

Department of Public Works
Transportation Division

July 13, 2020

California Transportation Commission
Office of the Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: Active Transportation Program Cycle 5: Quick-Build Project Application Submission

Dear Ms. Bransen:

The City of Berkeley is proud to submit this Caltrans Active Transportation Program Cycle 5 Quick-Build Project Application for the Martin Luther King (MLK) Jr. Way Vision Zero Phase I Quick-Build project.

The City of Berkeley's vision is to be a place where walking, bicycling, and transit serve the needs of all people who live, work, and visit Berkeley. During the planning process of the Pedestrian Master Plan (Draft/forthcoming 2020), the public submitted more comments about the lack of pedestrian safety on Martin Luther King Jr. Way than for any other street in Berkeley. Pedestrian collisions in the project area have been rising at a rate of 64% per year over the past ten years. The MLK Jr. Way Vision Zero Phase I Quick-Build project responds to this concern and advances the City's Vision Zero goals with Vision Zero traffic safety countermeasures at nine (9) key intersections on the MLK Jr. Way corridor between Dwight Way and Russell Street.

The implementation of these quick-build countermeasures will be an immediate, tangible step to eliminate severe and fatal traffic crashes on the corridor, encourage higher rates of walking, bicycling, and transit use along the corridor, reduce vehicle miles traveled and greenhouse gas emissions, and build stronger walking, bicycling, and transit connections to key destinations in Berkeley in line with the goals of the ATP Quick-Build Grant Program. One of the main challenges preventing more people in Berkeley from walking and bicycling is the lack of safe facilities in the community. This project will address this challenge and in the long-term will ultimately lead to permanent changes along MLK Jr. Way.

We look forward to the possibility of participating in this exciting quick-build grant pilot program. Should you have any questions or need additional information, please contact me at (510) 981-7068 or bathomas@cityofberkeley.info.

Sincerely,

Beth Thomas, Principal Planner
City of Berkeley Department of Public Works – Transportation Division

ATP CYCLE 5 QUICK-BUILD PROJECT APPLICATION
PART A – PROJECT INFORMATION

City of Berkeley, CA

Martin Luther King (MLK) Jr. Way Vision Zero Phase I Quick-Build Project

2021 Active Transportation Program: Pilot Quick-Build Project Application

Part A1: Pilot Quick-Build Project Applicant Information

Please provide the information below. All information provided must be for the implementing agency that will enter into the Master Agreement with Caltrans.

This form must be included in the nomination packet in the order noted in the instructions.

Question	Answer
Implementing Agency Name:	City of Berkeley
Agency Address:	City of Berkeley, Public Works – Transportation Division 1947 Center Street, 4th Floor Berkeley, CA 94704
City:	Berkeley
Zip Code:	94704
Agency Contact Person Name:	Beth Thomas
Title:	Principal Planner
Phone Number:	510-981-7068
Email Address:	BAThomas@cityofberkeley.info

Instructions: Please circle either yes or no.

Does the Implementing Agency currently have a Master Agreement with Caltrans?

Yes

No

2021 Active Transportation Program: Pilot Quick-Build Project Application

Part A2: Pilot Quick-Build Project Information

Please provide the information below for the quick-build project.

Instructions: Maximum of 10 words. To be used in the CTC project list.

Question	Answer
Project Title	Martin Luther King Jr. Way Vision Zero Phase I Quick-Build

Instructions: Maximum of 300 words. Must include a summary of the existing conditions, the project scope, and the expected benefits.

Question	Answer
Project Description	<p>Martin Luther King Jr. Way is a major four-lane street connecting North Oakland to Downtown Berkeley. Pedestrian collision rates have increased 64% over the past ten years and the street is listed on the City's High Injury Network. More public comments were received about the lack of pedestrian safety on Martin Luther King Jr. Way than any other street in Berkeley as the City developed its Pedestrian Plan. Long, exposed crossing distances (two lanes in each direction), wide turning radii, limited sight lines, unmarked crossings, lack of lighting, and high vehicle speeds create barriers for pedestrians to cross safely. The spacing and limited number of traffic control devices also encourages drivers to exceed the 25mph speed limit.</p> <p>These factors are directly addressed by proposed Vision Zero project countermeasures at nine (9) intersections between Dwight Way and Russell Street. The project's proposed countermeasures include quick-build installation of red curb to increase crosswalk visibility, repainting crosswalks for high-visibility, moving back stop bars and installing advance yield lines, installing median refuge islands with pole mounted rectangular rapid flashing beacons to improve vehicle yield rates and introduce an element of horizontal deflection for traffic calming, installing hardened centerlines to protect pedestrians at signalized intersections, enhanced solar-powered pedestrian lighting, rectangular rapid flashing beacons, and pavement markings.</p> <p>The City of Berkeley anticipates improved safety outcomes on the corridor, higher rates of walking, bicycling, and transit use on the corridor, reductions in VMT and GHG emissions, and improved bus headways and speeds along the corridor. In addition to making active transportation safer and more accessible for Berkeley residents, including adjacent disadvantaged communities, the City hopes that public feedback and data collection during the quick-build project will inform permanent changes to MLK Jr. Way as well as the design of future Vision Zero quick-build projects throughout Berkeley.</p>

2021 Active Transportation Program: Pilot Quick-Build Project Application

Instructions: Maximum of 50 words. In addition to the location description, a location map must be included in Part C: Attachments.

Question	Answer
Project Location	In the City of Berkeley along a 0.5 mile stretch of Martin Luther King Jr. Way (MLK) including MLK Jr. Way's intersections with: <ul style="list-style-type: none">- Dwight Way- Blake Street- Parker Street- Carleton Street- Derby Street- Ward Street- Stuart Street- Oregon Street- Russell Street

2021 Active Transportation Program: Pilot Quick-Build Project Application

Instructions: Please provide the information for the project.

Question	Answer
Congressional District(s)	Congressional District 13
State Senate District(s)	Senate District 9
State Assembly District(s)	State Assembly District 15
Caltrans District	Caltrans District 4
County	Alameda County
MPO	Metropolitan Transportation Commission (MTC)
RTPA	Association of Bay Area Governments (ABAG)
Total Project Cost	\$ 699,920
ATP Request Amount	\$ 599,920
Project Start Date	05/01/ 2021
Anticipated Project End Date	12/31/ 2022

Instructions: Please provide the names of all partners involved in the project. Examples include, but are not limited to, stakeholder and community groups, agency and neighborhood leaders, local politicians, advocacy groups, etc.

Question	Answer
List of Project Partners	<ul style="list-style-type: none"> ● City of Berkeley Public Works Department ● Council Member Ben Bartlett ● Berkeley Technology Academy ● Dr. Brent Stephens, Superintendent Berkeley Unified School District ● Berkeley Police Department (Randy Files) ● Lorin District Business Association (includes Shotgun Players and the Ashby BART Flea Market at the south end of the project) ● Lateefah Simon, President and Ashby Station Representative, BART Board of Directors ● Walk Bike Berkeley (Ben Gerhardstein) ● Central Berkeley/Lorin residents (Liza Lutzker) ● Friends of Adeline (neighborhood organization) ● South Berkeley NOW ● Ashby Stage

2021 Active Transportation Program: Pilot Quick-Build Project Application

Instructions: Please provide an answer. If you don't anticipate any right of way impacts, please note that in the answer field.

Question	Answer
What are the right of way impacts, if any?	There are no right-of-way impacts. All project elements are on publicly-owned, City-controlled right of way.

Instructions: Please circle either yes or no, and then provide an answer.

Is the project in an approved plan that has been reviewed for CEQA compliance?

Yes, the project is in the Berkeley 2020 Pedestrian Plan.

Instructions: Please address: What is the plan for contracts or other solutions?

Quick-build projects may not be compatible with traditional contracting processes. An attachment may be provided in lieu of a narrative. Please note if you are providing an attachment instead of a narrative.

Question	Answer
Contracting Plan	The City plans to utilize on-call transportation planning and engineering consultants to develop construction documents and then to release a construction Invitation For Bid, consistent with State funding requirements and the City's required competitive solicitation process.

2021 Active Transportation Program: Pilot Quick-Build Project Application

Instructions: Please address: **What is the plan for the time, funding, and equipment needed for replacing damaged materials or other required maintenance?**

An attachment may be provided in lieu of a narrative. Please note if you are providing an attachment instead of a narrative.

Question	Answer
Maintenance Plan	The City of Berkeley Traffic Maintenance unit of the Transportation Division of Public Works handles maintenance of all traffic control devices. To supplement City staff maintenance workers, the City of Berkeley maintains two on-call maintenance contracts: one for signs and striping, and another for electronic traffic control devices such as the Rectangular Rapid-Flashing Beacons proposed in this grant application. Funding for these contracts and for materials to replace damaged traffic control devices can be provided by the City's Measure B and BB Transportation Sales Tax allocation for roadway maintenance from Alameda County Transportation Commission.

ATP CYCLE 5 QUICK-BUILD PROJECT APPLICATION
PART B – APPLICATION NARRATIVE

City of Berkeley, CA

Martin Luther King (MLK) Jr. Way Vision Zero Phase I Quick-Build Project

A) STATEMENT OF PROJECT NEED

The quick-build traffic safety countermeasures in the **Martin Luther King Jr. Way Vision Zero Phase I Quick-Build** project will respond to the history of pedestrian collisions along the project corridor by addressing pedestrian exposure during long crossing distances, large vehicle turning radii, limited sight lines, low pedestrian yield rates, and high vehicle speeds. This project will make walking a safer and more convenient transportation option along the corridor, connect important destinations in Berkeley, pilot the feasibility of the quick-build measures as solutions for pedestrian safety in the city, and achieve the community-identified goals of the Berkeley Pedestrian Plan, the Berkeley Vision Zero Action Plan, the Adeline Corridor Specific Plan, and the City's General Plan Transportation Element "Policy T-4 Transit-First Policy." The immediate project goals and desired outcomes include:

Improved safety outcomes in the project area. Over half of the 48 pedestrian collisions in the project area were due to vehicles violating pedestrian right-of-way and $\frac{3}{4}$ of all pedestrian collisions occurred in crosswalks. Pedestrian collision rates have been rising at a rate of 64% each year. All project countermeasures have demonstrated effectiveness in improving pedestrian safety outcomes and will decrease the likelihood of future pedestrian collisions, especially severe and fatal collisions, in the project area consistent with the goals of Berkeley's Vision Zero Policy.

Higher rates of walking, bicycling, and transit use on the corridor and reduced VMT and GHG emissions. The project will strengthen the first and last mile pedestrian and transit connections that people living in and coming to Berkeley rely on to get to work. Over 9,000 people come to work within a $\frac{1}{2}$ mile radius of the project corridor while over 9,200 people commute to work outside of the project area. Most of these workers are traveling to or coming from destinations connected to transit networks in the area (see Attachment I: On the Map Outputs). The project corridor connects to the Ashby BART station and has several AC Transit's bus stops.

Improved bus headways and bus speeds along the corridor. Buses will no longer need to pull out of the travel lane to serve bus stops, and can instead stop in-lane, which will decrease bus delay on MLK Jr. Way and make bus transit on the corridor a more convenient and reliable mode of transportation.

Heightened vibrancy of public spaces and businesses along the MLK Jr Way Corridor, Downtown Berkeley, and the Adeline Street Corridor. The project connects the Downtown Berkeley area with the Ashby BART station while improving east-west connections across MLK Jr. Way to the Adeline Street commercial corridor. It will reduce barriers for people walking, bicycling, and taking transit to connect to key destinations along the project corridor, including but not limited to the Berkeley Technical Academy, the Ashby Supermarket, Grove Park, the Tarea Hall Pittman South Branch Library, the Tool Lending Library, the Ed Roberts Campus, and many small businesses, restaurants, and retail destinations (see Attachment I: Connectivity Map).

Improved outcomes for disadvantaged communities. The Metropolitan Transportation Commission designates areas with a high concentration of minority and low-income residents, persons with limited English proficiency, zero-vehicle households, seniors aged 75 years and over, persons with one or more disability, single-parent families, and renters paying more than 50 percent of their household income on housing as *Communities of Concern*. The project connects vulnerable residents in three Communities of Concern to improved transportation, shopping, education, recreation, and job opportunities by making it safer for them to walk, bicycle, and take transit. Additionally, the pedestrian safety improvements will make moving along MLK Jr. Way safer for people of all ages and abilities, including those who need to travel to and from the Ed Roberts Campus, a nationally-known center for disability rights advocacy, education, vocational training, and other support (see Attachment I: Connectivity Map).

Public feedback and data collection to inform future quick-build projects and infrastructure design. The City's careful approach to before and after data collection will provide valuable insights to inform and guide future infrastructure investments in the project corridor and throughout Berkeley. The project will also provide an opportunity to further engage the South Berkeley community to gather perspectives which will inform future projects to improve transportation safety outcomes in this neighborhood and elsewhere in Berkeley.

B) BICYCLE AND PEDESTRIAN COLLISION HISTORY

Martin Luther King Jr. Way is on Alameda County's [High-Injury Network](#), indicating that it is among the corridors with the most collisions and highest exposure in the County. Between 2010 and 2019, there were 48 pedestrian collisions and 46 bicyclist collisions in the project area, including 8 severe pedestrian collisions. There have been collisions at each project intersection and collisions in the project area have increased at an alarming rate of 64% each year (see Attachment F: Collision History).

Over half of all pedestrian collisions during this same period (62.5%) were due to drivers failing to yield to pedestrian right-of-way (ROW). Three-quarters of all collisions involved pedestrians crossing in crosswalks along the corridor. In response to this collision pattern, the project focuses on crossing and intersection treatments that reduce pedestrian exposure (using median refuge islands and temporary curb extensions), increase pedestrian visibility (by daylighting crosswalks using red curb), increase pedestrian yield rates (by installing Rectangular Rapid Flashing Beacons and advance yield limit lines and signs), and slow vehicle turning movements (using median refuges, hardened centerlines, and temporary curb extensions). Twelve pedestrian collisions occurred during dusk/dawn or dark hours, strongly indicating a need for improved pedestrian street lighting along the project corridor.

The posted speed limit of the corridor is 25 miles per hour, but vehicular traffic has been regularly observed exceeding this limit. The installation of median refuge

islands will have a traffic calming effect as they function like chicanes on the roadway. Lower traffic speeds will create safer road conditions for people walking, and reduce the severity of pedestrian crashes when they do occur. Although the project's focus is on pedestrian safety, traffic speed reductions will increase bicyclist comfort and safety riding along and crossing MLK Jr. Way as well.

C) COMMUNITY BASED PUBLIC PARTICIPATION

The project was identified during the development of the Berkeley Pedestrian Plan. More public comments were received about pedestrian safety issues on MLK Jr. Way than on any other street in Berkeley. Over 660 Berkeley residents engaged with this planning process through two open houses, the project website, an online survey, and stakeholder group meetings. The project was widely publicized through social media, City council constituent lists, and a press release.

Two open houses provided an in-person opportunity to hear from community members. They took place at the Frances Albrier Community Center in nearby southwest Berkeley and at the Ed Roberts Campus adjacent to the Ashby BART station in the project area. Both locations are in socio-economically diverse, historically underserved neighborhoods. More than 60 people attended the open houses. The **project website** supplemented this in-person outreach with an interactive map that allowed people to suggest pedestrian safety improvements. 600 Berkeley residents participated in an **online survey** to provide more detailed information on their current walking habits and decisions. **Stakeholder group meetings** provided opportunities to share the Pedestrian Plan's recommendations and include input from the Berkeley Transportation Commission and its Pedestrian Subcommittee as well as an Interagency Working Group. Stakeholder group feedback shaped the analysis and recommendations presented in the Pedestrian Plan.

The experimental, low-cost characteristics of quick-build projects allow for the proposed improvements to serve as both immediate countermeasures to identified challenges along the corridor and a chance to engage with, educate, and receive feedback from the public. The City will work with project partners to publicize and reach out to community members, share project details, and invite feedback. The City's plans for data collection before, during, and after the project (detailed in question D below) include the potential for direct engagement and collaboration with the public.

D) PROJECT EFFECTIVENESS

The City of Berkeley will collect a variety of quantitative and qualitative data to measure the project's impact over time through a mix of interactive, passive, and virtual methods. The City of Berkeley will take baseline "before" measurements and document existing conditions along the project corridor for comparison with "after" conditions in order to measure the effectiveness of the quick-build project. These data points will include:

TIMS/SWITRS collision data and City of Berkeley Police Department reports; traffic speed studies; pedestrian yield studies; and AC Transit Data on bus speeds and headways on MLK Jr. Way.

Additionally, the City of Berkeley is committed to conducting in-person and virtual outreach to collect feedback from people using the project corridor and gauge their support for the project. The City will conduct intercept surveys to collect feedback from users of the project corridor and open up forums for online public input. Project partners will help publicize the project and outreach opportunities. The results from the data analysis will be analyzed, visualized, and shared with the public and other community stakeholders. The ensuing discussion will ensure that future investments in safety for all road users on MLK Jr. Way will be informed by the best possible data and robust public input.

