



TRANSPORTATION COMMISSION
REGULAR MEETING
AGENDA
April 18, 2019

City Corporation Yard, Building A
Willow Room
1326 Allston Way
Berkeley, CA 94702

Thursday
April 18, 2019
7:00 PM

A. PRELIMINARY BUSINESS

1. Call to Order by Chair Lathbury
2. Roll Call
3. Public Comment on items not on the Agenda
4. Approval of Draft Action Minutes of **March 21, 2019***
5. Approval and Order of Agenda
6. Update on Administration/Staff
7. Announcements

B. DISCUSSION/ACTION ITEMS

* Written material included in packet

** Written material to be delivered at meeting

*** Written material previously mailed

The public may speak at the beginning of any item.

1. Presentation: Alameda County Transportation Commission - San Pablo Avenue Corridor Project*

Q & A, discussion, and provide comments to ACTC.

Secretary Javandel

Speaker: Cathleen Sullivan, Alameda CTC

2. Bike Share Phase 2 Implementation (*carried over from April; Guest speaker invited, TBC*)

Discussion of proposed expansion of bike station coverage; Q & A

Secretary Javandel

3. Vision Zero Policy Update

Secretary Javandel

4. Update Subcommittee and Liaison Appointments/Assignments*

Chair Lathbury

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

Information items can be moved to Discussion or Action by majority vote of the TC.

1. Subcommittee Reports: Verbal Reports from Subcommittees, Liaisons to Alameda CTC, Public Works, Disability, and Energy Commissions, goBerkeley Advisory Group, Council Policy Committee on F.I.T.E.S.)
2. Council Summary Actions 2019*
3. Link to Council and Agenda Committee Agendas and Minutes

<http://www.ci.berkeley.ca.us/citycouncil/>

4. TC Mission Statement*

D. COMMUNICATIONS

(Received at 3.21 meeting, included in 4/18 online packet)

1. Beth Thomas, Principal Planner, Transportation Division - Slide Show: One-Way CarShare Program Evaluation
2. Eric Anderson, Associate Planner – 3/21/19 Memo- Bicycle Plan Implementation Update

E. FUTURE AGENDA ITEMS

Ashby/Hwy 13 Corridor Projects (qtrly)
Adopt FY 2020 Work Plan - June


Fossil Fuel Free Subcomte Report - May

F. ADJOURNMENT

Agenda Posted: April 12, 2018

A complete agenda packet is available for public review at the Main Branch Library and at the Transportation Division front desk.

ADA Disclaimer

 *This meeting is being held in a wheelchair accessible location. To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at 981-6418 (V) or 981-6903 (TDD) at least three business days before the meeting date. Please refrain from wearing scented products to this meeting.*

Communications Disclaimer

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SB 343 Disclaimer:

Any writings or documents provided to a majority of the commission regarding any item on this agenda will be made available for public inspection at the Public Works/Transportation Division located at 1947 Center Street, 4th floor.

Commission Secretary: Farid Javandel, Transportation Division Manager, 1947 Center St., 4th Floor, Berkeley, CA, 94704, Telephone (510) 981-7061, Fax: (510) 981-7060 TDD: (510) 981-6903 email: Fjavandel@ci.berkeley.ca.us



DRAFT ACTION MINUTES
Transportation Commission
Regular Meeting
 March 21, 2019

Willow Room
City Corporation Yard, Bldg. A
1326 Allston Way
Berkeley, CA 94702

A. PRELIMINARY BUSINESS

1. Call to Order

Meeting called to order at 7:03 p.m. by Chair Lathbury

2. Roll Call

Commissioners Present: Anthony Bruzzone, Andy Garcia, Barnali Ghosh (Arr. 7:13), Mark Humbert, Donald Lathbury, Karen Parolek, Sofia Zander (Arr. 7:07)

Commissioners Absent: Beverly Greene (L/A)

Staff Present: Farid Javandel, Beth Thomas, Tamlyn Bright

Guests:

3. Public Comment on items not on the Agenda -3 speakers.

4. Approval of Minutes: Action: It was M/S (Bruzzone/Parolek) to approve the minutes of February 21, 2019 as written. Ayes: Bruzzone, Garcia, Humbert, Lathbury, Parolek Noes: None Abstain: None Absent: Ghosh, Zander Motion carried 5-0-0-2.

5. Approval and Order of Agenda- No action

6. Update on Administration/Staff

7. Announcements – Vision 2050 is on Mayor’s web page:

https://www.cityofberkeley.info/Mayor/Home/Vision_2050.aspx

B. DISCUSSION/ACTION ITEMS

1. Council Referral: Stop Sign Warrants

Speakers: 3

Action: It was M/S (Bruzzone/Humbert) that the TC approve the draft Stop Sign Warrant report with the addition of the following language “At two-way stops along bicycle boulevards, the Transportation Department is encouraged to add ‘Opposing Traffic Does Not Stop’ signage with the stop signs to improve intersection safety”, and forward the report to Council.

Vote: Ayes: Bruzzone, Garcia, Ghosh, Humbert, Lathbury, Parolek, Zander Noes: None Abstain: None Absent: None Carried: 7-0-0-0

2. One Way CarShare Update* (Carried Over from February)

Principal Planner Beth Thomas presented an evaluation of the two-and-a-half year One-Way Car Share Pilot program, and recommendation to establish a permanent program.

Speakers: 1

Action: It was M/S (Zander/Garcia) that TC concurs with the staff recommendation as proposed to recommend Council amend the One-Way Car Share Pilot program ordinance to establish an on-going program, with parking permit fees to be adjusted on an annual basis beginning in October 2019, and increase the administration fee to account for staff salary increases.

Vote: Ayes: Bruzzone, Garcia, Ghosh, Humbert, Lathbury, Parolek, Zander Noes:
 None Abstain: None Absent: None Carried: 7-0-0-0

3. Work Session on TC Work Plan

Discussion of remaining items and acknowledgment of Vision Zero as the highest priority. No Action.

4. Bike Plan Implementation

No action.

5. Council Referral: Climate Action Plan/Fossil Fuel Free Berkeley

Action: It was M/S (Lathbury/Parolek) that the TC form a subcommittee to draft a response to Council to include measures the Transportation Commission has already recommended in support of the City’s Climate Action goals, identify upcoming TC work plan items that can be prioritized to support the Fossil Fuel Free resolution, and any proposals for additional modifications to the Climate Action Plan considering the Energy Commission’s recommendations, and report to the TC in May.

Vote: Ayes: Bruzzone, Garcia, Ghosh, Humbert, Lathbury, Parolek, Zander Noes:
 None Abstain: None Absent: None Carried: 7-0-0-0

Action: It was M/S (Bruzzone/Zander) to appoint Commissioners Lathbury and Garcia to the Climate Action Plan/Fossil Fuel Free Berkeley Subcommittee. Unanimous. Motion carried.

Vote: Ayes: Bruzzone, Garcia, Ghosh, Humbert, Lathbury, Parolek, Zander Noes:
 None Abstain: None Absent: None Carried: 7-0-0-0

6. Bike Share Phase 2 Implementation *Carried over to April*

Action: It was M/S/C Lathbury/Zander to carry this item over to the April meeting and ask staff to invite Lyft/Motivate to make a presentation on planned Bike Share program expansion. The Commission would like to see a coverage map of all shared mobility and AC Transit. Unanimous. Motion Carried 7-0-0-0

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

1. Subcommittee Reports (Verbal reports from Bicycle and Pedestrian Subcommittees and Liaisons to PWC, COD, goBerkeley Advisory Group, and Council Policy Committee for F.I.T.E.S)
2. Council Summary Actions 2019
3. Link to Council and Agenda Committee Agendas and Minutes:
<http://www.cityofberkeley.info/citycouncil/>
4. Transportation Commission Mission Statement
5. Abridged Commissioners’ Manual 2018 Edition
 Received.

D. COMMUNICATIONS

1. Donald Lathbury – Suggested addition to Stop Sign Warrants Recommendation
 Received

E. FUTURE AGENDA ITEMS

Ashby/Hwy 13 Corridor Projects Update - Feb	San Pablo Ave ACTC Project Presentation- April
Adeline/So Shattuck Corridor DEIR Presentation - May	Presentation: Vision Zero Policy Update - April
Adopt FY 2020 Work Plan - June	Update Subcommittee & Liaison assignments - April

F. ADJOURNMENT

*It was MSC (Bruzzone/Parolek) Unanimous to adjourn the meeting at 9:11 PM.
Absent: None*

Public Present: 4

Speakers: 3

Commission Secretary: Farid Javandel, Public Works/Transportation Division Manager,
1947 Center St., 4th Floor, Berkeley, CA, 94704, Ph: (510) 981-7061, Fax: (510) 981-7060,
TDD: (510) 981-6903 email: fjavandel@cityofberkeley.info

Minutes on the web: <http://www.ci.berkeley.ca.us/ContentDisplay.aspx?id=13086>

San Pablo Avenue Corridor



San Pablo Avenue Corridor Project

- Legend:**
- BART Station
 - BART Above/Below Ground
 - Capital Corridor Stations
 - Freight Rail and Capital Corridor Tracks
 - San Pablo Avenue Corridor
 - Freeways
 - Water
 - Parks/Open Space

