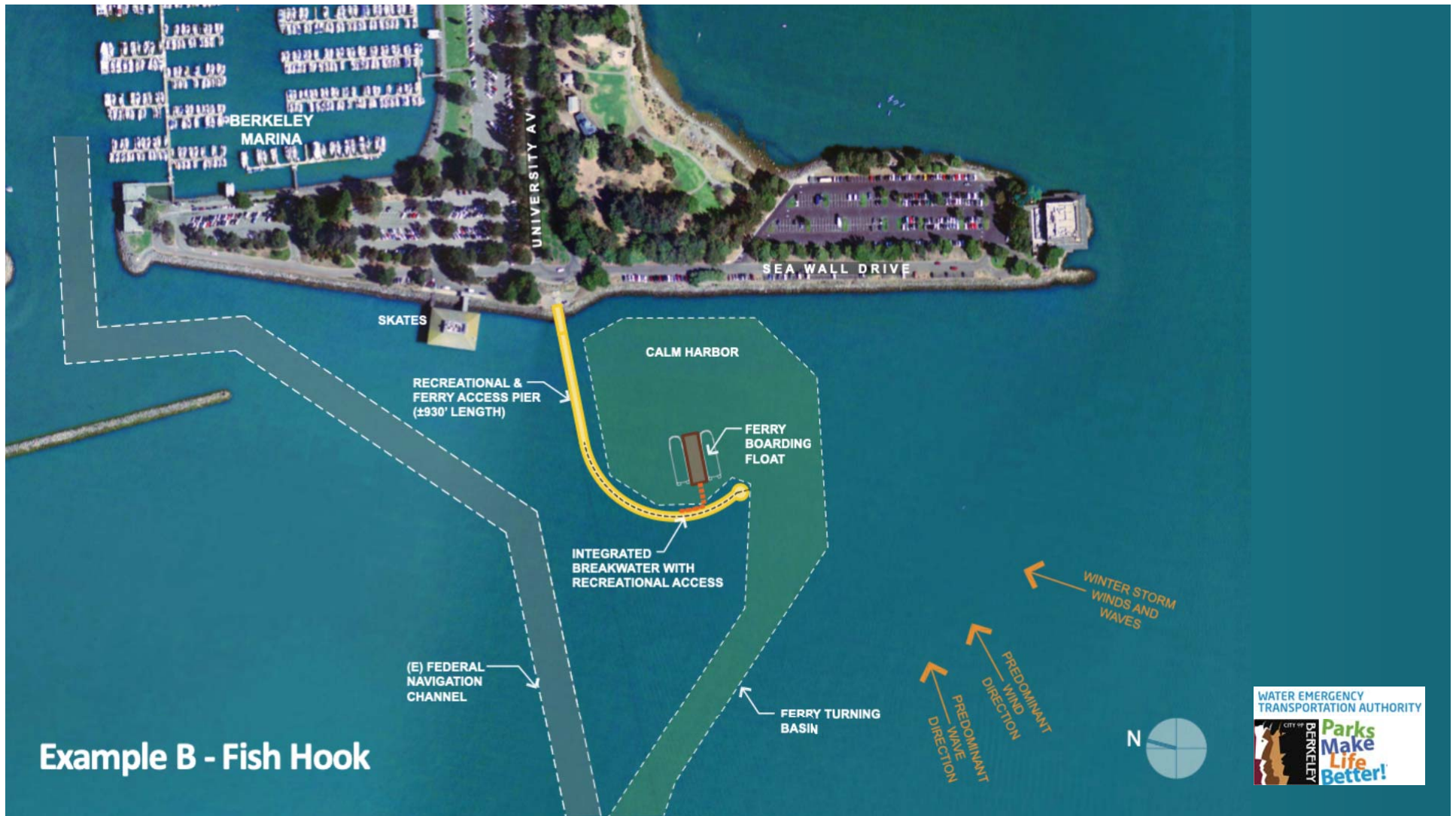
- Scenic quality
- Iconic & historic

Implementation

- Resilience to earthquake & SLR
- Dredging
- Environmental assessment
- Construction cost
- Constructability



Example A - Detached Breakwater



Example B - Fish Hook







Parking & Mobility Considerations

Two Key Questions to Answer:



How will people get to/from new ferry service in the Waterfront?



What opportunities exist to create mobility enhancements in the Waterfront?

Parking & Mobility Considerations

1

Develop baseline travel mode share for ferry



On a typical day, how many passengers would use each travel mode to get to/from ferry?

2

Compare mode share to existing infrastructure



How many ferry riders could the Waterfront support with existing parking, transit, multimodal facilities?

3

Consider supportive programs & enhancements



What programs & enhancements would support non-drive-alone travel & improve access to the Waterfront?

Steps in the Process

Parking & Mobility Considerations

Initial Findings:

- City/WETA goal is to accommodate ferry service with 250 spaces.
- Parking management strategies could accommodate many spaces in existing lots.
- Initial target of 60% ferry riders to arrive by bike, walking, transit, carpooling and other shared travel modes.



Breakout Group Agenda

7:10 - 8:20

1. Introductions.
2. Review potential ferry/pier examples.
3. Question:
What do you like/not like about the potential project?
Is there a preferred configuration or are there new ones possible?
4. Review *Project Benefits and Location Criteria*.
Comments?
5. Question:
Given the project criteria and considerations, any new insights or ideas?

Contact & Project Info

- ✓ Send contact info or inquiries to bmasp@CityofBerkeley.info
- ✓ Pier/Ferry Project webpage: www.cityofberkeley.info/parks/pier/
 - Presentations slides from Workshop
 - Workshop results
 - Questionnaire
- ✓ City Council Work Session, February 16, 2021 (Time TBA)