E) TRANSFORMATIVE ELEMENTS

At present, the MLK Jr. Way corridor is a major obstacle to walking and biking in South Berkeley, and an ongoing source of traffic violence for residents of this neighborhood. The project area's collision history does not convey the numerous close calls or other incidents along the corridor that are not captured in police reports but are reported by people walking or bicycling in South Berkeley. The pedestrian safety outcomes of each individual quick-build countermeasure are detailed in the project exhibit (see Attachment C: Initial Project Layout Plan). As a whole, these measures are a significant step toward transforming Martin Luther King Jr. Way from an automobile-oriented roadway into a complete street where people of all ages and abilities can safely walk, bike, and wheel the "last mile" to BART or a bus stop, to take a class at the Ed Roberts Campus, to do shopping and errands, or to spend the day with family and friends.

F) EVALUATION AND LONG-TERM IMPACT

Project evaluation based on the city's careful data collection and public outreach during the project will allow Berkeley to evaluate if this quick-build project successfully achieves the project goals. The project will also allow the City to test the durability of new quick-build designs. Pending these findings, the City is committed to making the project improvements permanent when the quick-build elements reach the end of their useful life. Based on the success of this project, the City is committed to dedicating additional funding to the implementation of quick-build Vision Zero transportation projects elsewhere in Berkeley. For example, the MLK Jr. Way Vision Zero - Phase II project is the segment of MLK Jr. Way just to the north of the current Phase I segment, and is a logical next quick build project to build on the success of ATP Cycle 5 funding for Phase I.

ATP CYCLE 5 QUICK-BUILD PROJECT APPLICATION
PART C – ATTACHMENTS

Attachment A: Signature Page

Attachment B: Project Location Map

Attachment C: Initial Project Layout Plan

Attachment D: Project Programming Request (PPR)

Attachment E: Project Cost Estimate

Attachment F: History of Collisions/Safety Concerns

Attachment G: Photos of Existing Conditions

Attachment H: Letters of Support

Attachment I: Additional Attachments

Additional Attachment 1: Connectivity Map

Additional Attachment 2: US Census OnTheMap Outputs

Additional Attachment 3: City Council Resolution

City of Berkeley, CA

Martin Luther King (MLK) Jr. Way Vision Zero Phase I Quick-Build Project

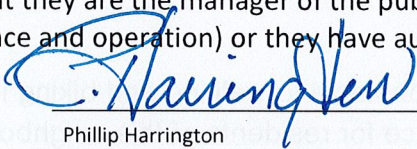
Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board.

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:		Date:	7/13/20
Name:	Phillip Harrington	Phone:	510-981-6300
Title:	Public Works Director	e-mail:	pharrington@cityofberkeley.info

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board. (For use only when appropriate)

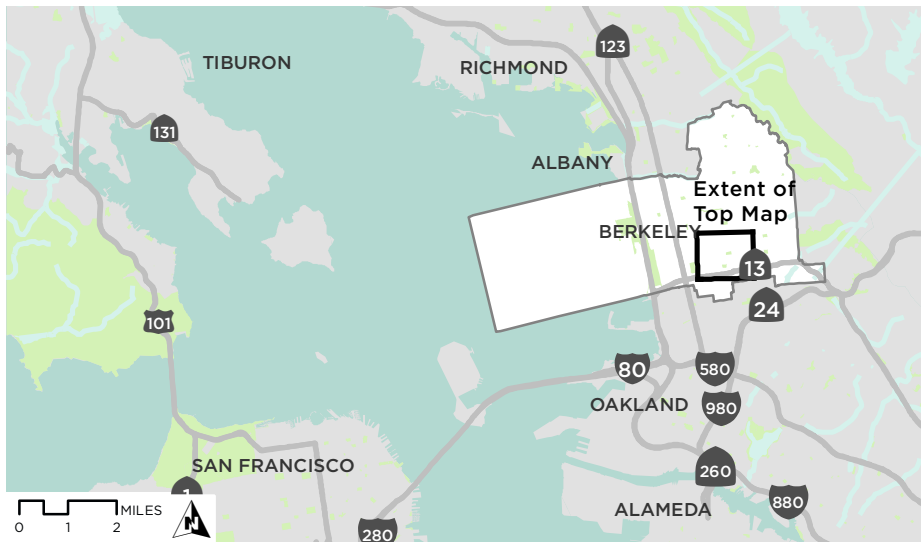
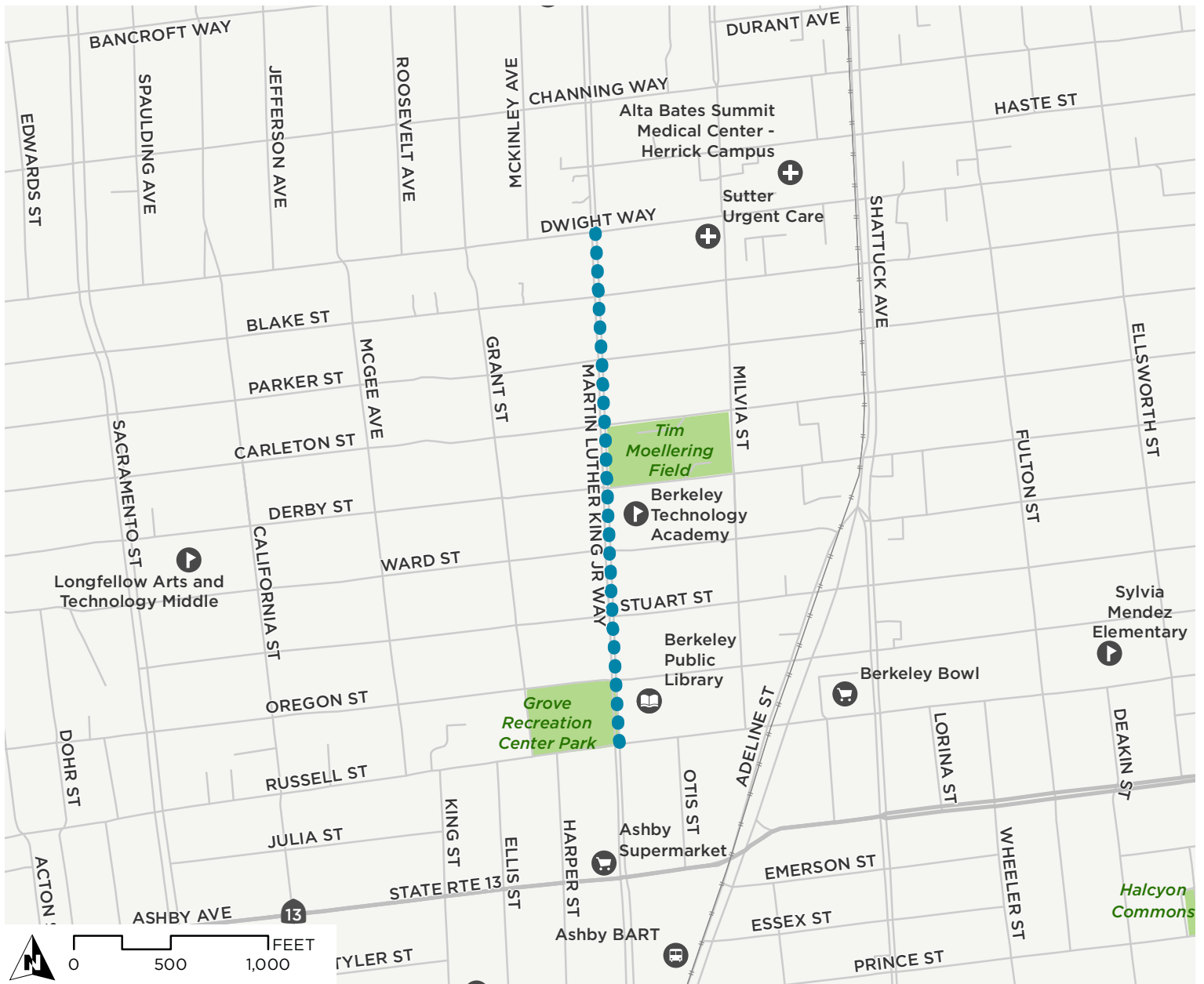
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature:	<hr/>	Date:	<hr/>
Name:	<hr/>	Phone:	<hr/>
Title:	<hr/>	e-mail:	<hr/>

ATP CYCLE 5 QUICK-BUILD PROJECT APPLICATION
PART C – ATTACHMENTS
Attachment B: Project Location Map

City of Berkeley, CA

Martin Luther King (MLK) Jr. Way Vision Zero Phase I Quick-Build Project



MARTIN LUTHER KING JR. WAY VISION ZERO PHASE I QUICK BUILD PROJECT

PROJECT AREA
Berkeley, CA

●●●● Project Extent

ATP CYCLE 5 QUICK-BUILD PROJECT APPLICATION
PART C – ATTACHMENTS
Attachment C: Initial Project Layout Plan

City of Berkeley, CA

Martin Luther King (MLK) Jr. Way Vision Zero Phase I Quick-Build Project

INTERSECTION AND CROSSING TREATMENTS

The following list catalogs the whole range of treatments that were identified for intersections and midblock crossings along the selected segment. The icons and descriptions below provide detail as to what these treatments do and how they are intended to be used.



Restrict right turns on red to prevent right-turning vehicles from conflicting with crossing pedestrians.



Improve sightlines at intersections by providing red curb in advance of crosswalks to increase visibility of pedestrians and cross traffic.



Stripe high-visibility crosswalks on all legs of the intersection to increase conspicuity of pedestrian crossing locations.



A rectangular rapid flashing beacon (RRFB) uses signs with pushbutton activated flashing lights to make motorists aware of crossing pedestrians and increase yielding behavior.



Curb extensions (aka “bulb-outs”) are widened sidewalks at crossings, shortening the crossing distance for pedestrians and slowing down turning traffic. Temporary curb extensions using striping and a vertical feature (such as bollards) create quickly safer crossing conditions.



Median refuges provide pedestrians the opportunity to cross in two stages and narrow the roadway to reduce speeds. A temporary median refuge island can be constructed using low-cost and quick-build materials.



A hardened centerline creates physical separation between travel directions, guides motorists, and reduces their turning speed.

In addition, there are several treatments that are universally applied throughout the project area where appropriate.



A leading pedestrian interval (LPI) gives pedestrians a 2-5 second head start to increase their visibility in the crosswalk. LPIs should be programmed into all signalized intersections along the selected segment.



Advance yield markings and corresponding signage should be added at all unsignalized intersection crosswalks when crossing a multi-lane street.



Stop bars at signalized intersections should be added for all approaches if not already installed.



Overhead lighting of crosswalks increases nighttime visibility of crossing pedestrians.



Martin Luther King Jr. Way South

Dwight Way to Russell Street

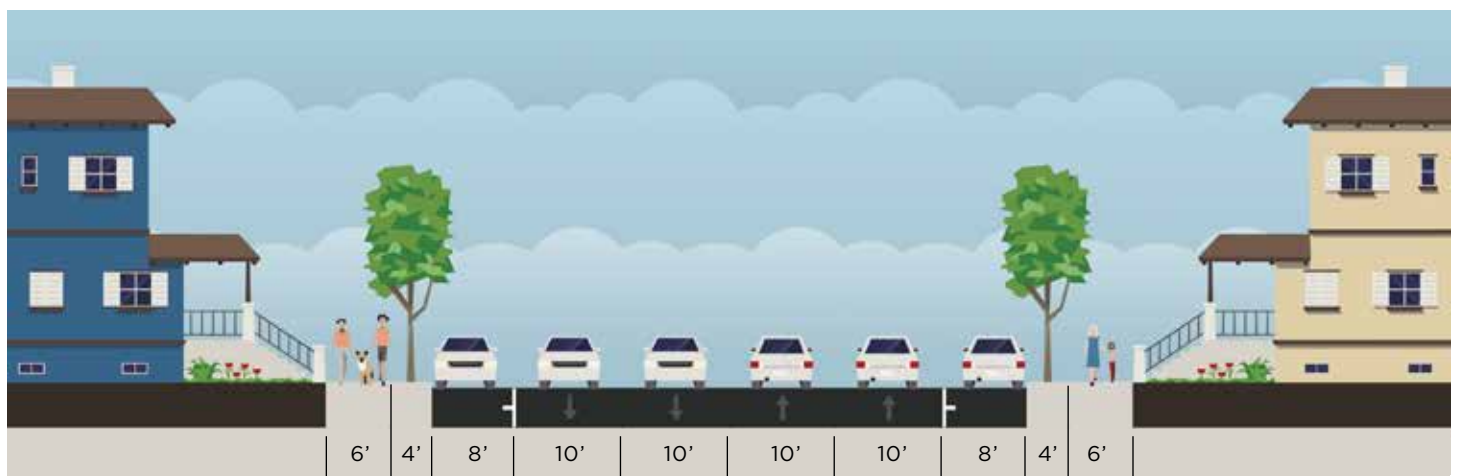
SEGMENT CHARACTERISTICS

- The segment, classified as a Major Street, is generally a 4-lane roadway with two travel lanes in each direction, on-street parking on both sides, and a posted 25 mph speed limit throughout.
- The 0.5 mile segment includes 9 intersections (3 signalized and 6 unsignalized intersections).
- This segment is in a historically underserved area.



Martin Luther King Jr. Way at Carleton Street.
All along this segment, pedestrians must cross four lanes of traffic.

EXISTING CROSS-SECTION Martin Luther King Jr. Way – Dwight Way to Russell Street



Martin Luther King Jr. Way South Proposed Intersection Improvements

OBSERVATIONS

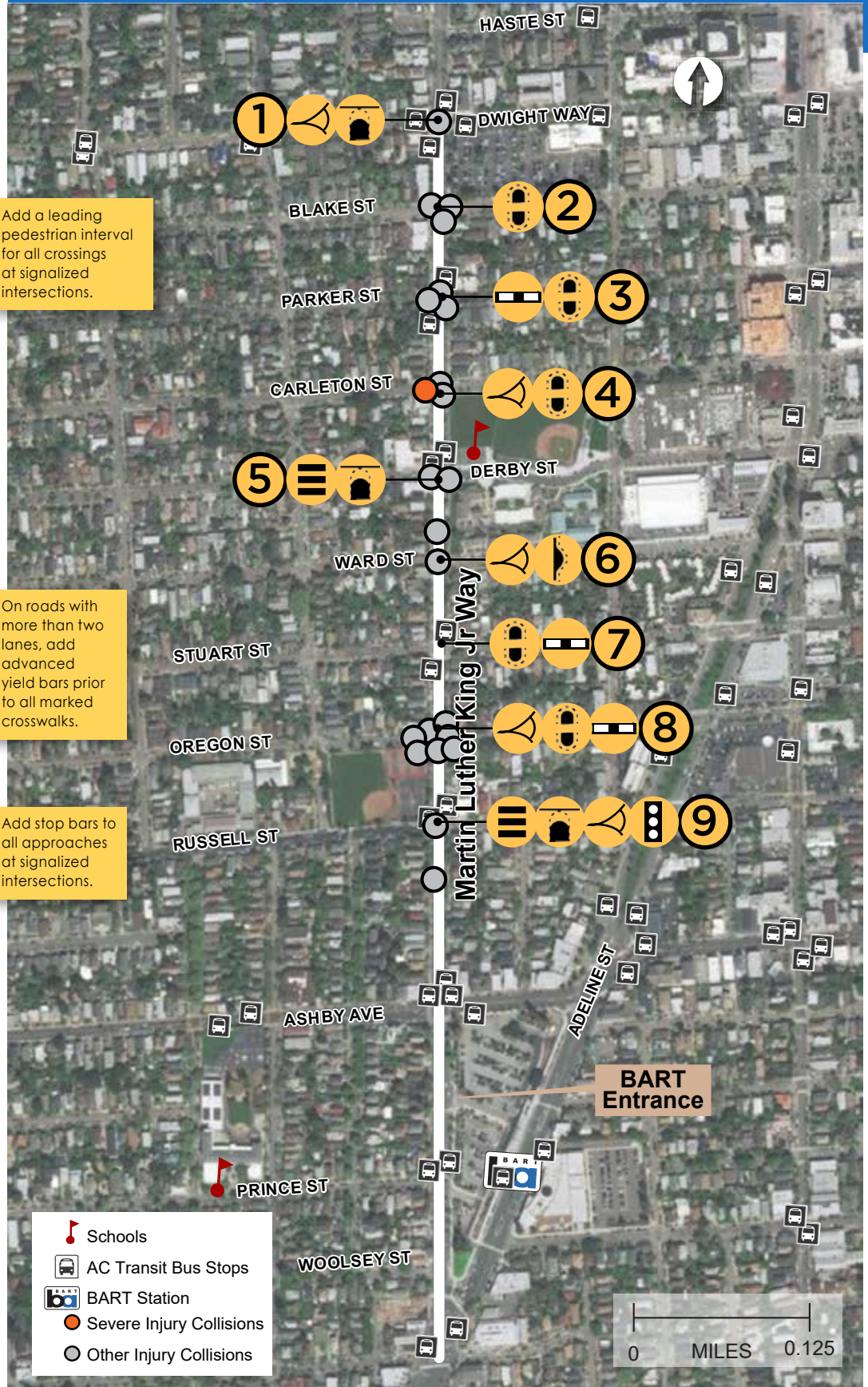
- Several multi-lane crossings include two or three lanes in each direction. Where possible, curb extensions and median islands can further reduce this exposure.
- There are several major pedestrian destinations along this segment of MLK Jr. Way, including Grove Park, Tim Moellering Field, the South Berkeley Branch of the Berkeley Public Library, and Berkeley Technology Academy. This segment of MLK also provides a route to the Ashby BART station just a block beyond the southern end of the segment. Adding safety features at street crossings along this segment of MLK will increase pedestrian and bicyclist access to these destinations.