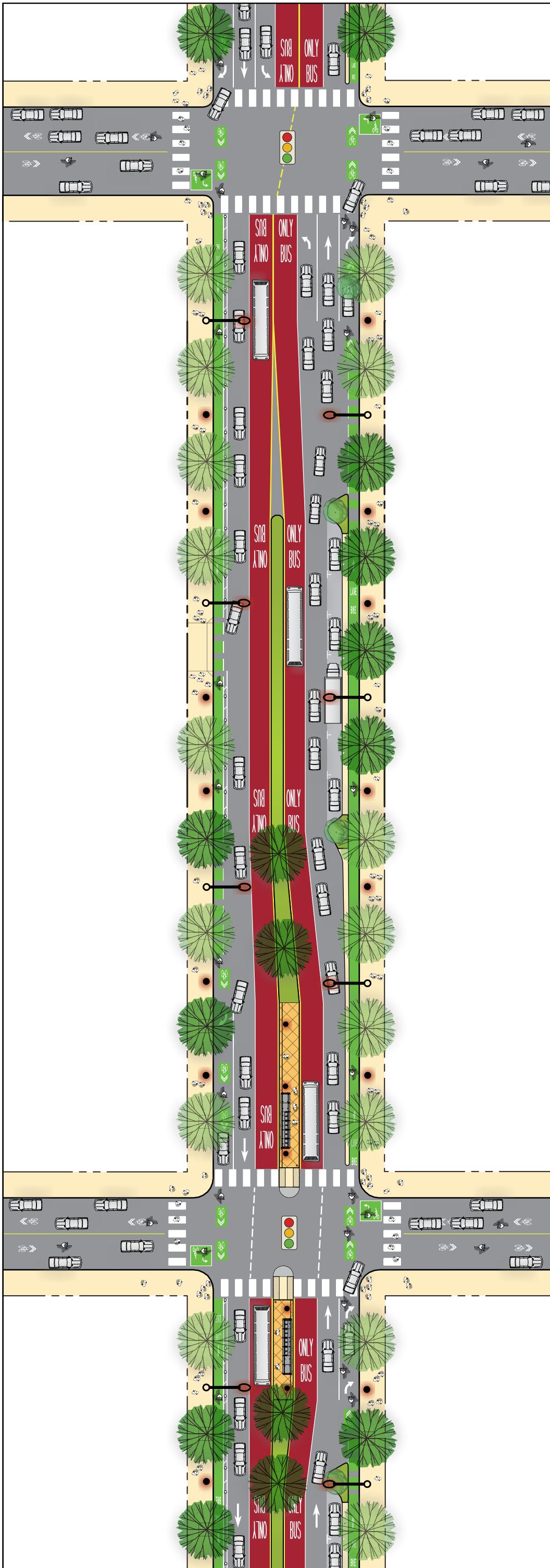
Project Purpose and Goals

The purpose of the San Pablo Avenue Multimodal Corridor Project is to improve multimodal mobility, efficiency, and safety in an effort to sustainably meet current and future transportation needs, and help support a strong local economy and growth along the corridor, while maintaining local contexts.


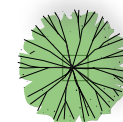
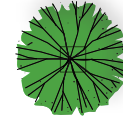










Goals

- Effectively and efficiently accommodate anticipated **growth**
- Improve **comfort and quality** of trips for all users
- Enhance **safety** for all travel modes
- Support **economic development** and adopted **land use policies**
- Promote **equitable** transportation and design solutions

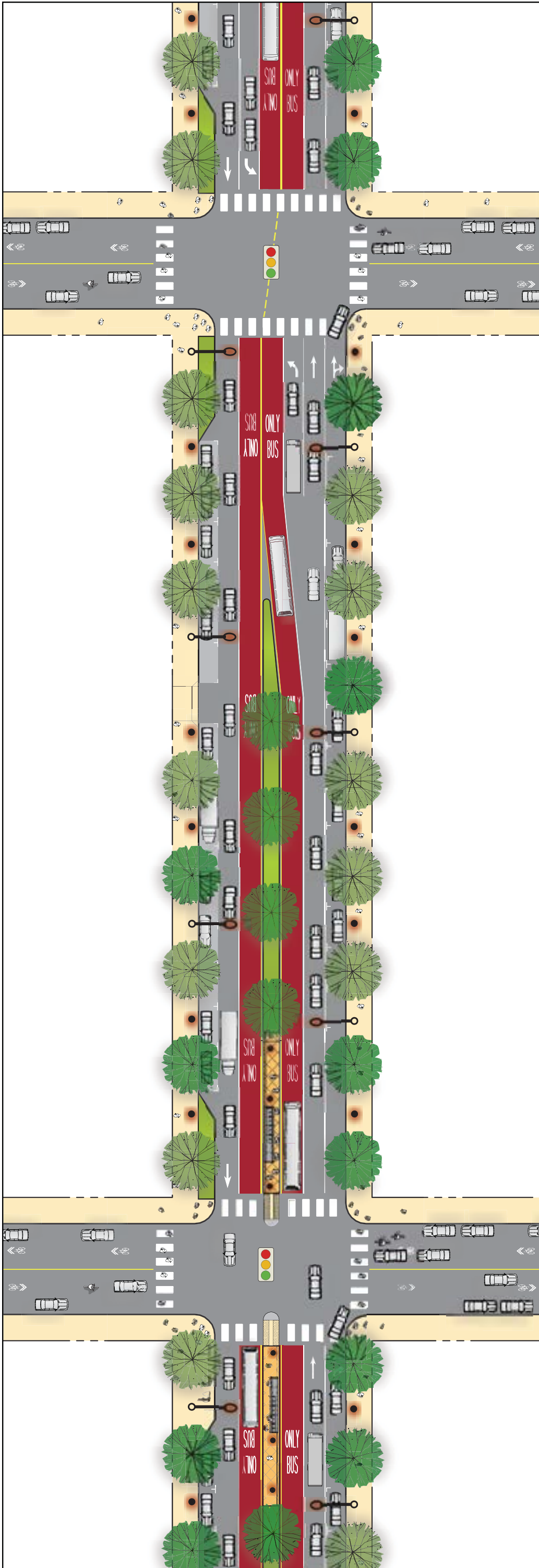
Concept A: Bus and Bike Lanes on San Pablo



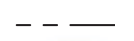
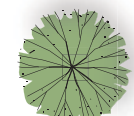
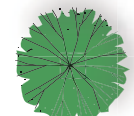









LEGEND

-  PROPERTY LINE
 -  EXISTING TREE
 -  NEW TREE
 -  TRAFFIC SIGNAL
 -  ROADWAY LIGHT FIXTURE
 -  PEDESTRIAN-SCALE LIGHT FIXTURE
 -  SOFT HIT POST
 -  BIKE LANE
 -  LANDSCAPING/
GREEN INFRASTRUCTURE*
 -  BUS LANE
 -  TRANSIT PLATFORM
 -  SIDEWALK
 -  PARKING/LOADING LANE
- *WHERE APPLICABLE

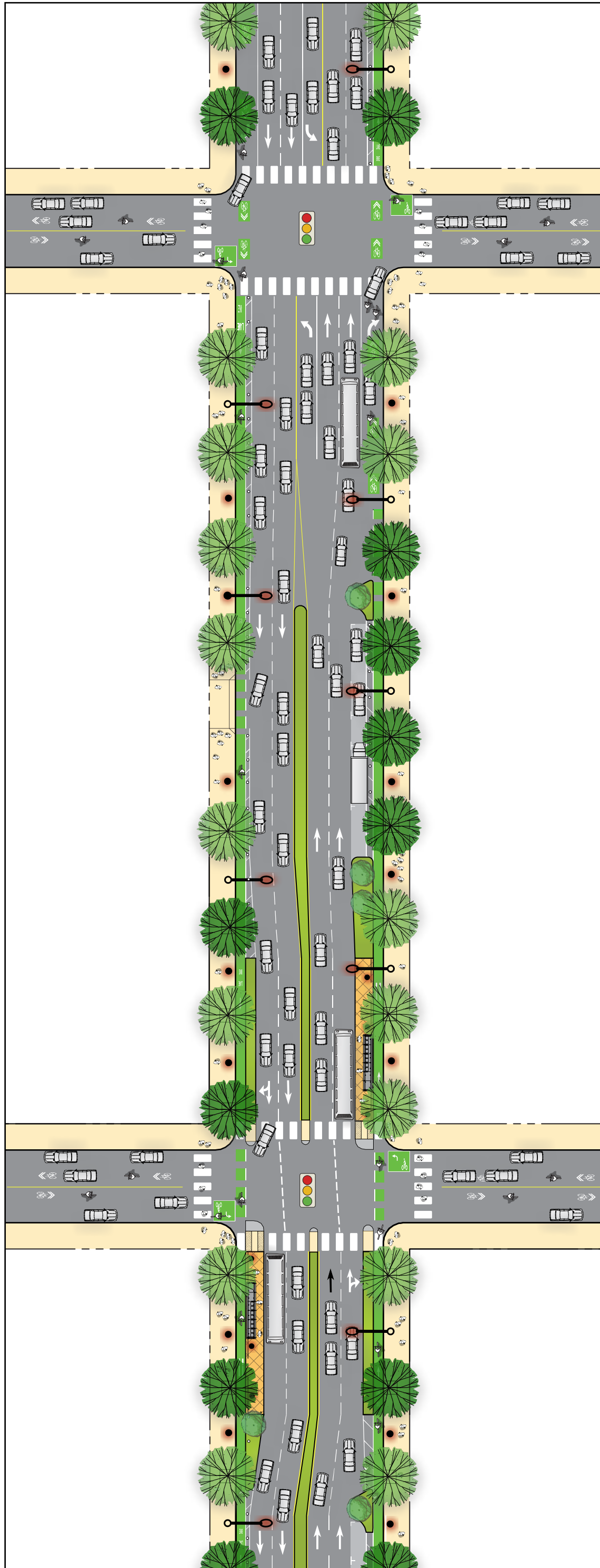
Concept B: Bus and Managed Lane on San Pablo, Bike on Parallel Facility














LEGEND

-  PROPERTY LINE
 -  EXISTING TREE
 -  NEW TREE
 -  TRAFFIC SIGNAL
 -  ROADWAY LIGHT FIXTURE
 -  PEDESTRIAN-SCALE LIGHT FIXTURE
 -  BICYCLE CORRAL
 -  LANDSCAPING/ GREEN INFRASTRUCTURE*
 -  BUS LANE
 -  TRANSIT PLATFORM
 -  SIDEWALK
 -  PARKING/LOADING LANE
- *WHERE APPLICABLE





































Concept C: Bike Lane on San Pablo

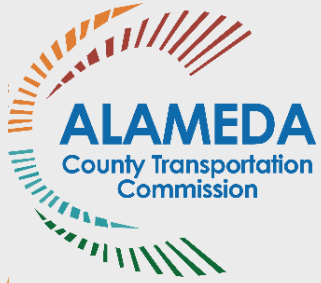


LEGEND

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-  TRANSIT PLATFORM
-  SIDEWALK
-  PARKING/LOADING LANE
- *WHERE APPLICABLE