Add a leading pedestrian interval for all crossings at signalized intersections.

On roads with more than two lanes, add advanced yield bars prior to all marked crosswalks.

Add stop bars to all approaches at signalized intersections.

NOTE: Ashby Avenue (State Route 13) is not within the project scope, however the City of Berkeley has a history of working with Caltrans to improve safety along State Highways. The City collaborated with Caltrans on an Ashby Avenue pedestrian accessibility project in 2016 and is continuing to work with Caltrans on an Ashby Avenue pedestrian crossing safety project that began in 2018. Improvements at MLK Jr. Way/Ashby Ave will be undertaken as part of a future comprehensive project in partnership with Caltrans, likely including the adjacent intersection of Adeline Street, as recommended in the Adeline Corridor Specific Plan.



ATP CYCLE 5 QUICK-BUILD PROJECT APPLICATION
PART C – ATTACHMENTS
Attachment D: Project Programming Request (PPR)

City of Berkeley, CA

Martin Luther King (MLK) Jr. Way Vision Zero Phase I Quick-Build Project

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	7/10/20	
District		EA	Project ID		PPNO	MPO ID	
04							
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
Alameda	Martin Luther King Jr. Way			City of Berkeley			
				MPO	Element		
				MTC	Capital Outlay		
Project Manager/Contact		Phone		E-mail Address			
Beth Thomas		510-981-7068		bathomas@cityofberkeley.info			
Project Title							
Martin Luther King Jr. Way Vision Zero Phase I Quick-Build							
Location (Project Limits), Description (Scope of Work)							
The project is located in the City of Berkeley along Martin Luther King Jr. Way from Dwight Way to Russell Street. The project will address pedestrian safety concerns and the pedestrian collision history at the nine intersections within the project limits through key quick-build countermeasures including: the installation of red curb, high-visibility crosswalks, advance stop bars, advance yield marking, median refuge islands, rectangular rapid flash beacons (RRFBs), temporary curb extensions, hardened center lines, leading pedestrian intervals, and solar powered street lighting.							
Component		Implementing Agency					
PA&ED		City of Berkeley, CA					
PS&E		City of Berkeley, CA					
Right of Way		City of Berkeley, CA					
Construction		City of Berkeley, CA					
Legislative Districts							
Assembly:	15		Senate:	9		Congressional:	13
Project Benefits							
The project will enhance the streetscape environment for people walking and taking transit in the project area by: reducing pedestrian exposure to vehicles to improve safety outcomes, reducing vehicle speeds, improving bus headways, and contributing to the accessibility of key destinations within and adjacent to the project. (continued on page 2)							
Purpose and Need							
MLK Jr. Way is currently a vehicular thoroughfare, with minimal pedestrian amenities despite the surrounding residential density and numerous pedestrian destinations along the corridor. It has been identified as a high-injury, top-priority corridor by the City of Berkeley Pedestrian Plan and Berkeley Vision Zero Action Plan. (continued on page 2)							
Category		Outputs			Unit	Total	
Active Transportation		# Signs, lights, greenway, safety/beautification			EA	12	
Active Transportation		Crossing island			EA	10	
Active Transportation		Crosswalk			EA	8	
NHS Improvements		No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals			Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed	
Project Study Report Approved					07/15/20		
Begin Environmental (PA&ED) Phase						05/01/21	
Circulate Draft Environmental Document			Document Type	CE		05/01/21	
Draft Project Report						06/01/21	
End Environmental Phase (PA&ED Milestone)						07/01/21	
Begin Design (PS&E) Phase						07/01/21	
End Design Phase (Ready to List for Advertisement Milestone)						12/01/21	
Begin Right of Way Phase						n/a	
End Right of Way Phase (Right of Way Certification Milestone)						n/a	
Begin Construction Phase (Contract Award Milestone)						03/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)						11/01/22	
Begin Closeout Phase						11/01/22	
End Closeout Phase (Closeout Report)						12/31/22	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 7/10/20

Additional Information

PROJECT BENEFITS CONTINUED: Public feedback and data collection during the project will inform future projects in the area.

PURPOSE AND NEED CONTINUED: Over the last 10 years, there have been 48 documented pedestrian collisions and 46 bicycle collisions in the project area, and the pedestrian injury rate has been increasing at a rate of 65% per year; therefore, there is urgency to improve safety outcomes. The corridor is home to key destinations and transit connections via Ashby BART station and AC Transit bus lines; and has adjacency to Priority Development Areas and Communities of Concern. Traffic safety improvements align with local and regional transportation goals.

Supports Sustainable Communities Strategy (SCS) Goals in Plan Bay Area 2040: Climate Protection, Healthy and Safe Communities, Equitable Access, and Transportation System Effectiveness

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 7/10/20

District	County	Route	EA	Project ID	PPNO	
04	Alameda	Martin Luther King				
Project Title: Martin Luther King Jr. Way Vision Zero Phase I Quick-Build						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									City of Berkeley, CA
PS&E									City of Berkeley, CA
R/W SUP (CT)									City of Berkeley, CA
CON SUP (CT)									City of Berkeley, CA
R/W									City of Berkeley, CA
CON									City of Berkeley, CA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		5						5	
PS&E		125						125	
R/W SUP (CT)									
CON SUP (CT)			25					25	
R/W									
CON			545					545	
TOTAL		130	570					700	

Fund No. 1:	ATP Funding Cycle 5								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		5						5	
PS&E		125						125	
R/W SUP (CT)									
CON SUP (CT)			25					25	
R/W									
CON			445					445	
TOTAL		130	470					600	

Fund No. 2:	City of Berkeley Local Match (Capital Budget)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			100					100	
TOTAL			100					100	

ATP CYCLE 5 QUICK-BUILD PROJECT APPLICATION
PART C – ATTACHMENTS
Attachment E: Cost Estimate

City of Berkeley, CA

Martin Luther King (MLK) Jr. Way Vision Zero Phase I Quick-Build Project

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: City of Berkeley, CA	Date: 7/8/2020
Project Description: Martin Luther King Jr. Way Vision Zero Phase I Quick Build Project	
Project Location: Martin Luther King Jr. Way from Dwight Way to Russell Street, Berkeley, CA	
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Steven Frieson	
License #: 42110	

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
						%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$20,000.00	\$20,000	100%	\$20,000				
2	Traffic Control	1	LS	\$15,000.00	\$15,000	100%	\$15,000				
3	Stormwater Protection Plan	1	LS	\$5,000.00	\$5,000	100%	\$5,000				
4			LS			100%					
5			LS			100%					
6			LS			100%					
7			LS			100%					
8			LS			100%					
9			LS			100%					
10			LS			100%					
General Construction Items											
11	Improve Sight Lines with Red Curb	800	LF	\$2.00	\$1,600	100%	\$1,600				
12	Restrict Right Turn on Red Signage	4	EA	\$375.00	\$1,500	100%	\$1,500				
13	Solar-powered Street Lighting	12	EA	\$7,500.00	\$90,000	100%	\$90,000				
14	High-Visibility Crosswalks	390	LF	\$10.00	\$3,900	100%	\$3,900				
15	Median Refuge Island	10	EA	\$7,000.00	\$70,000	100%	\$70,000				
16	Rectangular Rapid Flashing Beacon	6	EA	\$30,000.00	\$180,000	100%	\$180,000				
17	Temporary Curb Extensions	4	EA	\$5,000.00	\$20,000	100%	\$20,000				
18	Leading Pedestrian Interval Intersection Upd	3	EA	\$5,000.00	\$15,000	100%	\$15,000				
19	Hardened Centerline	180	LF	\$80.00	\$14,400	100%	\$14,400				
20	Stop Bars at Signalized Intersections	9	EA	\$300.00	\$2,700	100%	\$2,700				
21	Advance Yield Lines & Signage	12	EA	\$500.00	\$6,000	100%	\$6,000				
22	Advance Yield Signage	24	EA	\$375.00	\$9,000	100%	\$9,000				
23								100%			
24								100%			
25								100%			
26								100%			
27								100%			
28								100%			
29								100%			
30								100%			
31								100%			
32								100%			
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41								100%			
42								100%			
43								100%			
44								100%			
45								100%			
46								100%			
47								100%			
48								100%			
49								100%			
50								100%			
51								100%			
52								100%			
Subtotal of Construction Items:					\$454,100		\$454,100				
Construction Item Contingencies (% of Construction Items):				20.00%	\$90,820		\$90,820				
Total (Construction Items & Contingencies) cost:					\$544,920		\$544,920				

Project Delivery Costs:

Type of Project Cost	Cost \$	ATP Eligible Costs	Non-participating Costs	
Preliminary Engineering (PE)				
Environmental Studies and Permits(PA&ED):	\$ 5,000	\$5,000		
Plans, Specifications and Estimates (PS&E):	\$ 125,000	\$125,000		"PE" costs / "CON" costs
Total PE:	\$ 130,000	\$130,000		24% 25% Max

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: City of Berkeley, CA	Date: 7/8/2020
Project Description: Martin Luther King Jr. Way Vision Zero Phase I Quick Build Project	
Project Location: Martin Luther King Jr. Way from Dwight Way to Russel Street, Berkeley, CA	
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Steven Frieson	
License #: 42110	

Right of Way (RW)				
Right of Way Engineering:	\$	-		
Acquisitions and Utilities:				
Total RW:	\$	-		
Construction Engineering (CE)				"CE" costs / "CON" costs
Construction Engineering (CE):	\$	25,000	\$25,000	5% 15% Max
(PE+RW+CE) Total Project Delivery:		\$155,000	\$155,000	
Total Construction Costs:		\$544,920	\$544,920	
		ATP Eligible Costs	Non-participating Costs	
Total Project Cost:		\$699,920	\$699,920	

Documentation of Ineligible (Non-Participating) Costs:	
The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.	
Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.	
Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)

ATP CYCLE 5 QUICK-BUILD PROJECT APPLICATION
PART C – ATTACHMENTS
Attachment F: History of Collisions/Safety Concerns

City of Berkeley, CA

Martin Luther King (MLK) Jr. Way Vision Zero Phase I Quick-Build Project

ATP Maps & Summary Data

The tool is designed to support the California Active Transportation Program (ATP), as well as active transportation users and practitioners throughout California. The tool utilizes interactive collision maps to allow users to track and document pedestrian and bicycle collisions and generate data summaries within specified project and/or community limits.

Step 1: Select a County/City, Bike/Ped, Severity, and Years

County: Alameda

City: Berkeley

Include 1 mile buffer outside of selected County/City: No

Include State Highway Related Collisions: Yes

Involved With: Pedestrian and Bicycle

Collision Severity: Fatal, Severe Injury, Other Visible Injury, and Complaint of Pain

Year: 2010 - 2019

Collision Summary for initial parameters defined above:

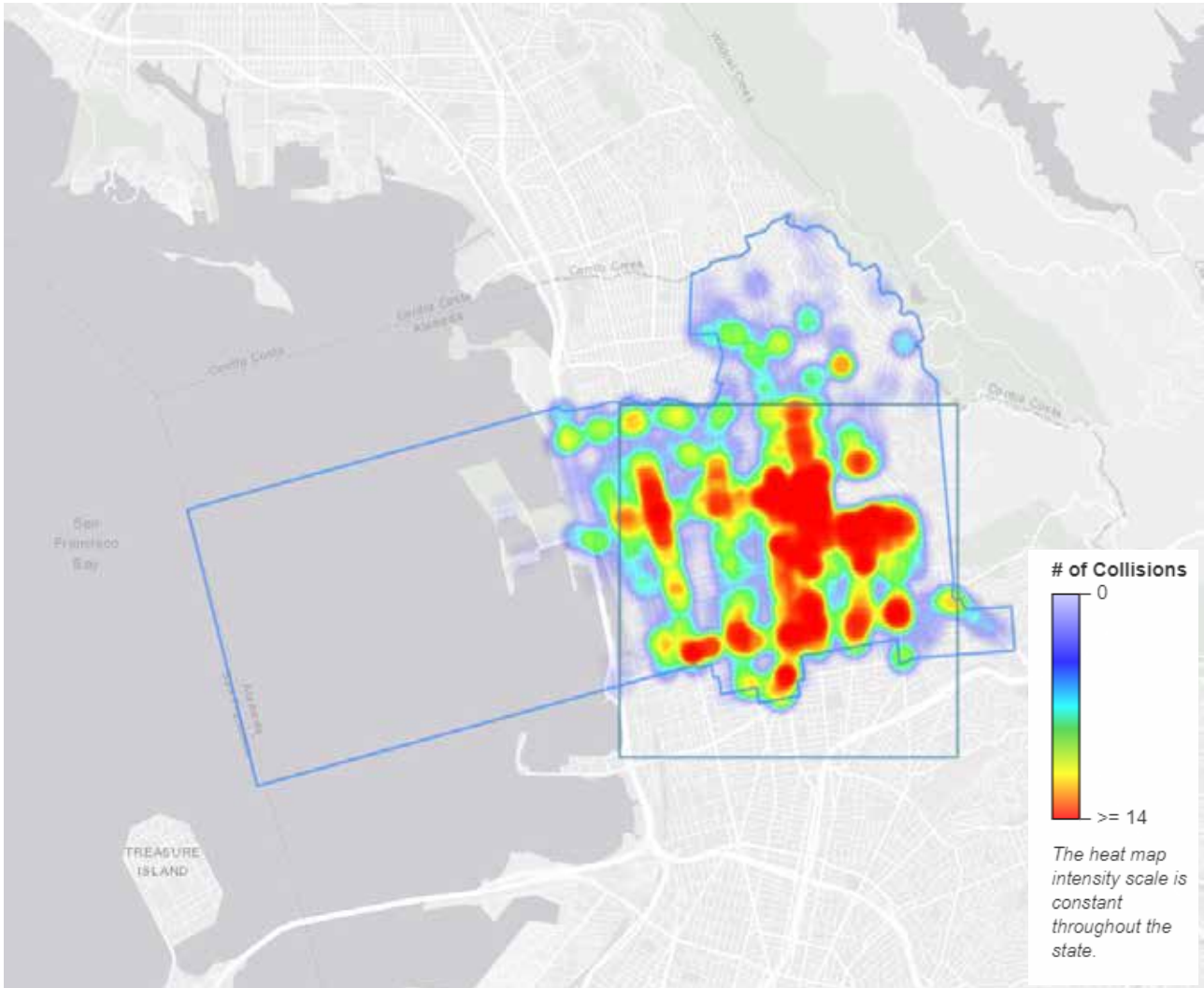
Number of Collisions by Collision Severity

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	6	100	799	589	1494
Pedestrian	12	107	456	583	1158

County/City Heat Map:

Step 2: Identify your project area to develop a more localized Community Heat Map

Select the size of your proposed project limits: Less than 3 miles across.



Community Heat Map:

Step 3: Draw the project boundaries to get detailed collision data summaries and map



Project Area Collision Map: 92 total collisions.

Step 4: Review the project-specific collision map

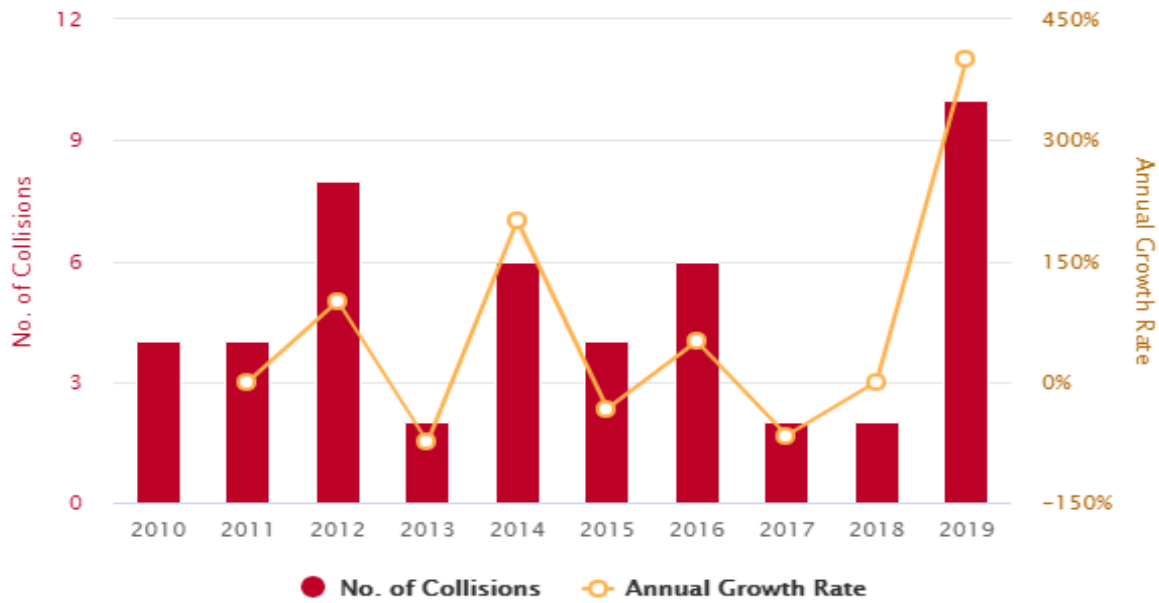


Step 5: Review the collision summary data, graphs and tables provided.

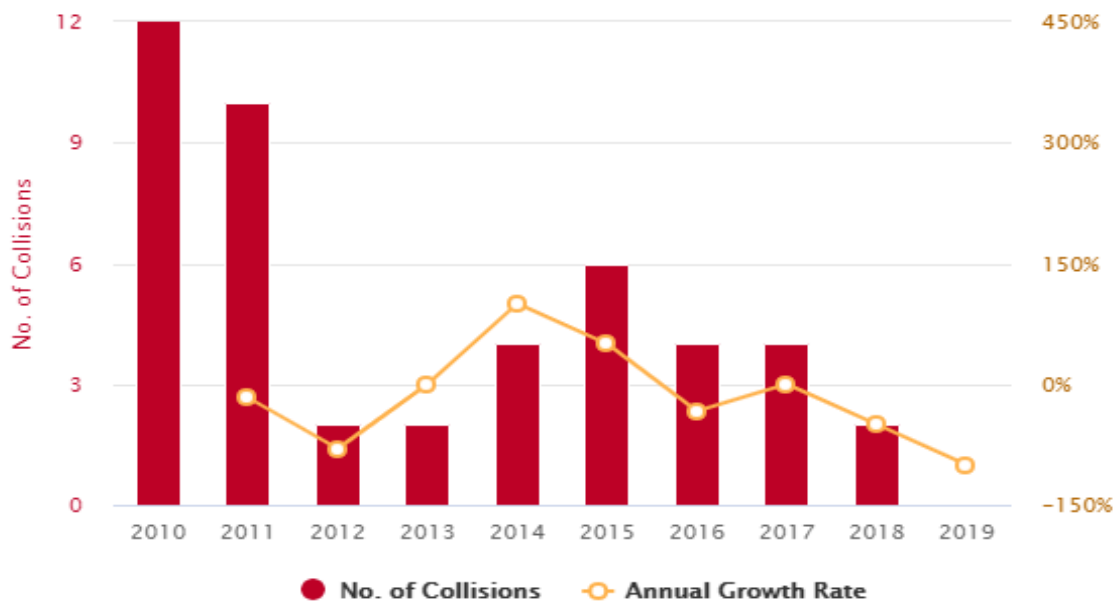
Summary Results

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	0	26	20	46
Pedestrian	0	8	12	28	48

Pedestrian Collisions Annual Growth (64% per year)



Bicycle Collisions Annual Growth (-14% per year)



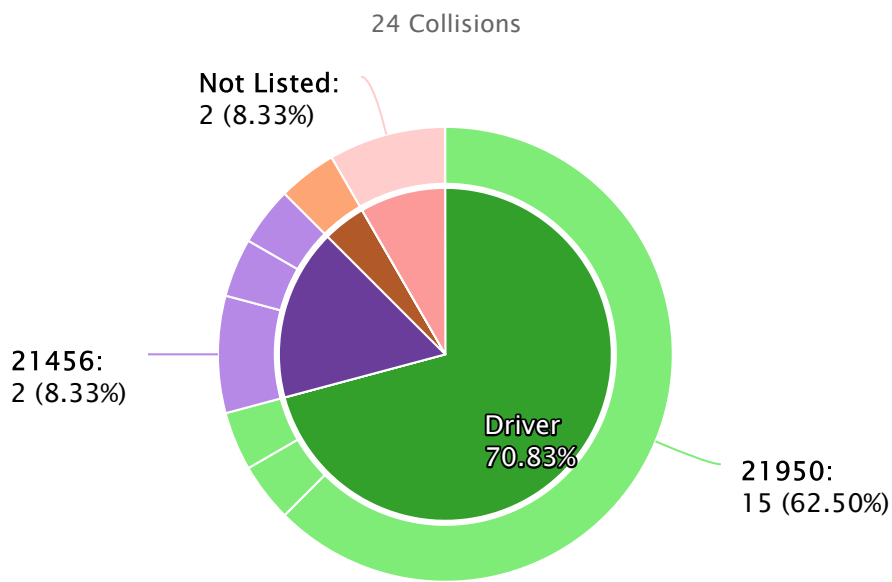
Collision List

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured
4931137	10/26/2010	14:10	Oregon St	Martin Luther King Jr Wy	At Int	No	Yes	0	1
5049160	12/11/2010	18:15	Oregon St	Martin Luther King Jr Wy	5 ft West	No	Yes	0	1
5204929	04/21/2011	17:23	Carleton St	Martin Luther King Jr Wy	7 ft East	No	Yes	0	1
5464622	11/12/2011	18:53	Martin Luther King Jr Wy	Parker St	At Int	Yes	Yes	0	2
5621863	02/15/2012	09:55	Oregon St	Martin Luther King Jr Wy	7 ft East	No	Yes	0	1
5621875	02/21/2012	10:17	Martin Luther King Jr Wy	Ward St	112 ft North	No	Yes	0	1
5667748	04/29/2012	14:35	Dwight Wy	Martin Luther King Jr Wy	At Int	No	Yes	0	1
6294569	10/13/2013	20:16	Martin Luther King Jr Wy	Oregon St	At Int	No	Yes	0	1
6396256	01/04/2014	15:11	Parker St	Martin Luther King Jr Wy	At Int	No	Yes	0	1
6458115	02/26/2014	20:13	Martin Luther King Jr Wy	Derby St	At Int	No	Yes	0	1
6745212	10/08/2014	17:41	Parker St	Martin Luther King Jr Wy	At Int	No	Yes	0	1
7181674	12/18/2015	19:59	Carleton St	Martin Luther King Jr Wy	At Int	No	Yes	0	1
7181687	12/15/2015	16:49	Martin Luther King Wy	Oregon St	At Int	No	Yes	0	1
8001715	01/19/2016	18:44	Martin Luther King Jr Wy	Derby St	At Int	No	Yes	0	1
8195408	11/02/2016	07:35	Martin Luther King Jr Wy	Russell Av	At Int	No	Yes	0	1
8195416	11/06/2016	19:24	Blake	Martin Luther King Jr	At Int	No	Yes	0	1
8387627	03/03/2017	18:00	Martin Luther King Jr Wy	Carelton St	At Int	No	Yes	0	1
8779569	11/09/2018	17:22	Martin Luther King Jr Wy	Blake	At Int	No	Yes	0	1
8835254	02/05/2019	18:11	Martin Luther King Jr	Parker	At Int	No	Yes	0	1
8841682	01/05/2019	02:42	Martin Luther King Jr	Stuart St	At Int	No	Yes	0	2
8879659	02/21/2019	15:45	Martin Luther King Jr Wy	Dwight Wy	At Int	No	Yes	0	1
8964592	09/24/2019	10:16	Martin Luther King Jr	Parker St	At Int	No	Yes	0	1
8970389	08/03/2019	20:14	Derby	Martin Luther King Jr	At Int	No	Yes	0	1
5667748	04/29/2012	14:35	Dwight Wy	Martin Luther King Jr Wy	At Int	No	Yes	0	1
8879659	02/21/2019	15:45	Martin Luther King Jr Wy	Dwight Wy	At Int	No	Yes	0	1
8195416	11/06/2016	19:24	Blake	Martin Luther King Jr	At Int	No	Yes	0	1
8779569	11/09/2018	17:22	Martin Luther King Jr Wy	Blake	At Int	No	Yes	0	1
5464622	11/12/2011	18:53	Martin Luther King Jr Wy	Parker St	At Int	Yes	Yes	0	2
6396256	01/04/2014	15:11	Parker St	Martin Luther King Jr Wy	At Int	No	Yes	0	1
6745212	10/08/2014	17:41	Parker St	Martin Luther King Jr	At Int	No	Yes	0	1

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured
8835254	02/05/2019	18:11	Martin Luther King Jr	Wy Parker	At Int	No	Yes	0	1
8964592	09/24/2019	10:16	Martin Luther King Jr	Parker St	At Int	No	Yes	0	1
5204929	04/21/2011	17:23	Carleton St	Martin Luther King Jr Wy	7 ft East	No	Yes	0	1
7181674	12/18/2015	19:59	Carleton St	Martin Luther King Jr Wy	At Int	No	Yes	0	1
8387627	03/03/2017	18:00	Martin Luther King Jr Wy	Carelton St	At Int	No	Yes	0	1
5621875	02/21/2012	10:17	Martin Luther King Jr Wy	Ward St	112 ft North	No	Yes	0	1
6458115	02/26/2014	20:13	Martin Luther King Jr Wy	Derby St	At Int	No	Yes	0	1
8001715	01/19/2016	18:44	Martin Luther King Jr Wy	Derby St	At Int	No	Yes	0	1
8970389	08/03/2019	20:14	Derby	Martin Luther King Jr	At Int	No	Yes	0	1
5621875	02/21/2012	10:17	Martin Luther King Jr Wy	Ward St	112 ft North	No	Yes	0	1
8841682	01/05/2019	02:42	Martin Luther King Jr	Stuart St	At Int	No	Yes	0	2
4931137	10/26/2010	14:10	Oregon St	Martin Luther King Jr Wy	At Int	No	Yes	0	1
5049160	12/11/2010	18:15	Oregon St	Martin Luther King Jr Wy	5 ft West	No	Yes	0	1
5621863	02/15/2012	09:55	Oregon St	Martin Luther King Jr Wy	7 ft East	No	Yes	0	1
6294569	10/13/2013	20:16	Martin Luther King Jr Wy	Oregon St	At Int	No	Yes	0	1
7181687	12/15/2015	16:49	Martin Luther King Wy	Oregon St	At Int	No	Yes	0	1
5621852	02/10/2012	19:18	Martin Luther King Jr Wy	Russell St	195 ft South	No	Yes	0	1
8195408	11/02/2016	07:35	Martin Luther King Jr Wy	Russell Av	At Int	No	Yes	0	1
4628373	01/19/2010	22:04	Martin Luther King Jr Wy	Parker St	15 ft North	Yes	No	0	1
4656038	03/04/2010	19:25	Martin Luther King Jr Wy	Ward St	122 ft South	Yes	No	0	1
4709252	04/09/2010	09:34	Martin Luther King Jr Wy	Carleton St	115 ft South	Yes	No	0	1
4760135	05/15/2010	15:50	Martin Luther King Jr Wy	Stuart St	15 ft South	Yes	No	0	1
4920289	09/14/2010	14:15	Martin Luther King Jr Wy	Martin Luther King Jr Wy 2813	At Int	Yes	No	0	1
5101359	01/11/2011	08:24	Martin Luther King Jr Wy	Parker St	At Int	Yes	No	0	1
5151894	03/01/2011	08:58	Martin Luther King Jr Wy	Oregon St	At Int	Yes	No	0	1
5285263	07/23/2011	15:53	Dwight Wy	Martin Luther King Jr Wy	At Int	Yes	No	0	1
5489537	12/06/2011	15:17	Blake St	Martin Luther King Jr Wy	At Int	Yes	No	0	1
5900292	09/21/2012	07:54	Dwight Wy	Martin Luther King Jr Wy	At Int	Yes	No	0	1
6054555	03/09/2013	18:42	Martin Luther King Jr Wy	Carleton St	At Int	Yes	No	0	1
6396350	01/20/2014	16:49	Martin Luther King Jr	Derby St	At Int	Yes	No	0	1

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured
6998021	05/18/2015	15:47	Wy Blake St	M L King Jr Wy	At Int	Yes	No	0	1
6745204	10/07/2014	19:17	Martin Luther King Jr Wy	Oregon St	At Int	Yes	No	0	1
7072589	07/02/2015	07:51	Martin Luther King Jr Wy	Russell St	At Int	Yes	No	0	1
7010931	06/18/2015	18:58	Blake St	Martin Luther King Jr Wy	At Int	Yes	No	0	1
8091555	06/13/2016	13:47	M L King Jr Wy	Carleton St	At Int	Yes	No	0	1
8293031	11/02/2016	08:45	Derby	Martin Luther King Jr	At Int	Yes	No	0	1
8332334	02/08/2017	20:48	Martin Luther King Jr Wy	Dwight Wy	At Int	Yes	No	0	1
8501225	09/13/2017	19:38	M L King Jr	Russell	At Int	Yes	No	0	1
8643124	03/09/2018	14:57	M L King Jr	Blake	At Int	Yes	No	0	1
5285263	07/23/2011	15:53	Dwight Wy	Martin Luther King Jr Wy	At Int	Yes	No	0	1
5900292	09/21/2012	07:54	Dwight Wy	Martin Luther King Jr Wy	At Int	Yes	No	0	1
8332334	02/08/2017	20:48	Martin Luther King Jr Wy	Dwight Wy	At Int	Yes	No	0	1
5489537	12/06/2011	15:17	Blake St	Martin Luther King Jr Wy	At Int	Yes	No	0	1
6998021	05/18/2015	15:47	Blake St	M L King Jr Wy	At Int	Yes	No	0	1
7010931	06/18/2015	18:58	Blake St	Martin Luther King Jr Wy	At Int	Yes	No	0	1
8643124	03/09/2018	14:57	M L King Jr	Blake	At Int	Yes	No	0	1
4628373	01/19/2010	22:04	Martin Luther King Jr Wy	Parker St	15 ft North	Yes	No	0	1
5101359	01/11/2011	08:24	Martin Luther King Jr Wy	Parker St	At Int	Yes	No	0	1
4709252	04/09/2010	09:34	Martin Luther King Jr Wy	Carleton St	115 ft South	Yes	No	0	1
6054555	03/09/2013	18:42	Martin Luther King Jr Wy	Carleton St	At Int	Yes	No	0	1
8091555	06/13/2016	13:47	M L King Jr Wy	Carleton St	At Int	Yes	No	0	1
4709252	04/09/2010	09:34	Martin Luther King Jr Wy	Carleton St	115 ft South	Yes	No	0	1
6396350	01/20/2014	16:49	Martin Luther King Jr Wy	Derby St	At Int	Yes	No	0	1
8293031	11/02/2016	08:45	Derby	Martin Luther King Jr	At Int	Yes	No	0	1
4656038	03/04/2010	19:25	Martin Luther King Jr Wy	Ward St	122 ft South	Yes	No	0	1
4656038	03/04/2010	19:25	Martin Luther King Jr Wy	Ward St	122 ft South	Yes	No	0	1
4760135	05/15/2010	15:50	Martin Luther King Jr Wy	Stuart St	15 ft South	Yes	No	0	1
4920289	09/14/2010	14:15	Martin Luther King Jr Wy	Martin Luther King Jr Wy 2813	At Int	Yes	No	0	1
5151894	03/01/2011	08:58	Martin Luther King Jr Wy	Oregon St	At Int	Yes	No	0	1
6745204	10/07/2014	19:17	Martin Luther King Jr Wy	Oregon St	At Int	Yes	No	0	1
7072589	07/02/2015	07:51	Martin Luther King Jr Wy	Russell St	At Int	Yes	No	0	1
8501225	09/13/2017	19:38	M L King Jr	Russell	At Int	Yes	No	0	1

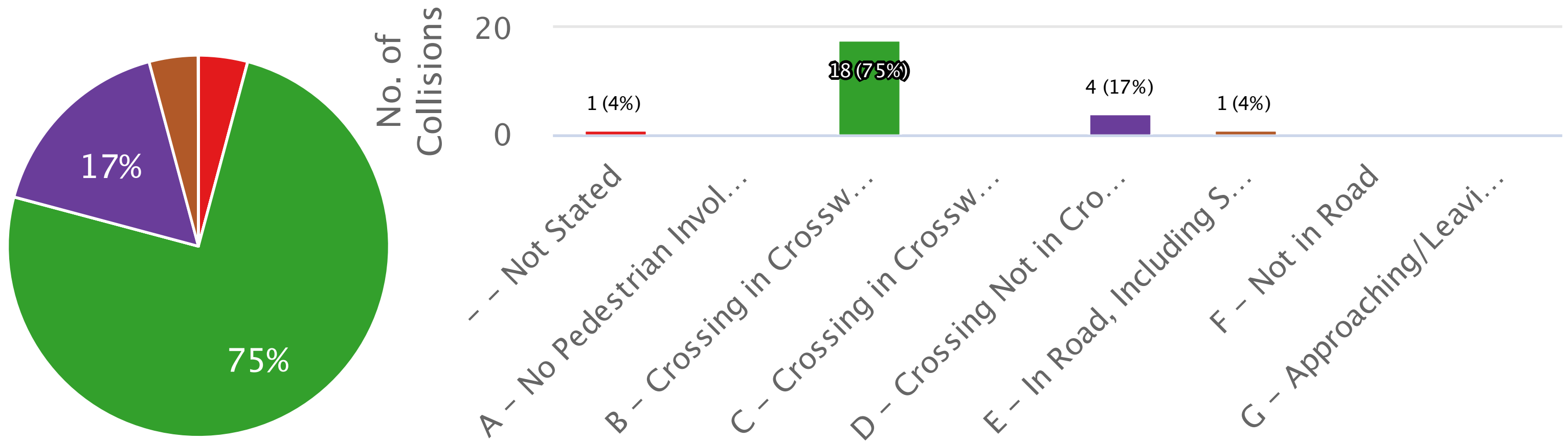
Number of Collisions by Type of Violation