Key Benefits and Challenges of Concepts for San Pablo Avenue Corridor Project

	CONCEPT A Bus and Bike Lanes on San Pablo Ave	CONCEPT B Bus and Managed Lane on San Pablo Ave; Bike facility on parallel street	CONCEPT C Bike Lanes on San Pablo Ave
	<ul style="list-style-type: none">  • Less potential for speeding 	<ul style="list-style-type: none">  • Less potential for speeding 	<ul style="list-style-type: none">  • Does not change potential for speeding
	<ul style="list-style-type: none">  • Faster and more reliable transit service  • More transit riders  • 72 Local and 72 Rapid combined into one service with 1/3-mile spacing  • Transit stations off-set from major intersections 	<ul style="list-style-type: none">  • Faster and more reliable transit service  • More transit riders  • 72 Local and 72 Rapid combined into one service with 1/3-mile spacing  • Transit stations off-set from major intersections 	<ul style="list-style-type: none">  • 72 Local and 72 Rapid services remain  • Slower and less reliable bus service
	<ul style="list-style-type: none">  • Bikes travel adjacent to sidewalk  • Very limited opportunities to shorten crossing distance 	<ul style="list-style-type: none">  • Most opportunities to shorten pedestrian crossing distance and create pedestrian refuges 	<ul style="list-style-type: none">  • Some opportunities to shorten pedestrian crossing distance and create pedestrian refuges
	<ul style="list-style-type: none">  • Safer for bicyclists, but <i>not</i> low-stress environment 	<ul style="list-style-type: none">  • Parallel streets create low-stress comfortable facility  • Less comfortable for those who may continue to ride on San Pablo Ave 	<ul style="list-style-type: none">  • Safer for bicyclists, but <i>not</i> low-stress environment
	<ul style="list-style-type: none">  • Significant reduction of loading and parking spaces 	<ul style="list-style-type: none">  • Least reduction of loading and parking spaces 	<ul style="list-style-type: none">  • Some reduction of loading and parking spaces
	<ul style="list-style-type: none">  • Potential for additional delay at intersections  • Some traffic diverted to I-80 and other streets 	<ul style="list-style-type: none">  • Managed lane is a new traffic pattern  • Potential for additional delay at intersections  • Some traffic diverted to I-80 and other streets 	<ul style="list-style-type: none">  • Least impact on future delay and congestion



San Pablo Avenue Corridor Project



Berkeley Transportation Commission

April 18, 2019

Agenda

- Project Purpose and Goals
- Background
- Concept Development and Evaluation
- Next Steps



San Pablo Avenue Corridor



San Pablo Avenue Corridor Project

- Legend:**
- BART Station
 - BART Above/Below Ground
 - Capital Corridor Stations
 - Freight Rail and Capital Corridor Tracks
 - San Pablo Avenue Corridor
 - Freeways
 - Water
 - Parks/Open Space

Building on Many Planning Efforts

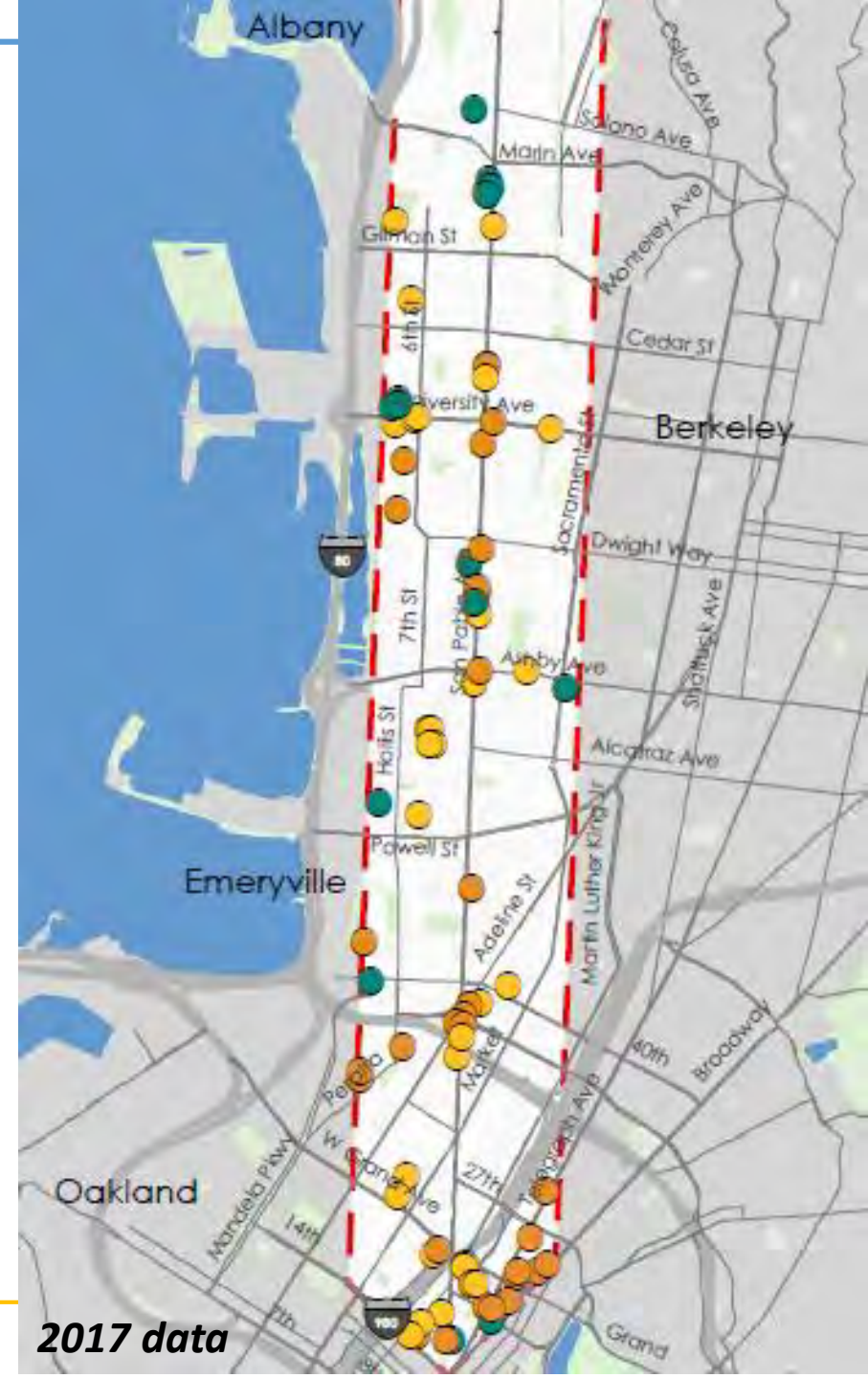


Growth in the Corridor

- The entirety of San Pablo Avenue, and some surrounding areas, are designated as Priority Development Areas
- The corridor is developing today

Recent, Planned, and Proposed Development Projects, by Type

- Commercial and Industrial ●
- Mixed-Use Residential ●
- Residential ●



2017 data

Project Purpose and Goals

The purpose of the San Pablo Avenue Multimodal Corridor Project is to improve multimodal mobility, efficiency, and safety in an effort to sustainably meet current and future transportation needs, and help support a strong local economy and growth along the corridor, while maintaining local contexts.

Goals

- Effectively and efficiently accommodate anticipated **growth**
- Improve **comfort and quality** of trips for all users
- Enhance **safety** for all travel modes
- Support **economic development** and adopted **land use policies**
- Promote **equitable** transportation and design solutions

Current Conditions - Highlights

- San Pablo Avenue is among the highest injury corridors in Alameda
- Auto performance is good for an urban arterial: reliable and high speed
- Auto travel time is 10-35% faster than Rapid bus
- Rapid bus (72R) is scheduled every 12 minutes, but 20%-25% of buses arrive more than 18 minutes after prior bus
- Significant loading activity; side streets are inadequate alternative
- Crossing conditions for pedestrians and bicyclists are poor
- 30% of trips on San Pablo Avenue are pass-through trips with no origin or destination in study area

Future (2040) Baseline Conditions

- With significant growth projected, future congestion will be much worse
- Intersections are a choke point today and will be worse in the future
- Bus travel time will nearly double
 - Reliability will get worse
- Increased pedestrian and bicycle activity anticipated

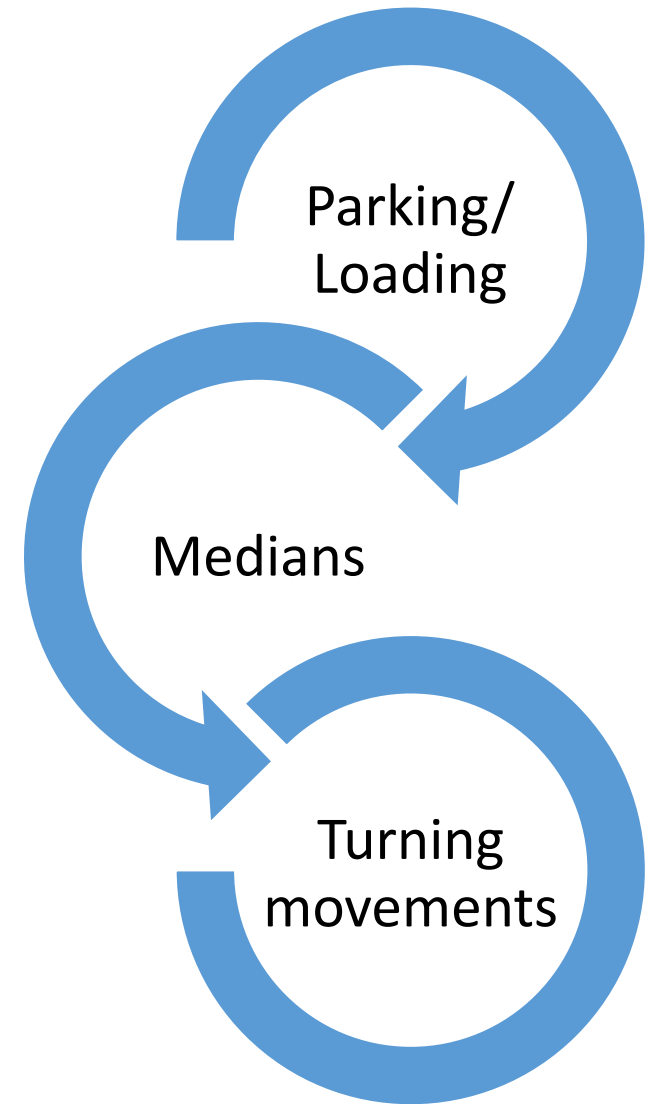
72 Rapid Corridor Travel Time (Southbound AM Peak Period)		
Existing Conditions	Baseline Future (2040)	Increase
60 minutes	115 minutes	55 minutes (192%)