Party Violation Classification

- Bicyclists
- Driver
- Other
- Pedestrian
- Unclear
- Unknown
- Not Listed

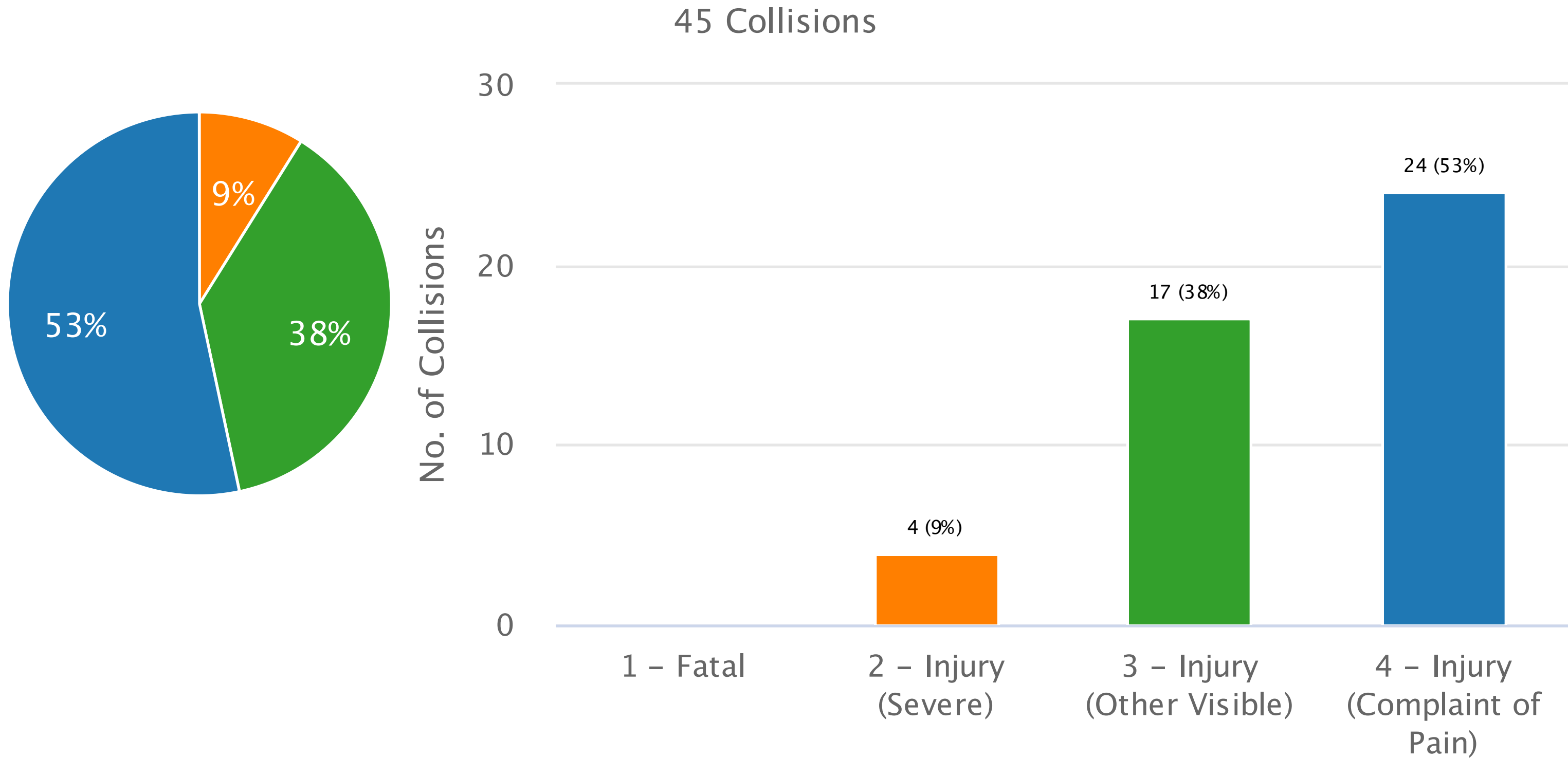
Number of Collisions by Pedestrian Action



Pedestrian Action

- -- Not Stated
- A – No Pedestrian Involved
- B – Crossing in Crosswalk at Intersection
- C – Crossing in Crosswalk Not at Intersection
- D – Crossing Not in Crosswalk
- E – In Road, Including Shoulder
- F – Not in Road
- G – Approaching/Leaving School Bus

Number of Collisions by Collision Severity



Collision Severity

● 1 - Fatal

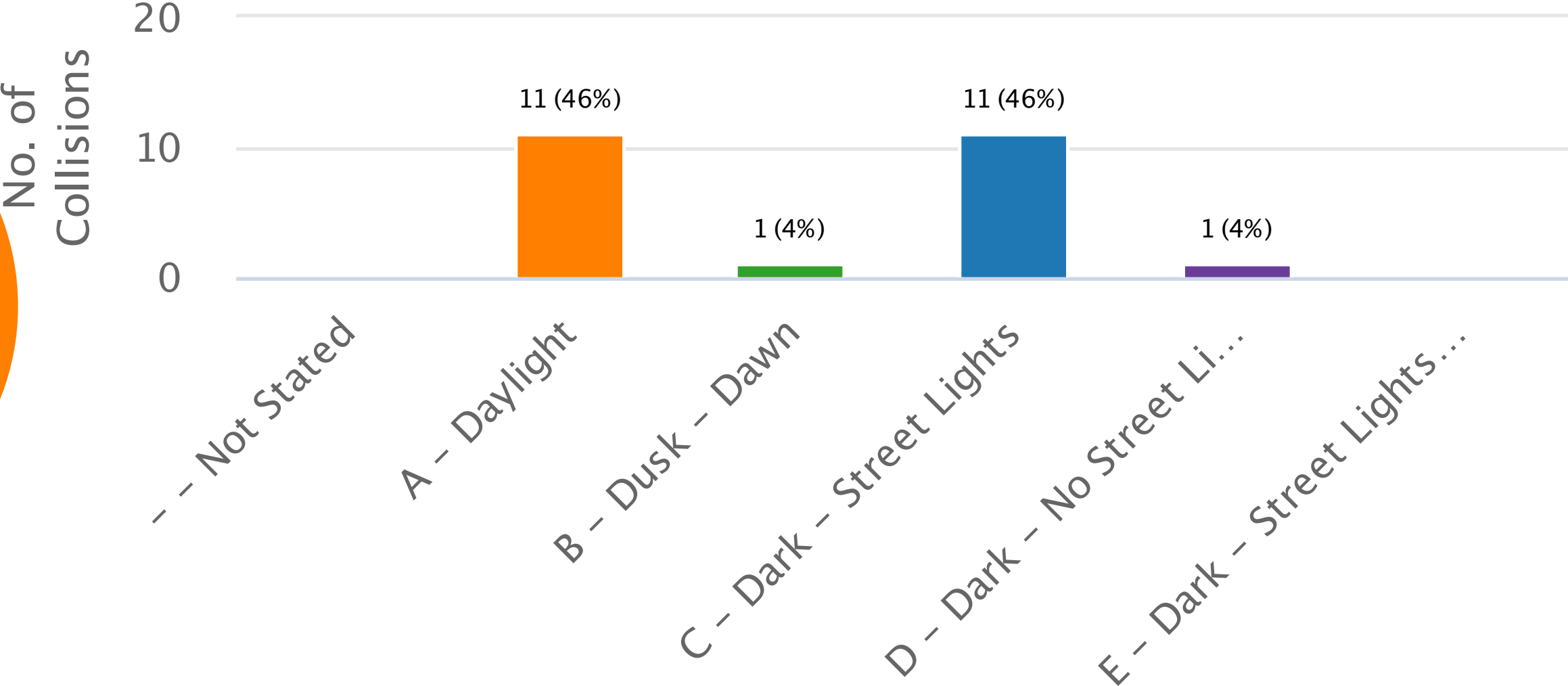
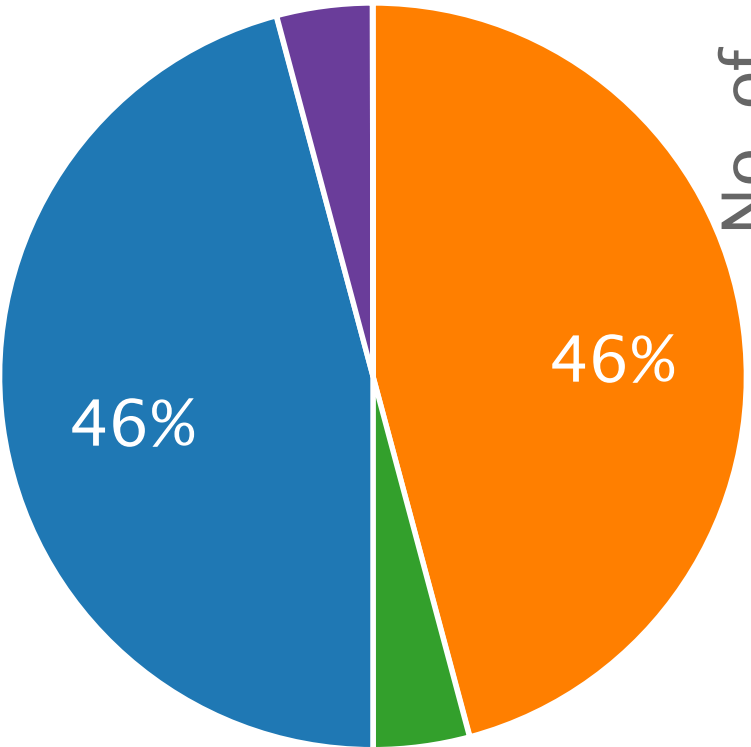
● 3 - Injury (Other Visible)

● 2 - Injury (Severe)

● 4 - Injury (Complaint of Pain)

Number of Collisions by Lighting

24 Collisions

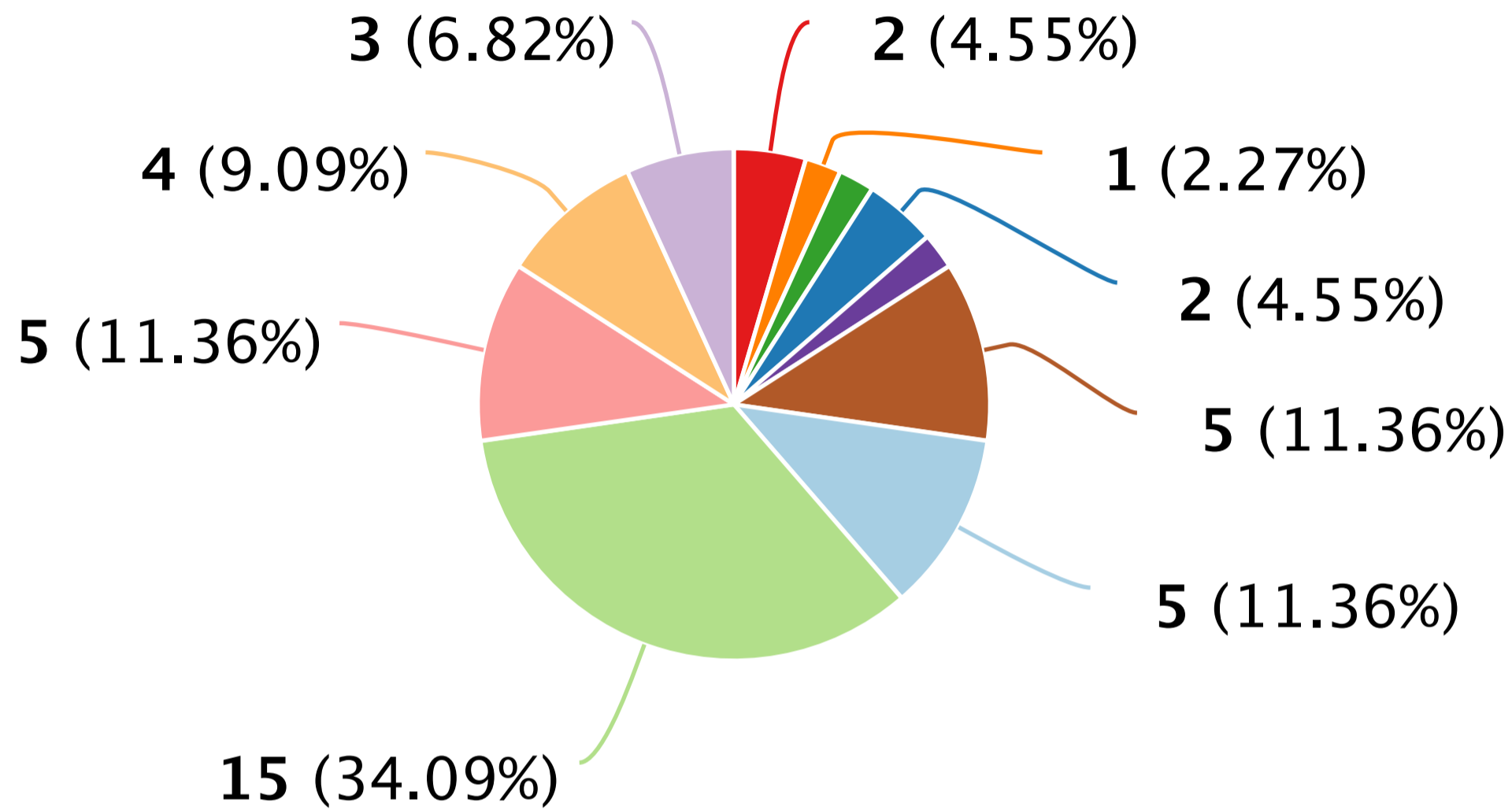


Lighting

- -- Not Stated
- A - Daylight
- B - Dusk - Dawn
- C - Dark - Street Lights
- D - Dark - No Street Lights
- E - Dark - Street Lights Not Functioning

Number of Collisions by PCF Violation

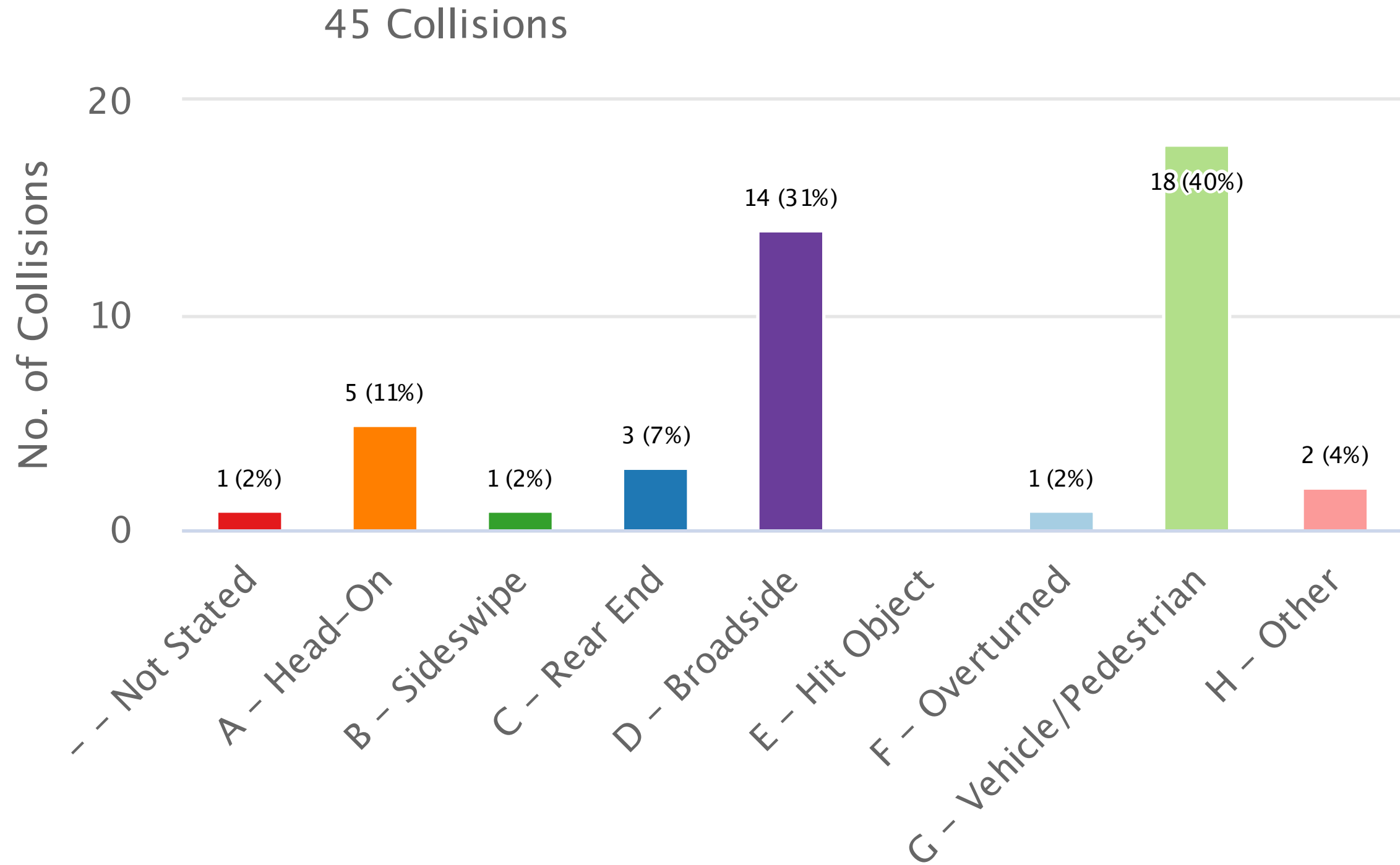
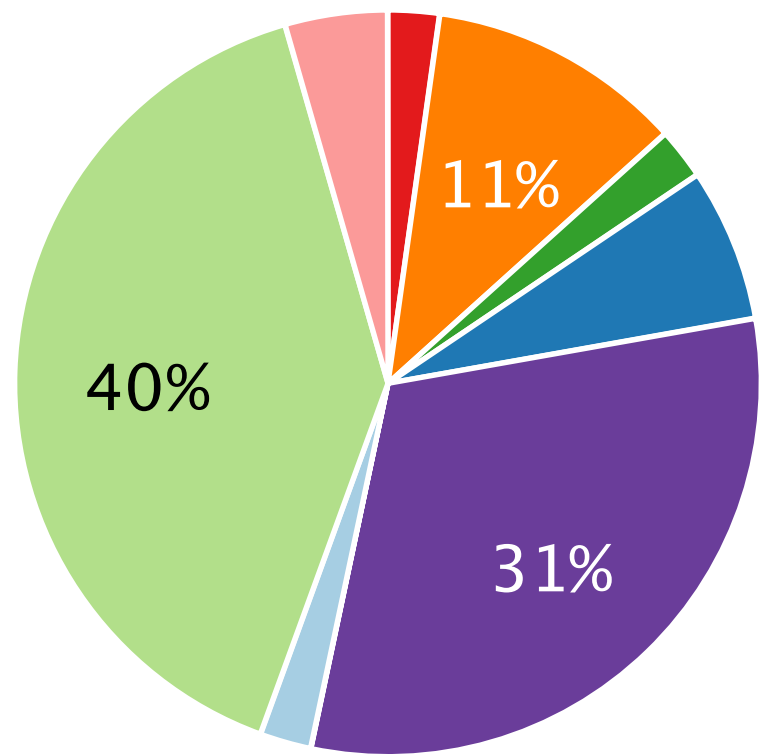
44 Collisions



PCF Violation

- 00 - Unknown
- 01 - Driving or Bicycling Under the Influence of Alcohol or Drug
- 03 - Unsafe Speed
- 05 - Wrong Side of Road
- 06 - Improper Passing
- 08 - Improper Turning
- 09 - Automobile Right of Way
- 10 - Pedestrian Right of Way
- 11 - Pedestrian Violation
- 12 - Traffic Signals and Signs
- 17 - Other Hazardous Violation

Number of Collisions by Type of Collision



Type of Collision

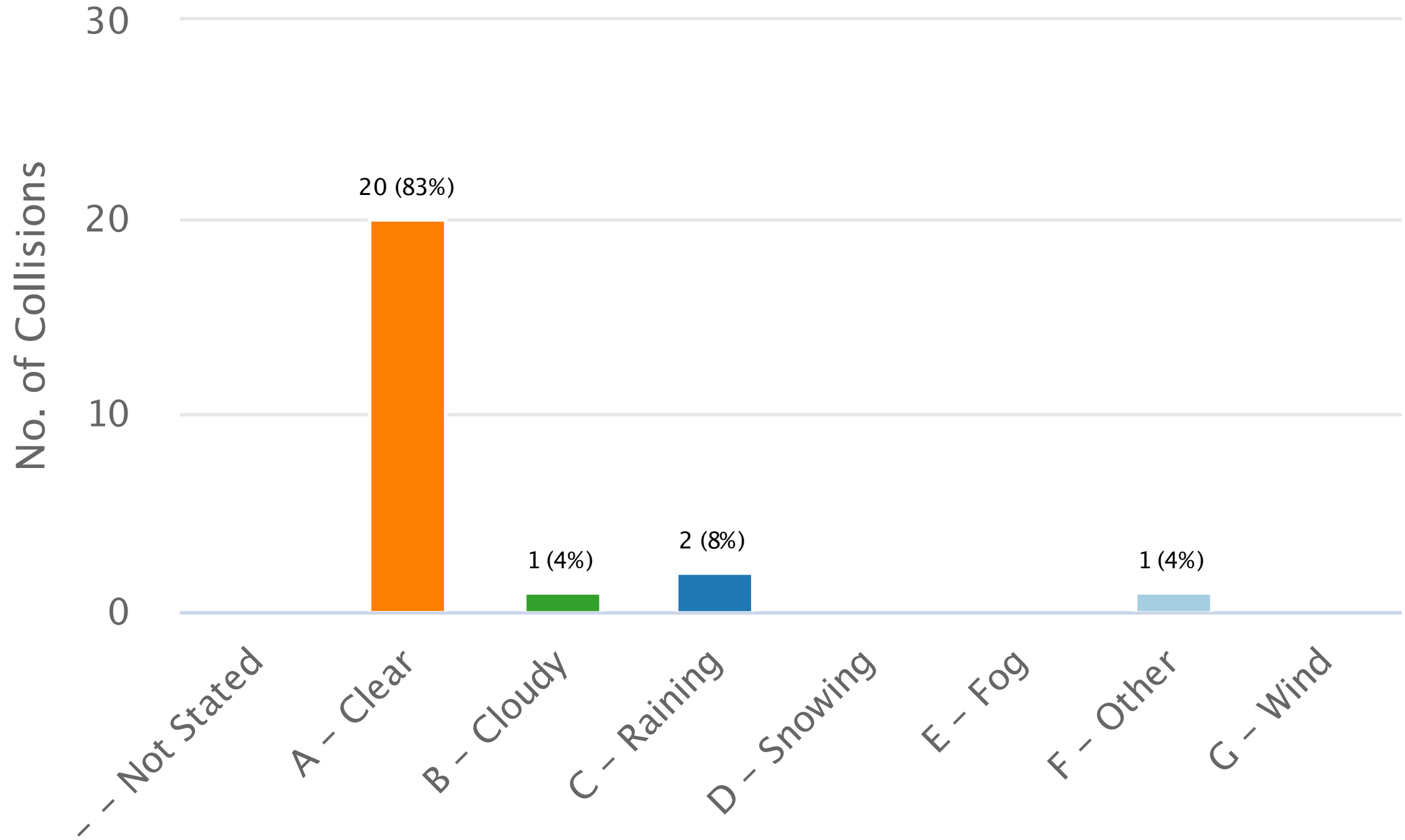
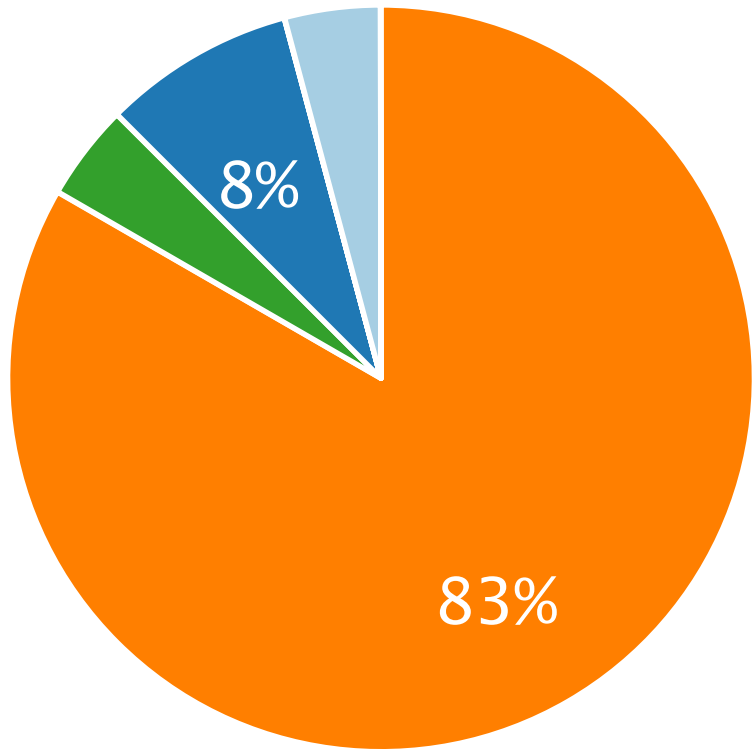
- -- Not Stated
- C - Rear End
- F - Overturned

- A - Head-On
- D - Broadside
- G - Vehicle/Pedestrian

- B - Sideswipe
- E - Hit Object
- H - Other

Number of Collisions by Weather

24 Collisions



Weather

● -- Not Stated
● D - Snowing

● A - Clear
● E - Fog

● B - Cloudy
● F - Other

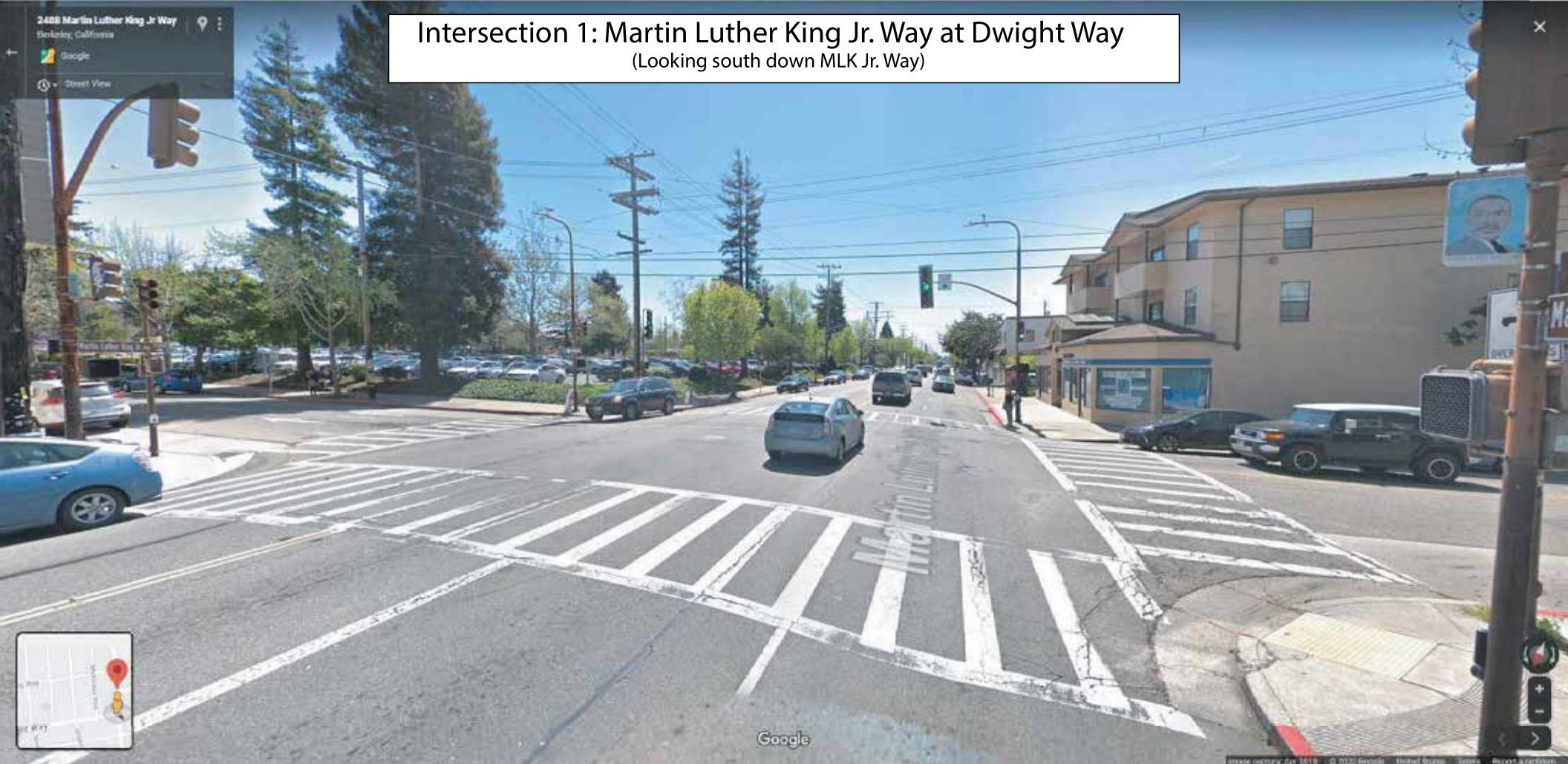
● C - Raining
● G - Wind

ATP CYCLE 5 QUICK-BUILD PROJECT APPLICATION
PART C – ATTACHMENTS
Attachment G: Photos of Existing Conditions

City of Berkeley, CA

Martin Luther King (MLK) Jr. Way Vision Zero Phase I Quick-Build Project

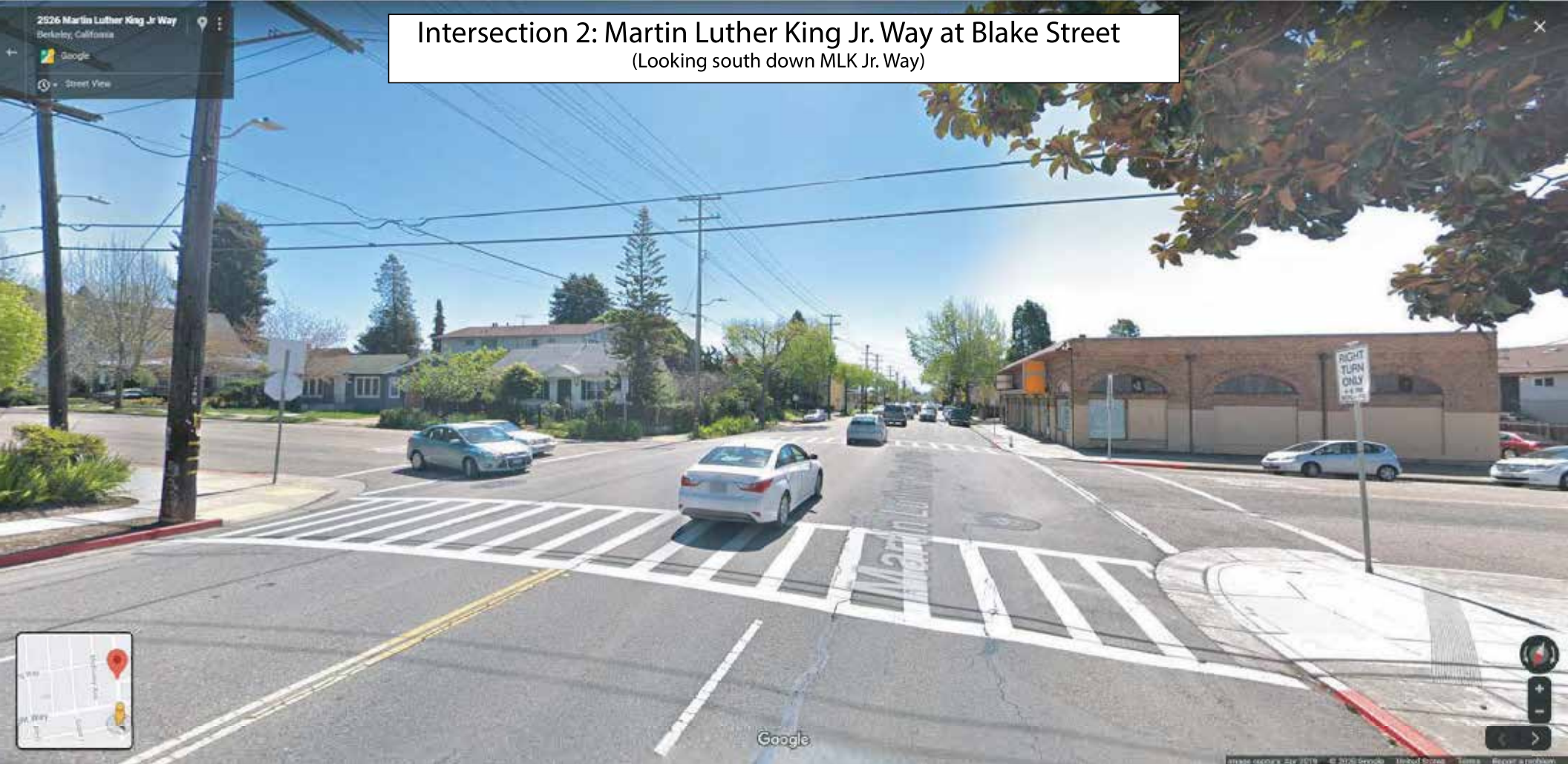
Intersection 1: Martin Luther King Jr. Way at Dwight Way
(Looking south down MLK Jr. Way)