Concept Development Framework

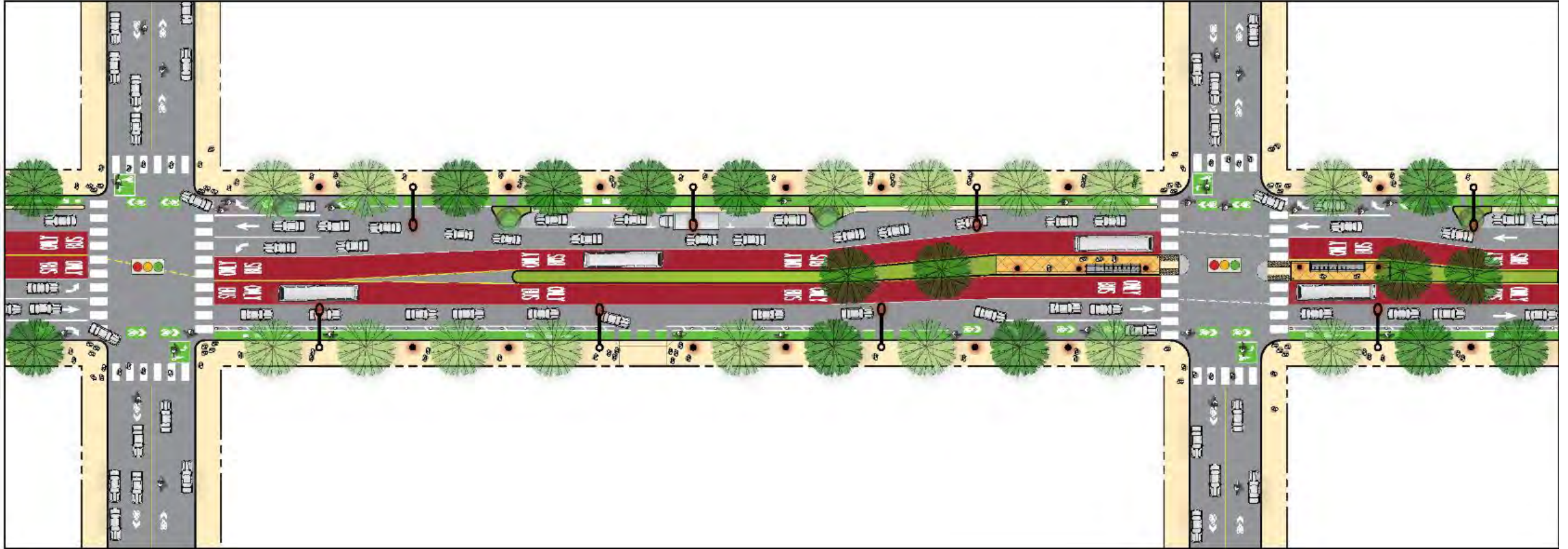
- Only utilize existing right of way – no major widenings or sidewalk reductions, 73-74' in Alameda County
- Intersections do not widen out and have more demands, therefore intersections dictate design feasibility
- Basic pedestrian safety improvements in every alternative

Concepts for Consideration

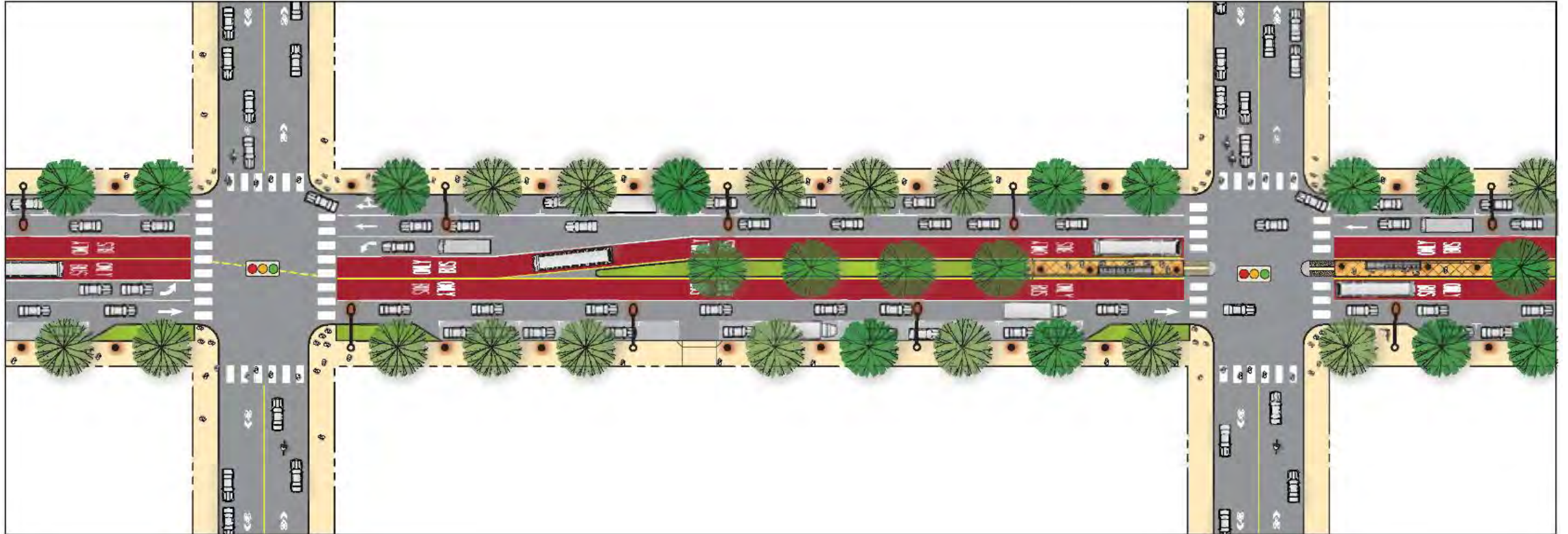
- **Concept A: Bus and Bike Lanes on San Pablo**
 - Dedicated bus lane and stations
 - One auto lane
 - Dedicated bike lane
- **Concept B: Bus and Managed Lane on San Pablo**
 - Dedicated bus lane and stations
 - Managed parking/auto lane in PM peak
 - Bike facility on parallel street
- **Concept C: Bike Lane on San Pablo**
 - Dedicated bike lane on San Pablo
 - Transit islands, queue jump lanes
 - Two auto lanes



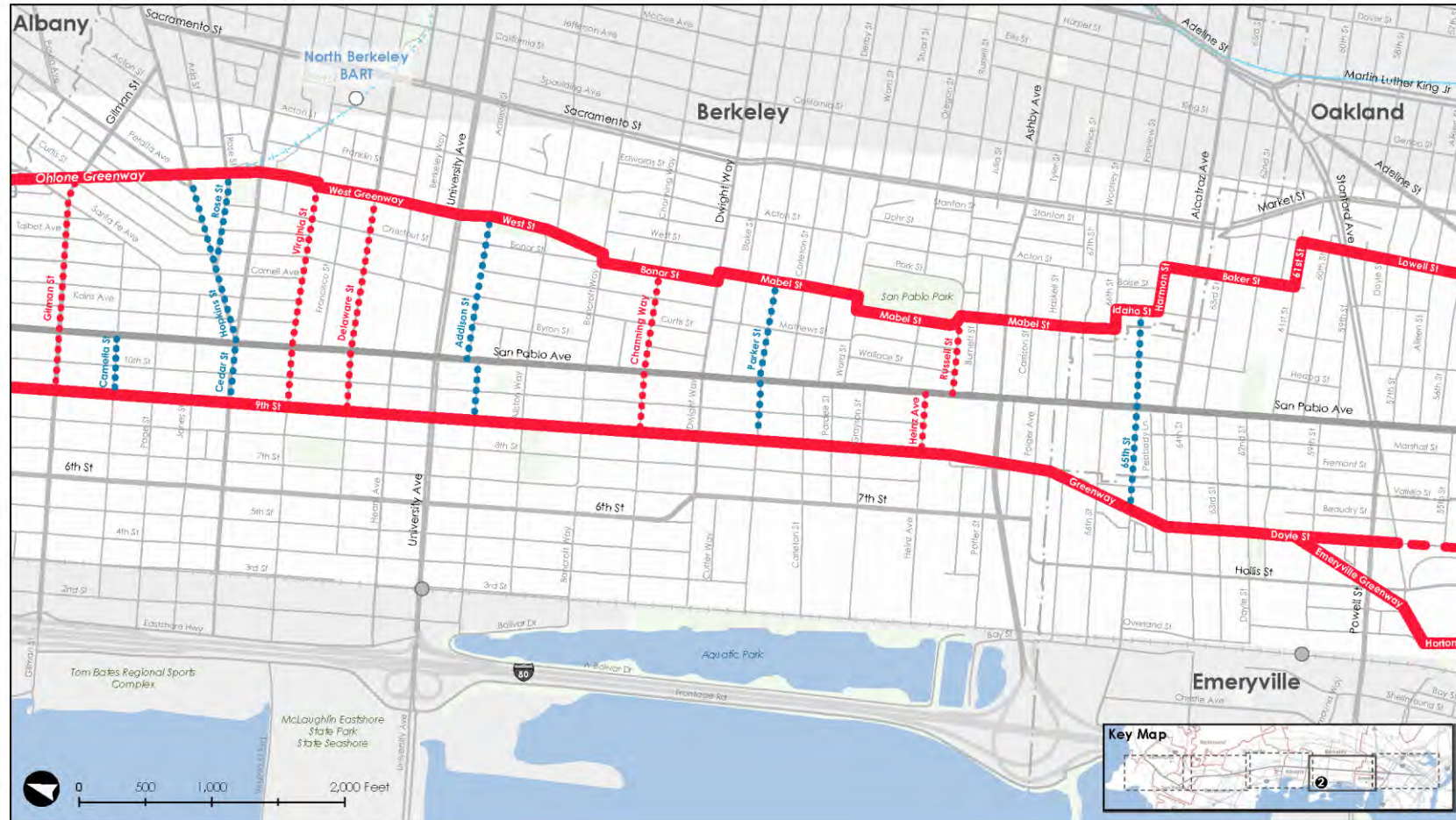
Concept A: Bus and Bike Lanes on San Pablo



Concept B: Bus and Managed Lane on San Pablo; Parallel Bike Facility



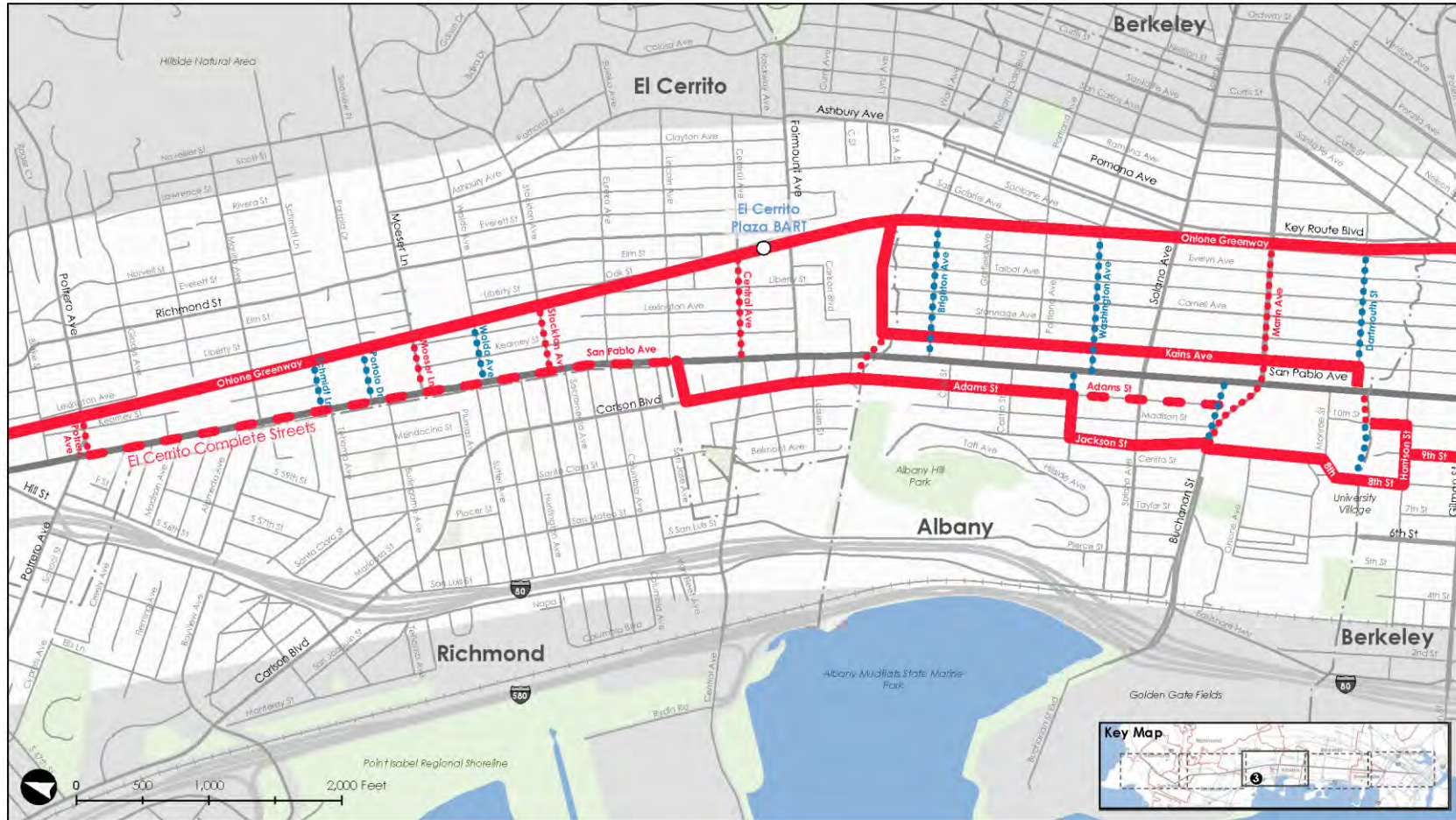
Parallel Bike Facility Options



San Pablo Avenue Corridor Project

- Legend:**
- BART Station
 - BART Above/Below Ground
 - Capital Corridor Stations
 - Freight Rail and Capital Corridor Tracks
 - Jurisdiction Boundary
 - Freeways
 - Water
 - Parks/Open Space
 - Potential Parallel Bike Route
 - Parallel Alignment T&D
 - Parallel Network Challenging
 - Bike Route Connections to/from San Pablo
 - Proposed Bike Route Connections to/from San Pablo (Based on current local plans)

Parallel Bike Facility Options



Legend:

- BART Station
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San Pablo Avenue Corridor Project

Parallel Bikeway Network - 3

March 2019



Parallel Bikeway treatments

- Neighborhood “Greenways”
- Striping to maximize safety for bicyclists
- Traffic calming
- Improved lighting

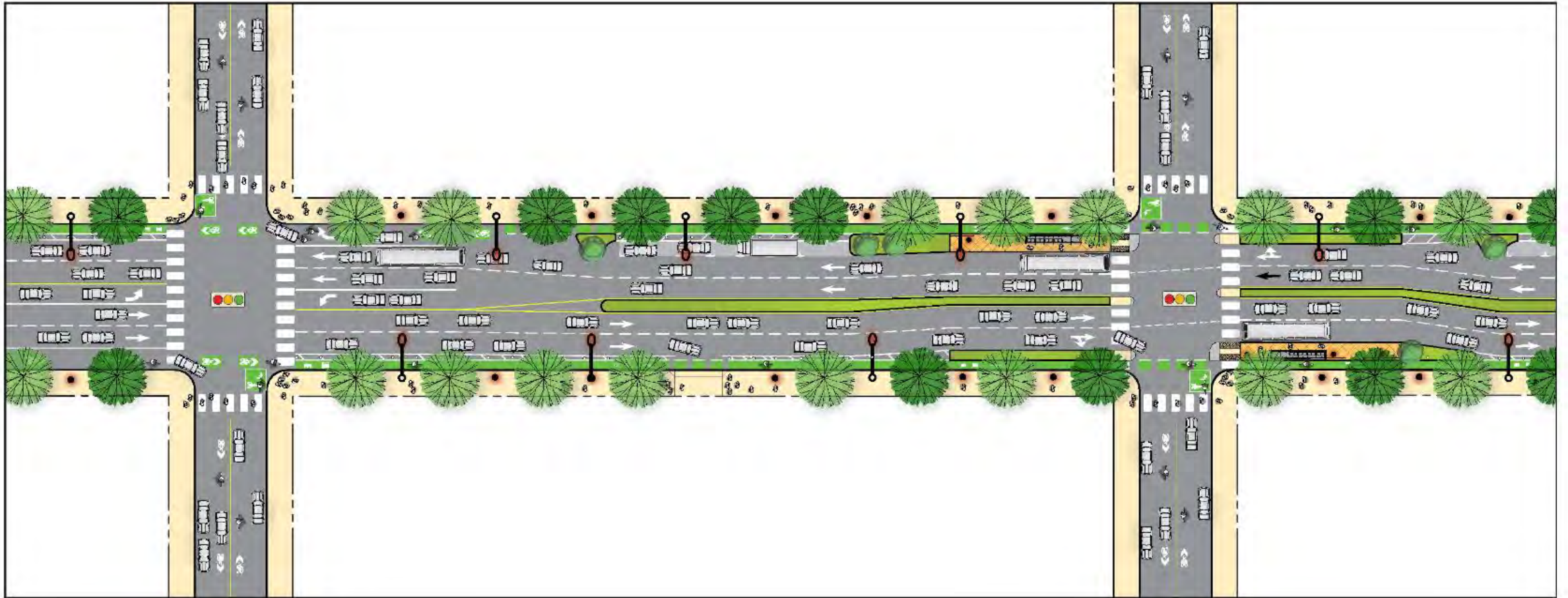


Parallel Bikeway treatments

- Improved intersections to prioritize bicycle route, improve safety
- Wayfinding signage
- Improved connections to/from, and crossings of, San Pablo
- Bike parking corrals at intersections



Concept C: Bike Lane on San Pablo



Overall Evaluation Findings

- Bus lane is necessary to preserve/enhance bus performance in congested future
- Dedicated bus lane creates significant auto diversion from San Pablo to other facilities, largely I-80 (~30%); Intersection delay likely to be worse
- Must preserve access to/from I-80 at major intersections
- Difficult to create a truly low-stress “all ages and abilities” bicycle facility on San Pablo and preserve turn lanes for neighborhood access; parallel route can offer high comfort facility
- Curbside loading space supports businesses and ADA/senior accessibility
- Construction disrupts community and impacts businesses for short term

Next Steps

- April – May 2019: Public Engagement
 - Workshops
 - Tabling at events
 - Intercept surveys
 - Online survey: <http://bit.ly/sanpabloave-survey>
- Early Summer 2019: Select option(s) to advance
 - Could be hybrid or variation of Concepts presented today
- Summer 2019: More detailed project development and start environmental process

Q & A



TRANSPORTATION COMMISSION- Ad Hoc Subcommittee Assignments		
Subcommittee	Appointees	Assignment/Due Date
ACTC/MTC Review (TC may also fill the MTC- required role of Bike/Ped Advisory Committee)	Garcia, Ghosh, Zander	Review TDA Article 3-funded Bike & Ped project plans as assigned in 2019
Bicycle Plan Implementation	Garcia, Greene, Humbert, Parolek	Monitor Bike Plan projects through 6/ 2019
Fossil Fuel Free Berkeley	Garcia, Lathbury	Develop recommendations for Council; report to TC by 5/2019
Stop Sign Warrants	Greene, Parolek	Provide recommendations for Stop Sign criteria to TC by 3/2019
Pedestrian Plan Update	Ghosh, Humbert, Zander	Follow, coordinate Ped Plan issues, attend public meetings; report to TC by 6/2019
Vision Zero	Ghosh, Greene, Lathbury	Develop recommendations for VZ policy to supplement Ped Plan and Complete Streets Policy ; Report to TC by 6/2019
Legislative Body	Liaison	
Alameda CTC (Ashby/I-80 interchange)	Zander Ghosh (Alt)	Attend ACTC meetings re Emeryville's Ashby/I-80 Project; Update TC
Energy Commission		Attend EC meetings re EV Charging strategies; provide comments; Update TC
Public Works Commission	Bruzzone	Attend PWC mtgs re Undergrounding Utility wires, paving, Lighting, and Measure T-1 projects
goBerkeley Advisory Group	Ghosh Bruzzone (Alt)	Attend mtgs; Report to TC re Value-priced parking program
Commission on Disability	Humbert	Report to TC on issues of common concern
Council Policy Committee on F.I.T.E.S.	Parolek Ghosh, Lathbury (Alts)	Attend mtgs; Report to TC re Transportation issues

There are no Standing Subcommittees.