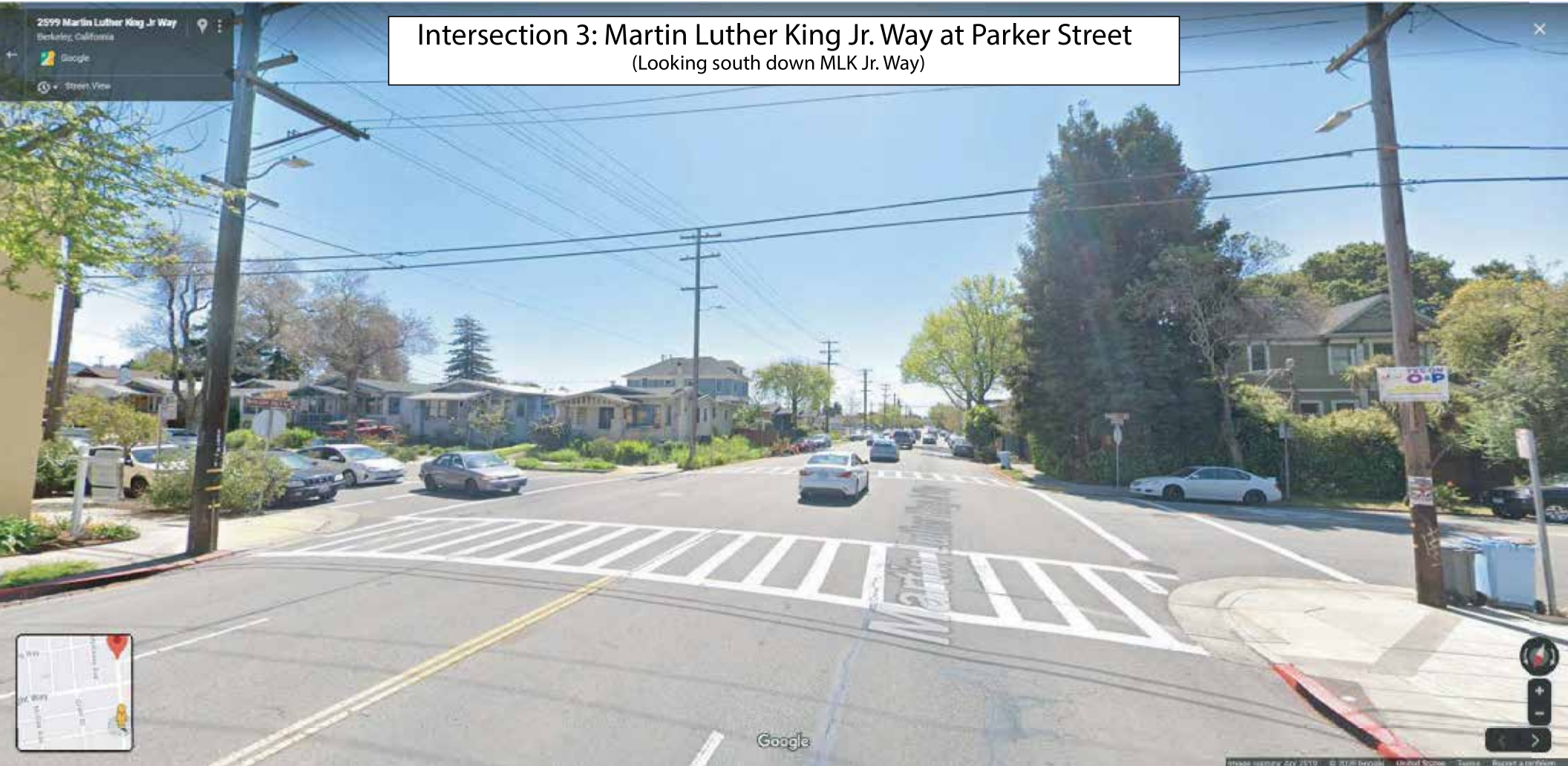
2488 Martin Luther King Jr Way
Berkeley, California
Google
Street View



Intersection 2: Martin Luther King Jr. Way at Blake Street
(Looking south down MLK Jr. Way)



Intersection 3: Martin Luther King Jr. Way at Parker Street
(Looking south down MLK Jr. Way)



2599 Martin Luther King Jr Way
Berkeley, California
Google
Street View



Google

Intersection 4: Martin Luther King Jr. Way at Carleton Street
(Looking south down MLK Jr. Way)

2621 Martin Luther King Jr Way
Berkeley, California
Google
Street View



Google

Intersection 5: Martin Luther King Jr. Way at Derby Street
(Looking south down MLK Jr. Way)



2698 Martin Luther King Jr Way
Berkeley, California
Google
Street View



Intersection 6: Martin Luther King Jr. Way at Ward Street
(Looking south down MLK Jr. Way)

2720 Martin Luther King Jr Way
Berkeley, California
Google
Street View



Google



Intersection 7: Martin Luther King Jr. Way at Stuart Street
(Looking south down MLK Jr. Way)

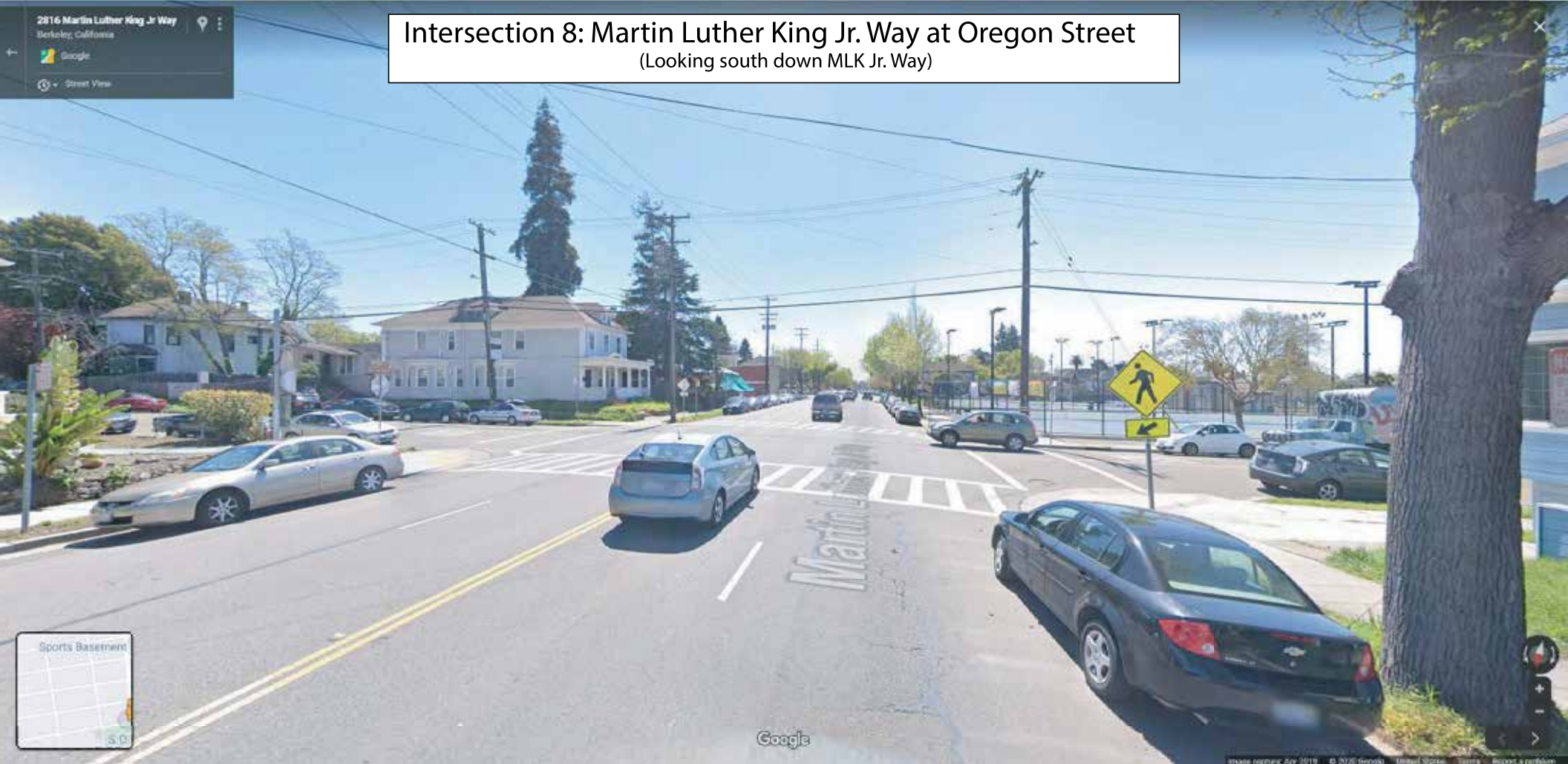
2746 Martin Luther King Jr Way
Berkeley, California
Google
Street View



Navigation controls including a compass, zoom in (+) and zoom out (-) buttons, and a street view pegman icon.

Intersection 8: Martin Luther King Jr. Way at Oregon Street
(Looking south down MLK Jr. Way)

2816 Martin Luther King Jr Way
Berkeley, California
Google
Street View



Google

Intersection 9: Martin Luther King Jr. Way at Russell Street
(Looking south down MLK Jr. Way)

2898 Martin Luther King Jr Way
Berkeley, California



Street View



ATP CYCLE 5 QUICK-BUILD PROJECT APPLICATION
PART C – ATTACHMENTS
Attachment H: Letters of Support

City of Berkeley, CA

Martin Luther King (MLK) Jr. Way Vision Zero Phase I Quick-Build Project



1707 Russell Street, Berkeley, CA 94703
(510) 644-6066 Fax: (510) 644-8983
www.berkeleyschools.net

John Calise, Executive Director
Facilities Division

June 16, 2020

Beth Thomas, Principal Transportation Planner
City of Berkeley, Public Works – Transportation Division
1947 Center Street, 4th Floor
Berkeley, CA 94704

RE: Letter of Support for City of Berkeley Martin Luther King Jr. Way Vision Zero Phase I Quick-Build Project

Dear Ms. Thomas:

Berkeley Unified School District would like to express our strong support for the City of Berkeley's **Martin Luther King Jr. Way Vision Zero Phase I Quick-Build Project**. We support Berkeley's vision to be a city where walking, bicycling, and transit serve the transportation needs of residents, students, and workers.

The MLK Jr. Way project corridor is an important connection to jobs, local and regional transportation amenities, local business and retail, recreation, and other key destinations in Berkeley. While MLK Jr. Way provides sufficient access for cars, many people who live near, work along, or otherwise visit the area are not comfortable walking along or across the street. The public has identified the project area as an area of need of safe pedestrian facilities and an area of concern in the Berkeley Pedestrian Plan. The collision history of the corridor reflects the public's perception of the corridor, with numerous bicycle and pedestrian collisions in the project area in the past decade.

By investing in quick build pedestrian improvements along the corridor, people in Berkeley will have safer opportunities to walk and take transit in Berkeley. This project will help the City:

- Encourage more trips by active transportation modes and transit, fostering a healthier community
- Improve safety for students, families, and the community members who walk on MLK Jr. Way;
- Reduce collision risks along the corridor, reduce vehicle miles traveled and greenhouse gas emissions, and thereby contribute to a healthier environment;
- Improve AC transit speeds and headways along MLK Jr. Way and improve pedestrian connections to the Bay Area Rapid Transit's (BART) Ashby Station; and



1707 Russell Street, Berkeley, CA 94703
(510) 644-6066 Fax: (510) 644-8983
www.berkeleyschools.net

John Calise, Executive Director
Facilities Division

- Quickly test, implement, and refine low-cost projects to test their suitability for wider implementation throughout other locations in Berkeley.

We support the City's efforts to secure funding for this endeavor and believe that it will significantly benefit our quality of life. We look forward to the completion of this critically important project.

Sincerely,

A handwritten signature in blue ink, consisting of several overlapping, sweeping strokes that form the name "John Calise".

John Calise
Executive Director
Facilities Division



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 300 Lakeside Drive, P.O. Box 12688
 Oakland, CA 94604-2688
 (510) 464-6000

2020

June 18, 2020

Lateefah Simon
 PRESIDENT

Mark Foley
 VICE-PRESIDENT

Robert Powers
 GENERAL MANAGER

Beth Thomas, Principal Transportation Planner
 City of Berkeley, Public Works – Transportation Division
 1947 Center Street, 4th Floor
 Berkeley, CA 94704

DIRECTORS

Debra Allen
 1ST DISTRICT

Mark Foley
 2ND DISTRICT

Rebecca Saltzman
 3rd DISTRICT

Robert Raburn, Ph.D.
 4TH DISTRICT

John McPartland
 5TH DISTRICT

Elizabeth Ames
 6TH DISTRICT

Lateefah Simon
 7TH DISTRICT

Janice Li
 8TH DISTRICT

Bevan Duffy
 9TH DISTRICT

RE: Letter of Support for City of Berkeley Martin Luther King Jr. Way Vision Zero Phase I Quick-Build Project

Dear Ms. Thomas:

BART would like to express our strong support for the City of Berkeley's **Martin Luther King Jr. Way Vision Zero Phase I Quick-Build Project**. We support Berkeley's vision to be a city where walking, bicycling, and transit serve the transportation needs of residents, students, and workers. BART is particularly excited about the proposed improvements directly aligned with BART's 2016 Station Access Policy, designed to guide investments that enable patrons access to and from stations safely, comfortably, affordably and cost-effectively.

The MLK Jr. Way project corridor is an important connection to jobs, local and regional transportation amenities, local business and retail, recreation, and other key destinations in Berkeley. While MLK Jr. Way provides sufficient access for cars, many people who live near, work along, or otherwise visit the area are not comfortable walking along or across the street. The public has identified the project area as an area of need of safe pedestrian facilities and an area of concern in the Berkeley Pedestrian Plan. The collision history of the corridor reflects the public's perception of the corridor, with numerous bicycle and pedestrian collisions in the project area in the past decade.

By investing in quick build pedestrian improvements along the corridor, people in Berkeley will have safer opportunities to walk and take transit in Berkeley. This project will help the City:

- Encourage more trips by active transportation modes and transit, fostering a healthier community
- Improve safety for students, families, and the community members who walk on MLK Jr. Way;
- Reduce collision risks along the corridor, reduce vehicle miles traveled and greenhouse gas emissions, and thereby contribute to a healthier environment;
- Improve pedestrian connections to the Bay Area Rapid Transit's (BART) Ashby Station;
- Improve AC transit speeds and headways along MLK Jr. Way and
- Quickly test, implement, and refine low-cost projects to test their suitability for wider implementation throughout other locations in Berkeley.

We support the City's efforts to secure funding for this endeavor and believe that it will significantly benefit our quality of life. We look forward to the completion of this critically important project.

Sincerely,

Tim Chan
 Station Area Planning Group Manager
 San Francisco Bay Area Rapid Transit



6/17/2020

Beth Thomas, Principal Transportation Planner
City of Berkeley, Public Works – Transportation Division
1947 Center Street, 4th Floor
Berkeley, CA 94704

RE: Letter of Support for City of Berkeley Martin Luther King Jr. Way Vision Zero Phase I Quick-Build Project

Dear Ms. Thomas:

South Berkeley Now! would like to express our strong support for the City of Berkeley's **Martin Luther King Jr. Way Vision Zero Phase I Quick-Build Project**. We advocate for safe and beautiful streets that connect our community for pedestrians, cyclists, seniors, children, and transit-dependent residents.

The MLK Jr. Way project corridor is an important connection to jobs, transit, local business, recreation, and other key destinations in Berkeley. While MLK Jr. Way provides sufficient access for cars it's not comfortable for walking along the street or crossing by foot. Let's reclaim the streets to serve all people! There have been far too many pedestrian injuries and deaths.

The quick build pedestrian improvements proposed along the MLK corridor, will provide people with safer opportunities to walk and take transit in Berkeley. We are excited that this project will:

- Encourage more trips by transit, bicycle and foot, fostering a healthier community
- Improve pedestrian safety and comfort
- Reduce collision risks along the corridor, reduce vehicle miles traveled and greenhouse gas emissions to address the climate emergency and reduce air pollution.
- Improve AC transit speeds and improve pedestrian connections to BART
- Be a model for pedestrian safety improvements to be implemented throughout the City and Region.



South Berkeley Now! Advocates for investment in South Berkeley to create a more inclusive, equitable community so that our neighbors all have access to opportunity and a safe home regardless of income. We support the City's efforts to secure funding for this endeavor and believe that it will significantly benefit our quality of life. We look forward to the completion of this critically important project.

Sincerely,

South Berkeley Now! Steering Committee:

Ariella Granett	Betsy Thagard	Deborah Matthews	Jodi Levin	Jon Lau
Matthew Lewis	Peter Waller	Teresa Clark		

--

SOUTH BERKELEY NOW! IS AN ALL VOLUNTEER COMMUNITY ORGANIZATION MADE UP OF SOUTH BERKELEY RESIDENTS WHO HAVE COME TOGETHER TO ADVOCATE FOR HOUSING, EQUITY, DIVERSITY, AND INVESTMENT IN SOUTH BERKELEY



1901 Ashby Avenue, Berkeley California 94703
Tel: 510.841.6500
E-mail: info@shotgunplayers.org
shotgunplayers.org

June 29th, 2020

Beth Thomas, Principal Transportation Planner
City of Berkeley, Public Works – Transportation Division
1947 Center Street, 4th Floor
Berkeley, CA 94704

RE: Letter of Support for City of Berkeley Martin Luther King Jr. Way
Vision Zero Phase I Quick-Build Project

Dear Ms. Thomas:

The Shotgun Players would like to express our strong support for the City of Berkeley's **Martin Luther King Jr. Way Vision Zero Phase I Quick-Build Project**. We support Berkeley's vision to be a city where walking, bicycling, and transit serve the transportation needs of residents, students, and workers.

The MLK Jr. Way project corridor is an important connection to jobs, local and regional transportation amenities, local business and retail, recreation, and other key destinations in Berkeley. While MLK Jr. Way provides sufficient access for cars, many people who live near, work along, or otherwise visit the area are not comfortable walking along or across the street. The public has identified the project area as an area in need of safe pedestrian facilities and an area of concern in the Berkeley Pedestrian Plan. The collision history of the corridor reflects the public's perception of the corridor, with numerous bicycle and pedestrian collisions in the project area in the past decade.