Ad Hoc Subcommittees

- must have at least two commissioners present to hold a subcommittee meeting, but never a quorum of the current total TC membership

- *must be reviewed annually by the commission to determine if a subcommittee is needed, specify work assignments, and establish response times. (Reso. 60,504-N.S.)*
- do not have officers or submit minutes
- may submit written summary meeting notes for inclusion in the TC agenda packet under Information item or as a Communication.
- may submit their recommendations as written or verbal reports to support an Action or Discussion item. [The Commission Secretary needs to receive written material 10 days before the meeting date for inclusion in the agenda packet. Late arrivals will be delivered at meeting and published with next agenda.]
- subcommittee provides staff secretary with agenda content based on TC adopted Work Plan and/or specific assignment.

Commission Secretary

- is directly responsible to the Public Works Department Director and City Manager
- assists the commission by providing available information, ensuring compliance with Brown Act requirements, but is neither a voting member nor an employee of the commission
- maintains agenda subscription lists, if any; formats, publishes and (e)mails agendas; reserves meeting room
- coordinates communications between commission and staff, the public, and other commissions
- may attend, but not required to attend subcommittee meetings

The City Council is on Spring Recess through April 22, 2019.

April 2, 2019

2. Contract No. 9863 Amendment: Arup North America, Ltd. for Construction Support Services for the Shattuck Reconfiguration and Pedestrian Safety Project

From: City Manager

Recommendation: Adopt a Resolution authorizing the City Manager to amend Contract No. 9863 with Arup North America, Ltd. for Construction Support Services for the for the Shattuck Reconfiguration and Pedestrian Safety Project, increasing the contract by \$50,000, for a total amount not to exceed \$763,800, and extending the term of the contract from June 30, 2019 to June 30, 2021.

Financial Implications: Capital Improvement Fund - \$50,000

Contact: Phillip Harrington, Public Works, 981-6300

Action: Adopted Resolution No. 68,804–N.S.

March 26, 2019

6. Contracts: Fehr & Peers and Parisi Associates for On-Call Traffic Engineering Services

From: City Manager

Recommendation: Adopt Resolutions authorizing the City Manager to execute two contracts and any amendments with Fehr & Peers and Parisi Associates for on-call traffic engineering services in an amount not to exceed \$1,000,000 each for a combined total not to exceed amount of \$2,000,000 from April 11, 2019 to June 31, 2022 with two 1-year options to extend.

Financial Implications: See report

Contact: Phillip Harrington, Public Works, 981-6300

Action: Adopted Resolution No. 68,792–N.S. (Fehr & Peers) and Resolution No. 68,793–N.S. (Parisi)

Action: Adopted Resolution No. 68,794–N.S.

7. Adopt a Resolution of Intent to Consider a FlixBus Franchise Agreement for Long-Distance Bus Service

From: City Manager

Recommendation: Pursuant to Berkeley Municipal Code Chapter 9.60, adopt a Resolution declaring the Council's intention to consider at a public hearing, set for April 30, 2019, at 6:00 p.m., whether to grant a franchise to FlixBus, Inc. to provide long-distance bus service to the Berkeley public.

Financial Implications: See report

Contact: Phillip Harrington, Public Works, 981-6300

20a. Providing direction on closing the funding gap to complete Measure T1 Phase 1 projects

From: City Manager

Recommendation:

1. Council to provide direction on a preferred option to close the funding gap in

Excerpts of Council Actions 2019

the current Measure T1 Phase 1 program. Four possible options are summarized below and discussed in further detail starting on page 4 under Current Situations and its Effects – Funding Gap.

Option A: Reduce up to \$5 million between 13 projects by reducing project scopes from Planning and Design to Conceptual, Construction to Planning and Design, Construction to Conceptual, or removing or delaying the project.

Option B: Reduce up to \$4 million by reducing the Live Oak Community Center project scope from Construction to Planning and Design.

Option C: Authorize up to \$3 million in additional funding for T1 Phase 1 and reduce \$2 million between 7 projects by reducing project scopes from Planning and Design to Conceptual or Construction to Planning and Design.

Option D: Authorize up to \$7 million in additional funding to complete all T1 Phase 1 projects.

2. Council adopt a resolution authorizing the chosen option to complete Measure T1 Phase 1 projects.

Financial Implications: See report

Contact: Scott Ferris, Parks, Recreation and Waterfront, 981-6700, Phillip Harrington, Public Works, 981-6300

Action: 4 speakers. M/S/C (Arreguin/Hahn) to adopt Resolution No. 68,802–N.S. to authorize funding in the amount of \$5.3 million from General Fund be used for Measure T1 Phase 1. The General Fund will be reimbursed once Measure T1 Phase 2 bond proceeds are received. **Vote:** All Ayes.

20b. Authorizing up to \$7 million in additional funding to complete Measure T1 Phase 1 projects

From: Public Works Commission

Recommendation: The T1 team is requesting the PWC and the Parks and Waterfront Commission take action at their February meetings on their preferred course of action. The T1 team wants to make their recommendation to Council this spring.

The T1 sub-committees recommend that the PWC vote to endorse the following: - We prefer Option D to meet the funding shortfall. The T1 staff has stated that it is possible to transfer funds from other City sources and to repay it with Phase 2 bond proceeds. By choosing this option, we will maintain the momentum in the program and will accelerate infrastructure improvements in the City; - We are concerned that a disproportionate share of improvements has been allocated to areas of the City north of University Avenue. We want to make sure that projects at the Francis Albrier Center, Willard and other areas south of University be implemented; - We support identifying a green infrastructure project in Phase 1; - We support implementing the 7 street improvement projects in Phase 1.

Financial Implications: See report

Contact: Nisha Patel, Commission Secretary, 981-6300

Action: See action on Item 20a.

20c. Authorizing up to \$7 million in additional funding to complete Measure T1 Phase 1 projects

From: Parks and Waterfront Commission

Recommendation: The T1 team is requesting the PWC and the Parks and Waterfront Commission take action at their February meetings on their preferred course of action. The T1 team wants to make their recommendation to Council this spring.

Excerpts of Council Actions 2019

The T1 sub-committees recommend that the PWC vote to endorse the following: - We prefer Option D to meet the funding shortfall. The T1 staff has stated that it is possible to transfer funds from other City sources and to repay it with Phase 2 bond proceeds. By choosing this option, we will maintain the momentum in the program and will accelerate infrastructure improvements in the City; - We are concerned that a disproportionate share of improvements has been allocated to areas of the City north of University Avenue. We want to make sure that projects at the Francis Albrier Center, Willard and other areas south of University be implemented; - We support identifying a green infrastructure project in Phase 1; - We support implementing the 7 street improvement projects in Phase 1.

Financial Implications: See report

Contact: Roger Miller, Commission Secretary, 981-6700

Action: See action on Item 20a.

20d. Recommendations for current T1 Phase 1 funding shortfalls

From: Energy Commission

Recommendation: The Berkeley Energy Commission recommends the City Council integrate greenhouse gas (GHG) reduction goals, as stated in the Climate Emergency Resolution adopted June 12, 2018, into the T1 funding priorities.

Financial Implications: See report

Contact: Billi Romain, Commission Secretary, 981-7400

Action: Moved to Consent Calendar. Approved recommendation.

21. Referral Responses: Managing Recreational Vehicle (RV) Parking

From: City Manager

Recommendation: Adopt second reading of Ordinance No. 7,643-N.S. (BMC Section 14.40.120) prohibiting parking campers and RVs during certain hours and creating additional resources for people living in RVs, and refer any additional costs to the FY20-21 Budget process.

First Reading Vote: Ayes – Kesarwani, Bartlett, Hahn, Wengraf, Droste, Arreguin; Noes – Davila, Harrison, Robinson

Financial Implications: See Report

Contact: Paul Buddenhagen, City Manager's Office, 981-7000

Action: M/S/C (Arreguin/Hahn) to suspend the rules and extend the meeting to 12:30 a.m.

Vote: Ayes – Kesarwani, Bartlett, Harrison, Hahn, Wengraf, Robinson, Droste, Arreguin; Noes – Davila, Harrison.

Action: M/S/C (Arreguin/Hahn) to accept supplemental material from Mayor Arreguin, Councilmember Hahn, and Councilmember Kesarwani for Item 21.

Vote: All Ayes.

March 12, 2019

9. Memorandum of Understanding: Planning Phase for the viability of a potential WETA Ferry Service and Public Recreation Pier at the Berkeley Marina

From: City Manager

Recommendation: Adopt a Resolution authorizing the City Manager to execute a Memorandum of Understanding (MOU) with the Water Emergency Transportation Authority (WETA) to accept up to \$250,000 in WETA funding for the Planning Phase (technical feasibility study and public engagement process) for the viability of a potential WETA ferry service and public recreation pier at the Berkeley Marina.

Financial Implications: See report

Excerpts of Council Actions 2019

Contact: Scott Ferris, Parks, Recreation and Waterfront, 981-6700

Action: Adopted Resolution No. 68,782–N.S.

February 28, 2019 Regular

1. Referral Responses: Managing Recreational Vehicle (RV) Parking

From: City Manager

Recommendation: Review options provided by City staff in the report and take one of the following actions:

1. Refer the recommendations in Option A (in the staff report), amending existing codes to limit RVs parking in the City of Berkeley for extended periods of time and developing an online RV Permitting system, to the City Manager.

-AND/OR-

2. Adopt the recommendations provided in Option B (in the staff report), prohibiting parking campers and RVs during certain hours and creating additional resources for people living in RVs, and adopt the first reading of two ordinances amending Berkeley Municipal Code (BMC) Chapter 12.76 and BMC Section 14.40.120 and refer any additional costs to the FY20-21 Budget process.

Financial Implications: See report

Contact: Paul Buddenhagen, City Manager's Office, 981-7000

Action: 78 speakers. M/S/Failed (Davila/Harrison) to refer the item to the Health, Life Enrichment, Equity and Community Committee.

Vote: Ayes – Davila, Harrison; Noes – Kesarwani, Bartlett, Hahn, Wengraf, Robinson, Arreguin; Abstain – Droste.

Action: M/S/Carried (Arreguin/Kesarwani) to:

1) Adopt first reading of Ordinance No. 7,643-N.S. (BMC Section 14.40.120) regarding stopping, standing or parking restricted or prohibited on certain streets. Second reading scheduled for March 26, 2019. The implementation of the ordinance will be preceded by efforts such as outreach efforts, noticing, flexible funding, and assisting individuals to get stable or rehoused.

2) Refer to the City Manager to amend existing codes to prohibit RV parking in the City of Berkeley for extended periods of time and developing an online RV Permitting system that limits the total amount of time any RV or registered owner of an RV parks their vehicle on the City's right-of-way or City-owned off-street parking lots in a calendar year. Permits under the new system should be distributed throughout the city.

3) Council will continue to work with staff to identify and develop a temporary RV site that serves highly vulnerable populations, including families with young children attending Berkeley schools, as well as a regional long-term non-profit RV site.

4) Refer to the City manager to consider a program to allow private entities to have RVs on their property for overnight camping, with an emphasis on persons utilizing the coordinated entry system.

Vote: Ayes – Kesarwani, Bartlett, Hahn, Wengraf, Droste, Arreguin; Noes – Davila, Harrison, Robinson.

February 26, 2019 Regular

12. Establishment of Traffic Circle Policy Task Force

From: Mayor Arreguin, and Councilmembers Bartlett, Droste and Hahn

Recommendation: Establish a Traffic Circle Policy Task Force comprised of representatives from neighborhoods currently maintaining traffic circles. Members will be appointed by the Mayor and chosen from geographically diverse parts of the city, including one representative from Berkeley Partners for Parks. Staff participating will be appointed by the City Manager.

The charge of this Task Force is to: 1. Evaluate the City's current traffic circle vegetation policy for consideration by the City Council and Traffic Engineer; 2. Find a solution, through active participation and engagement with the community, that respects: -Environmental Policy; -Habitat; -Safety and Performance Standards; -Existing and future liability issues that address sight lines; and 3. Deliver a policy to City Council for adoption prior to August 9, 2019. 4. Conduct a community-led process to update that policy to ensure pedestrian/bicycle/vehicle safety and community efforts to beautify traffic circles.

Task Force activities may include, but are not limited to: -Recommend appropriate characteristics and parameters for allowed plantings based on input from the community and city staff; -Recommend a policy that ensures lines of sight and other important safety considerations; -Work with City staff to conduct a survey of current traffic circles and their vegetation; -Conduct a survey of neighborhood associations, neighborhood captains, community and community groups such as Berkeley Partners for Parks to determine which traffic circles are being maintained by community members; -Examine the City of Oakland's 'Adopt a Spot' initiative to encourage community involvement in the maintenance of public spaces by loaning tools, supplies, and technical assistance to committed members of the community; -Host a presentation from City staff to better understand concerns with the current traffic circle policy and any safety concerns that should be taken into consideration; -Recommend a clear set of guidelines/criteria to allow for community maintenance of traffic circles, with input from city staff; -Outline the appropriate community outreach strategy and process to share the updated policy for managing vegetation in traffic circles; -Recommend a replanting strategy, with emphasis on drought-resistant plants.

Financial Implications: See report

Contact: Jesse Arreguin, Mayor, 981-7100

Action: Approved recommendation.

26. goBerkeley Parking Management Program - Recommended Adjustments for April 1, 2019

From: City Manager

Contact: Phillip Harrington, Public Works, 981-6300

Action: Received and filed.

February 5, 2019 Special/Worksession

1. [Pedestrian Master Plan Update](#) (Continued from December 4, 2018)
[Presentation](#)

From: City Manager

Contact: Phillip Harrington, Public Works, 981-6300

Action: 2 speakers. Presentation made and discussion held.

January 29, 2019 Regular

12. Vision Zero: eliminating pedestrian, bicyclist and traffic injuries and fatalities

From: Councilmembers Droste, Kesarwani, Wengraf and Mayor Arreguin

Recommendation:

1. Create an official Vision Zero Task Force (or Leadership Committee) to lead the planning and implementation effort for Vision Zero. The Task Force should include, at a minimum, representatives from the City Manager's office, Police, **Public Works (Transportation and Engineering Divisions)**, Fire, and Public Health (visionzeronetwork.org).
2. Request that the City Manager hold community events to encourage equitable outcomes, cooperation and collaboration from community stakeholders to set shared goals and focus on coordination and accountability. Representatives from various commissions, including but not limited to Transportation, Disability, Aging, and Health, should be encouraged to attend and provide input.
3. Request that the City Manager hold a worksession where a Vision Zero Action Plan is presented for eliminating fatal and severe traffic injuries. Subsequent to the worksession, request that biannual informational updates on Vision Zero progress are reported to Council. The Action Plan should establish clear strategies, owners of each strategy, interim targets, timelines, & performance measures (visionzeronetwork.org).

Financial Implications: None

Contact: Lori Droste, Councilmember, District 8, 981-7180

Action: Approved recommendation as revised in Supplemental Communications Packet #2 to add the following language to the recommendation:

Refer to the budget process an allocation of \$207,150 to support a full time staff position to carry out Vision Zero workplan, staff the Task Force, etc.

13. Implement Residential Preferential Parking (RPP) Program on Sections of Fifth Street and Martin Luther King Jr. Way

From: City Manager

Recommendation: Conduct a public hearing and upon its conclusion, adopt a Resolution amending Resolution No. 56,508-N.S. Sections 25J and 25P by adding subsections to implement Residential Preferential Parking (RPP) on portions of two city streets.

Financial Implications: See report

Contact: Phillip Harrington, Public Works, 981-6300

Public Testimony: The Mayor opened the public hearing. 0 speakers.

M/S/C (Arreguin/Droste) to close the public hearing.

Vote: Ayes – Kesarwani, Davila, Bartlett, Hahn, Robinson, Droste, Arreguin; Noes – None; Abstain – None; Absent – Harrison, Wengraf.

Action: M/S/C (Hahn/Robinson) to adopt Resolution No. 68,754–N.S.

January 22, 2019 Regular

15. Contract: TranSystems Corporation for Preliminary Engineering and Environmental Clearance for the Railroad Crossing Safety Improvement/Quiet Zone Project

From: City Manager

Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract and any amendments with TranSystems Corporation for Preliminary Engineering and Environmental Clearance for the Railroad Crossing Safety Improvement/Quiet Zone project, and any as-needed additional project-related services as directed by the City, for a total not-to-exceed contract amount of \$500,000, for the period February 1, 2019 through December 31, 2019.

Financial Implications: Capital Project Grant Fund - Local - \$500,000

Contact: Phillip Harrington, Public Works, 981-6300

Action: Adopted Resolution No. 68,737–N.S.

Transportation Commission
Excerpts of Council Actions 2019
January 15, 2019 (Special)

C2

- 3a. [North Berkeley BART Zoning and Future Development Supplemental material \(Supp 3\) Presentation Presentation](#)

From: Mayor Arreguin

Contact: Jesse Arreguin, Mayor, 981-7100

- 3b. **North Berkeley BART Site Recommendations** (Continued from November 27, 2018)

From: Housing Advisory Commission

Contact: Amy Davidson, Commission Secretary, 981-5400

Action: 48 speakers. Presentation made and discussion held.

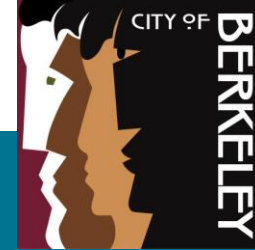
Statement of Mission of Transportation Commission:

To be published with each agenda packet per TC action 2/21/2019

The Berkeley City Council established this Transportation Commission to advise the City Council on matters related to transportation policies, facilities, and services in the City. We are empowered to hold hearings, gather information, and provide recommendations to the City Council in order to help them make informed transportation decisions. The Transportation Commission's work is guided by several transportation-related documents and policies implemented by the City Council, including the Transportation Element of the General Plan, Bike Plan, Pedestrian Plan, Climate Action Plan, West Berkeley Circulation Master Plan, Complete Streets Policy, and BeST Plan.

Related Plans and Policies

- A. [Transportation Element](#) (2001) of the [General Plan](#) (2003)
 - a. Transit-First Policy (General Plan Policy T-4 "Transit-First Policy")
- B. [Bike Plan](#) (2017)
- C. [Pedestrian Plan](#) (2010, update in process)
- D. Vision Zero
- E. [Climate Action Plan](#) (2009, 2018 update)
- F. [West Berkeley Circulation Master Plan](#) (2009)
- G. [Complete Streets Policy](#) (2012 Council Resolution)
- H. [BeST Plan](#) (2016)
- I. [Berkeley Bike Boulevard Design Guidelines](#) (2000)



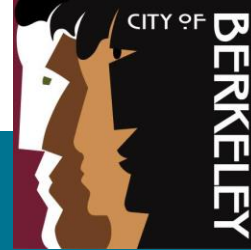
One-Way Car Share Program Evaluation Transportation Commission March 21, 2019

Beth Thomas
Principal Planner, Transportation Division

ONE-WAY CAR SHARE

- Membership-based
- Rentals can end at different point from start if within service area
- Short-term rentals / by the minute
- Cars located & reserved using mobile application or website





ONE-WAY CAR SHARE PILOT TIMELINE

TWO-AND-A-HALF-YEARS

Fall 2016

-

June 30, 2019

Approval date

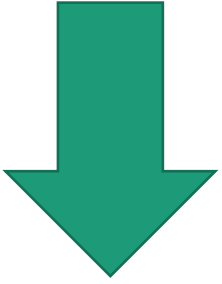
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End of Pilot Program

Policy Objectives:

- a) Support One-Way Car Share in the Public-Right-of Way and Municipal Parking Lots
- b) Balance the opportunities for Car Share with Constraints of Local Parking Conditions
- c) Expand the Availability of Car Share Services to All Drivers
- d) Clarify Existing Car Share Policies & Business Rules
- e) Operate a Cost-Neutral Program

Benefits:

-  Number of vehicles
- Vehicle Miles Traveled
- Air pollution by old vehicles replaced by more efficient vehicles
- Helps solve first and last mile transit problem
- Provides more affordable transportation options than owning and maintaining own vehicle

ONE-WAY CAR SHARE PROCESS

Program Process

1. Qualify Car Share Organization
2. Receive requested number of permits
3. Collect payment and distribute permits
4. Perform field counts
5. Collect and analyze usage reports against field counts
6. Annual evaluation criteria to be determined by staff.

Qualified Car Share Organization:

- Minimum fleet of 20 distinctly branded, Global Positioning System enabled vehicles
- Membership based service available to all licensed and qualified drivers
- Allow members to operate a rented vehicle without a separate written agreement for each trip
- Commitment to quarterly usage reports

ONE-WAY CAR SHARE PARKING PERMITS

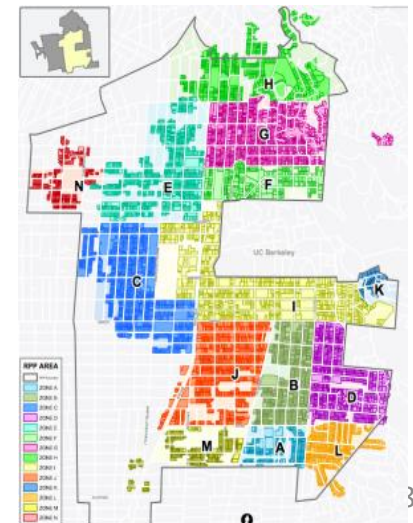
“Free Floating Parking Permit”

- Estimated annual meter deposit is paid by the organization
- Member users do not pay meter rates
- No enforcement of meter time limits at spaces of 2 hours or more
- Meter use is monitored quarterly and trued up annually
- All other meter rules apply



“Master Residential Parking Permit”

- Organization pays 3X the RPP fee
- Gains access to all RPP areas
- All other RPP rules apply



PILOT PROGRAM PARKING FEES

EXAMPLE, CAR SHARE COMPANY X

Annual administration fees (based on parking permit type) for each car share operator

Master Residential Parking Permit only

Free Floating Parking Permit or Combined (MRPP and FFPP)

Annual parking permit fees based on percent of car share fleet in the City at any given time

Percent of fleet in the City	
	100%
MRPP fee (per vehicle)	\$198.00
FFPP deposit (per vehicle)	\$1,352.00
Combined (per vehicle)	\$1,550.00

PILOT PROGRAM PARKING FEES

CURRENT “GIG” COMPANY (A3 MOBILITY) OPERATIONS

Annual administration fees (based on parking permit type) for each car share operator		
Combined (MRPP and FFPP) Permit		\$11,375.00
Annual parking permit fees based on percent of car share fleet in the City at any given time		
Percent of fleet in the City	100%	45%
MRPP fee (per vehicle)	\$198.00	\$89
FFPP deposit (per vehicle)	\$1,352.00	\$608
Combined (per vehicle)	\$1,550.00	\$698

$(475 \text{ vehicles} * \$698) = \$331,550$

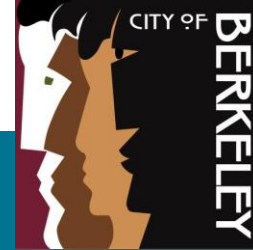
ONE-WAY CAR SHARE EVALUATION

- Change in personal vehicle ownership
 - One car share vehicle replaces 7 to 11 private vehicles
- Lower VMT and therefore greenhouse gases
 - Each car share vehicle results in 4 to 7 fewer tons of GHGs emitted per year
- Percent membership in Berkeley
 - 6,935 members as of 12/31/19
 - 50% of service area members based in Berkeley
- Age distribution of Berkeley members
 - 51% age 16-29, 33% age 30-44

ONE-WAY CAR SHARE EVALUATION

- Average trips/car/day: 2.08
- Median parking time per vehicle
 - Berkeley: 2hr2m; region: 3hr2m
- Percentage of Berkeley parking events exceeding 72 hours: 0.08%
- GIG expansion based on customer demand
 - Service area from 12.8 to 26.2 square miles (6.7 in Berkeley)
 - Vehicles from 250 to 475
- Berkeley memberships up 85% from Q4 2017 to Q3 2018

ONE-WAY CAR SHARE PROGRAM



Recommendation:

- Amend the One-Way Car Share Ordinance to establish an ongoing program
 - Parking permit fees were adjusted in Oct 2018, so would remain the same until next annual adjustment.
 - Raise Administration Fee from \$11,375 to \$12,703 to account for salary increases.



Department of Public Works
Transportation Division

MEMORANDUM

Date: March 21, 2019
To: Transportation Commission
From: Eric Anderson, Associate Planner
Subject: Bicycle Plan Update Implementation

Since the adoption of the Berkeley Bicycle Plan Update in May 2017, the City has been aggressively seeking to fund and implement bicycle projects. Since adoption of the Bike Plan the City has partnered with BART to move the Downtown Berkeley Bike Station into a new, permanent home in the Center Street Garage; installed new bike parking racks, including four new in-street bicycle parking corrals; completed the striping of the Bancroft Way 2-way Cycle Track; and installed a new Pedestrian Hybrid Beacon bicycle crossing at the intersection of Ashby Avenue and the Hillegass Avenue Bicycle Boulevard. This memo summarizes ongoing progress on current funded projects in the design and construction phases, as well as partially funded or unfunded projects in the planning phase.

Current and Upcoming Projects

The City is currently working on the following bicycle plan implementation projects, which are in funded design and/or construction phases:

- Milvia Street Bikeway Project:
 - o Conceptual design and public outreach funded and underway; conceptual design to be completed in October 2019
 - o Engineering Design “Plans, Specifications, and Estimates” (PS&E) and construction phases not yet funded; funding permitting, PS&E anticipated in 2020 and construction in 2021, for long-term design options with “hardscape” physical barriers and raised islands.
 - o Funding:
 - 2019 CA Active Transportation Program – on contingency list if another project fails
 - 2019 Affordable Housing Sustainable Communities grant – submitted application as part of Berkeley Way city housing development project; decision by end of June 2019; also includes a section of the new Addison Street Bicycle Boulevard from MLK Jr. Way to Sacramento Street.
- T1 Complete Streets Projects:
 - o Adeline Street Cycle Track: PS&E completed, preparing to go out to bid for summer/fall 2019 construction; project delivers parking protected bikeway from Ashby Avenue to Shattuck Avenue.
 - o Hearst Street Cycle Track: PS&E completed, preparing to go out to bid for summer/fall 2019 construction; project extends existing parking protected/buffered bikeway from Shattuck Avenue to Milvia Street Bicycle Boulevard.

- Milvia Street Bicycle Boulevard: PS&E completed, preparing to go out to bid for summer/fall 2019 construction; project repaves existing Milvia Street Bicycle Boulevard from Blake Street to Russell Street Bicycle Boulevard.
- Measure M Repaving Projects:
 - 6th Street Upgraded Bike Lane: PS&E completed, preparing to go out to bid for summer/fall 2019 construction; project provides an upgraded Bicycle Lane with green pavement markings at driveways and through intersections, from the Channing Way Bicycle Boulevard to Allston Way.
- 9th Street Pathway:
 - Funded by CA Active Transportation Program and Alameda CTC funds
 - Conceptual design and public outreach completed
 - PS&E underway and anticipated to be completed in June 2019
 - Anticipate going out to bid and then starting construction in March 2020
 - Project closes the gap between the existing 9th Street Bicycle Boulevard and existing 9th Street Pathway connecting to the Emeryville Greenway, and includes a redesigned signal and new pathway crossing at the intersection of 9th Street and Ashby Avenue
- Sacramento Complete Streets/North Berkeley BART Access Improvements:
 - Funded by CA Active Transportation Program
 - Conceptual design completed; public outreach underway; next meetings:
 - April 2019 Public Meeting
 - June 2019 Transportation Commission Meeting
 - PS&E underway and anticipated to be completed October 2019
 - Anticipate going out to bid and starting construction in March 2020
 - Project delivers upgraded bikeway on Delaware Street; bicycle crossing improvements at the Delaware Street/Sacramento Street signalized intersection; and a new Pedestrian Hybrid Beacon bicycle crossing at the intersection of Sacramento Street and the Virginia Street Bicycle Boulevard
- Citywide Bicycle Parking Program
 - Installation of new bicycle racks and bicycle parking corrals is funded for the next two years through Alameda CTC Capital Improvement Program
 - Anticipate going out to bid for new on-call bicycle parking installation contract in 2019
- Southside Complete Streets:
 - Funded by Alameda CTC
 - Conceptual design and public outreach to begin in 2019/2020
 - Project provides pedestrian safety, transit, and bicycle network improvements, and (subject to study and analysis) may include a continuous cycle track on Bancroft Way, and two-way cycle tracks on Dana and Fulton Streets.
 - AC Transit is working concurrently on a shorter-term Alameda CTC-funded pilot project to install a cycle track on Dana Street and make transit improvements on Dana and Telegraph and elsewhere in the Southside Area

A number of upcoming projects including bicycle plan improvements are being led by others:

- Gilman Interchange: led by Alameda CTC, includes Gilman St Cycle Track and both at-grade and elevated bicycle crossings at the interchange
- Ashby Interchange: led by Alameda CTC, provides connection to bicycle network in West Berkeley and Emeryville, including access to Bay Trail
- San Pablo Avenue/Virginia: led by Caltrans, part of a larger pedestrian safety crossing project along San Pablo Avenue; includes a new Pedestrian Hybrid Beacon bicycle crossing at the intersection of San Pablo Avenue and the Virginia Avenue Bicycle Boulevard