By investing in quick build pedestrian improvements along the corridor, people in Berkeley will have safer opportunities to walk and take transit in Berkeley. This project will help the City:

- Encourage more trips by active transportation modes and transit, fostering a healthier community
- Improve safety for students, families, and the community members who walk on MLK Jr. Way;
- Reduce collision risks along the corridor, reduce vehicle miles traveled and greenhouse gas emissions, and thereby contribute to a healthier environment;



1901 Ashby Avenue, Berkeley California 94703
Tel: 510.841.6500
E-mail: info@shotgunplayers.org
shotgunplayers.org

- Improve AC transit speeds and headways along MLK Jr. Way and improve pedestrian connections to the Bay Area Rapid Transit's (BART) Ashby Station; and
- Quickly test, implement, and refine low-cost projects to test their suitability for wider implementation throughout other locations in Berkeley.

We support the City's efforts to secure funding for this endeavor and believe that it will significantly benefit our quality of life. We look forward to the completion of this critically important project.

Sincerely,

A handwritten signature in black ink that reads "J. Patrick Dooley". The signature is written in a cursive, flowing style.

J. Patrick Dooley
Artistic Director
The Shotgun Players

A handwritten signature in black ink that reads "Elizabeth Hitchcock Lisle". The signature is written in a cursive, flowing style.

Elizabeth Hitchcock Lisle
Managing Director
The Shotgun Players

June 24, 2020

Beth Thomas, Principal Transportation Planner
City of Berkeley, Public Works – Transportation Division
1947 Center Street, 4th Floor
Berkeley, CA 94704

RE: Letter of Support for City of Berkeley Martin Luther King Jr. Way Vision Zero Phase I
Quick-Build Project

Dear Ms. Thomas:

Walk Bike Berkeley would like to express our strong support for the City of Berkeley's *Martin Luther King Jr. Way Vision Zero Phase I Quick-Build Project*. We support Berkeley's efforts to make walking and biking in Berkeley safe for people of all ages and abilities.

The MLK Jr. Way project corridor is an important connection to jobs, local and regional transportation amenities, local business and retail, recreation, and other key destinations in Berkeley. While MLK Jr. Way provides sufficient access for cars, many people who live near, work along, or otherwise visit the area are not comfortable walking along or across the street. The project area is in need of safe pedestrian facilities and is an area of concern in the Berkeley Pedestrian Plan. The corridor has been the site of numerous bicycle and pedestrian collisions in the past decade.

By investing in quick build pedestrian improvements along the corridor, people in Berkeley will have safer opportunities to walk and take transit in Berkeley. This project will help the City:

- Encourage more trips by active transportation modes and transit, fostering a healthier community
- Improve safety for students, families, and the community members who walk on MLK Jr. Way;
- Reduce collision risks along the corridor, reduce vehicle miles traveled and greenhouse gas emissions, and thereby contribute to a healthier environment;
- Improve AC transit speeds and headways along MLK Jr. Way and improve pedestrian connections to the Bay Area Rapid Transit's (BART) Ashby Station; and
- Quickly test, implement, and refine low-cost projects to test their suitability for wider implementation throughout other locations in Berkeley.

We support the City's efforts to secure funding for this endeavor and believe that it will significantly benefit our quality of life. We look forward to the completion of this critically important project.

Sincerely,

Jackie Erbe, Charles Siegel, Ben Gerhardstein, Liza Lutzker

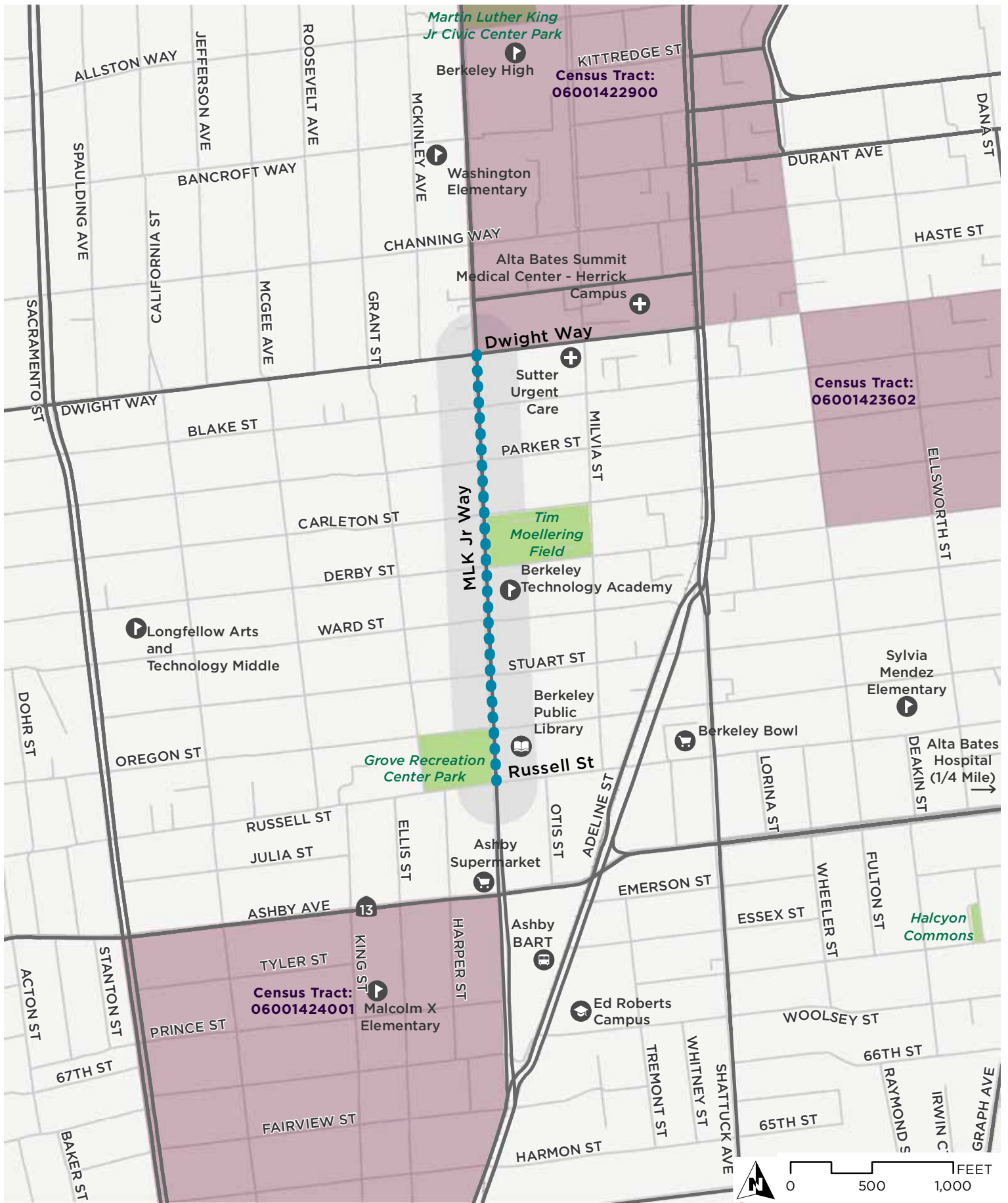
Walk Bike Berkeley

[Walk Bike Berkeley](#), a volunteer-run group founded by Berkeley residents, advocates to make walking and biking in Berkeley safe, low-stress, and fun for people of all ages and abilities. We want a healthy, just, and sustainable transportation system in Berkeley.

ATP CYCLE 5 QUICK-BUILD PROJECT APPLICATION
PART C – ATTACHMENTS
Attachment I: Additional Attachments
Additional Attachment 1: Connectivity Map

City of Berkeley, CA

Martin Luther King (MLK) Jr. Way Vision Zero Phase I Quick-Build Project



**MARTIN LUTHER KING JR. WAY VISION
ZERO PHASE I QUICK BUILD PROJECT**

PROJECT AREA
Berkeley, CA

- Project Extent
- BART Station
- School
- Library
- Grocery Store
- Medical Center
- College/University
- Bus Line
- Park
- MTC Community of Concern

ATP CYCLE 5 QUICK-BUILD PROJECT APPLICATION
PART C – ATTACHMENTS

Attachment I: Additional Attachments

Additional Attachment 2: US Census OnTheMap Outputs

City of Berkeley, CA

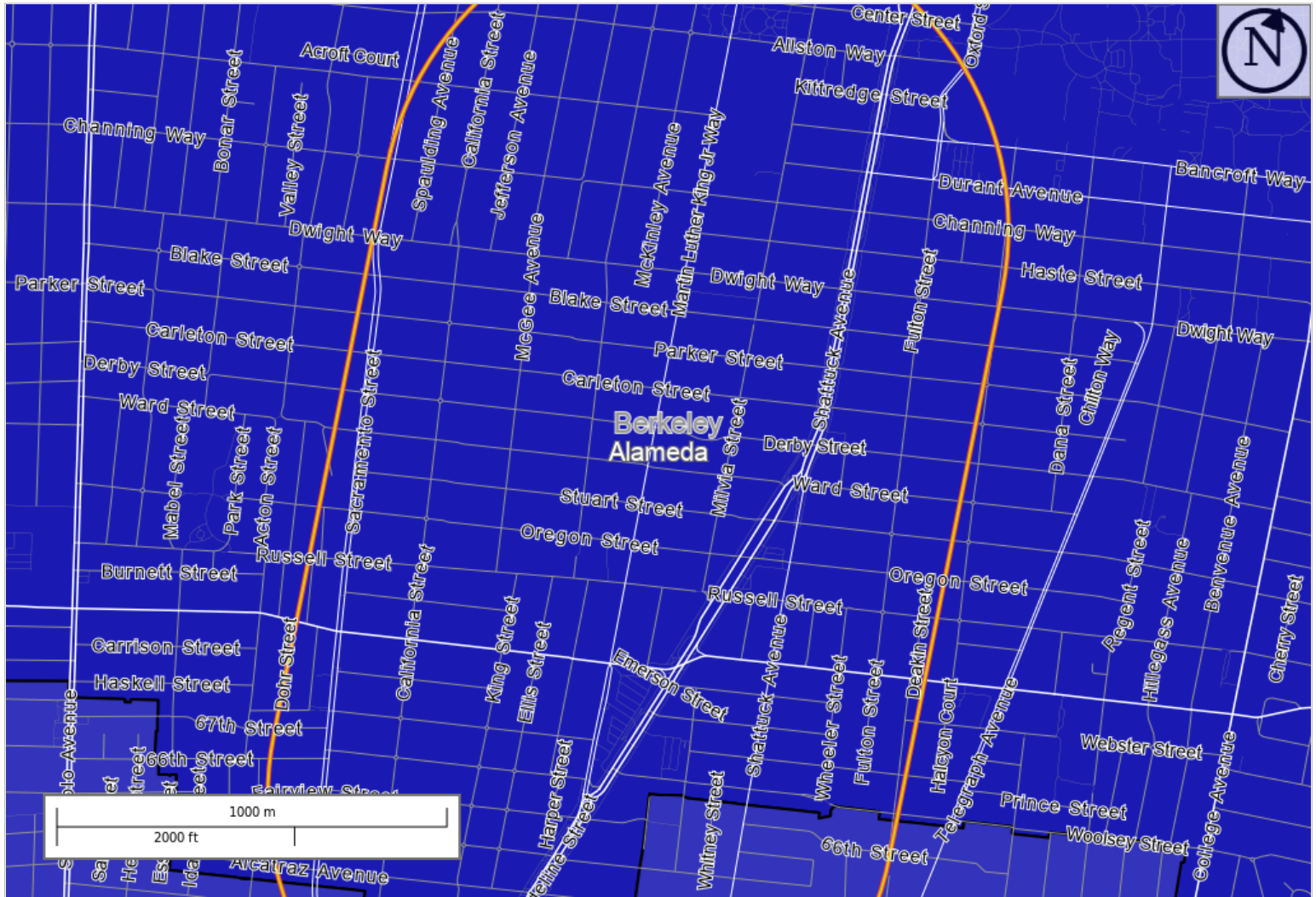
Martin Luther King (MLK) Jr. Way Vision Zero Phase I Quick-Build Project

Work Destination Report - Home Selection Area to Work Places (Cities, CDPs, etc.)

All Jobs for All Workers in 2017

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 05/08/2020

Counts of All Jobs from Home Selection Area to Work Places (Cities, CDPs, etc.) in 2017 All Workers



Map Legend

Job Count

- 3,324
- 2,810
- 2,076
- 290
- 213
- 194
- 180
- 139
- 121
- 118

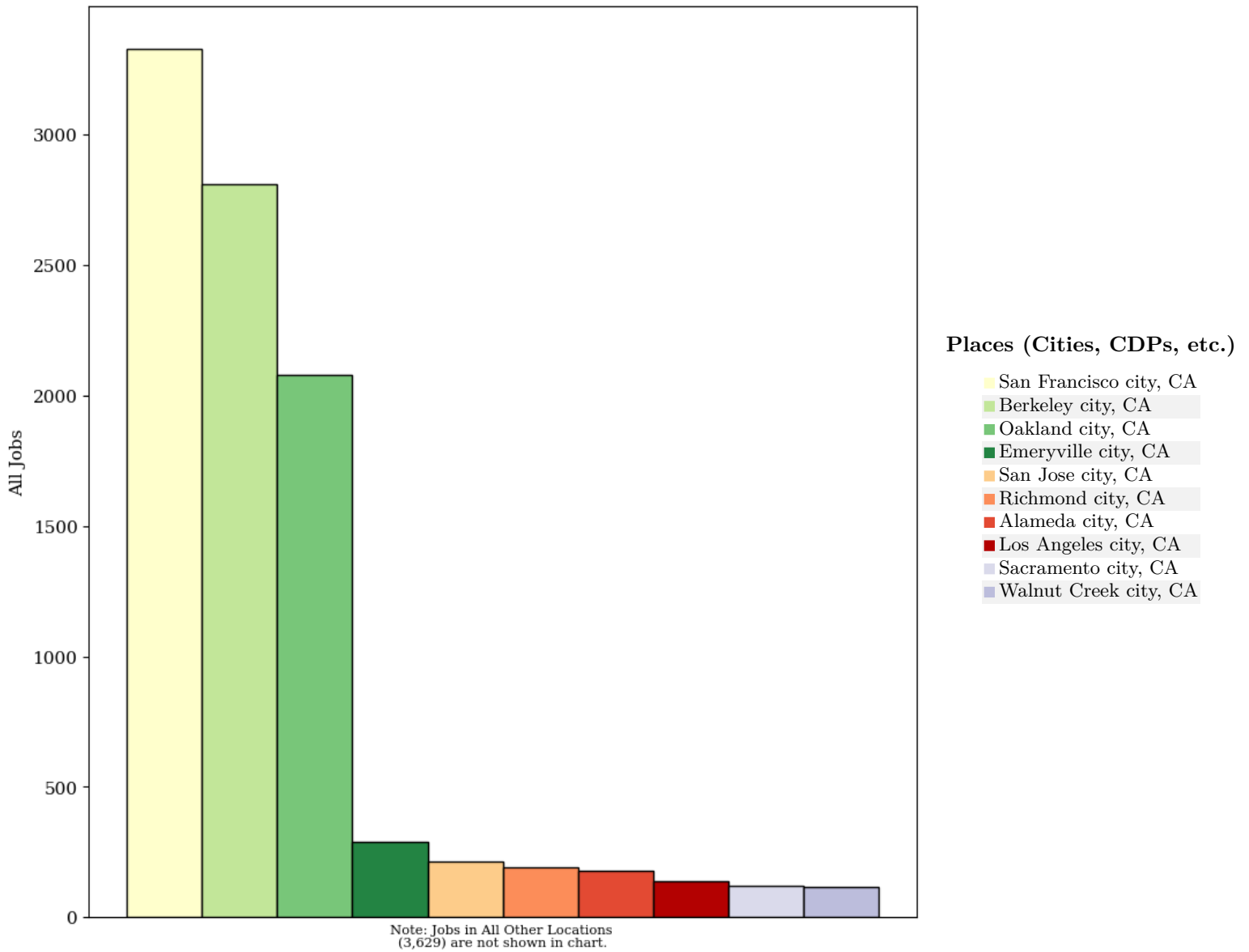
Selection Areas

- 📍 Analysis Selection



All Jobs from Home Selection Area to Work Places (Cities, CDPs, etc.) in 2017

All Workers



All Jobs from Home Selection Area to Work Places (Cities, CDPs, etc.) in 2017

All Workers

Places (Cities, CDPs, etc.) as Work Destination Area	2017	
	Count	Share
All Places (Cities, CDPs, etc.)	13,094	100.0
San Francisco city, CA	3,324	25.4
Berkeley city, CA	2,810	21.5
Oakland city, CA	2,076	15.9
Emeryville city, CA	290	2.2
San Jose city, CA	213	1.6
Richmond city, CA	194	1.5
Alameda city, CA	180	1.4
Los Angeles city, CA	139	1.1
Sacramento city, CA	121	0.9
Walnut Creek city, CA	118	0.9
All Other Locations	3,629	27.7

Additional Information

Analysis Settings

Analysis Type	Destination
Destination Type	Places (Cities, CDPs, etc.)
Selection area as	Home
Year(s)	2017
Job Type	All Jobs
Selection Area	Selection Area Freehand Drawing buffered 0.50 miles
Selected Census Blocks	372
Analysis Generation Date	05/08/2020 00:34 - OnTheMap 6.6
Code Revision	d7f8a300c9f4e458f61bc73d3099ca2cb8f8feaa
LODES Data Version	20170818

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2017).

Notes

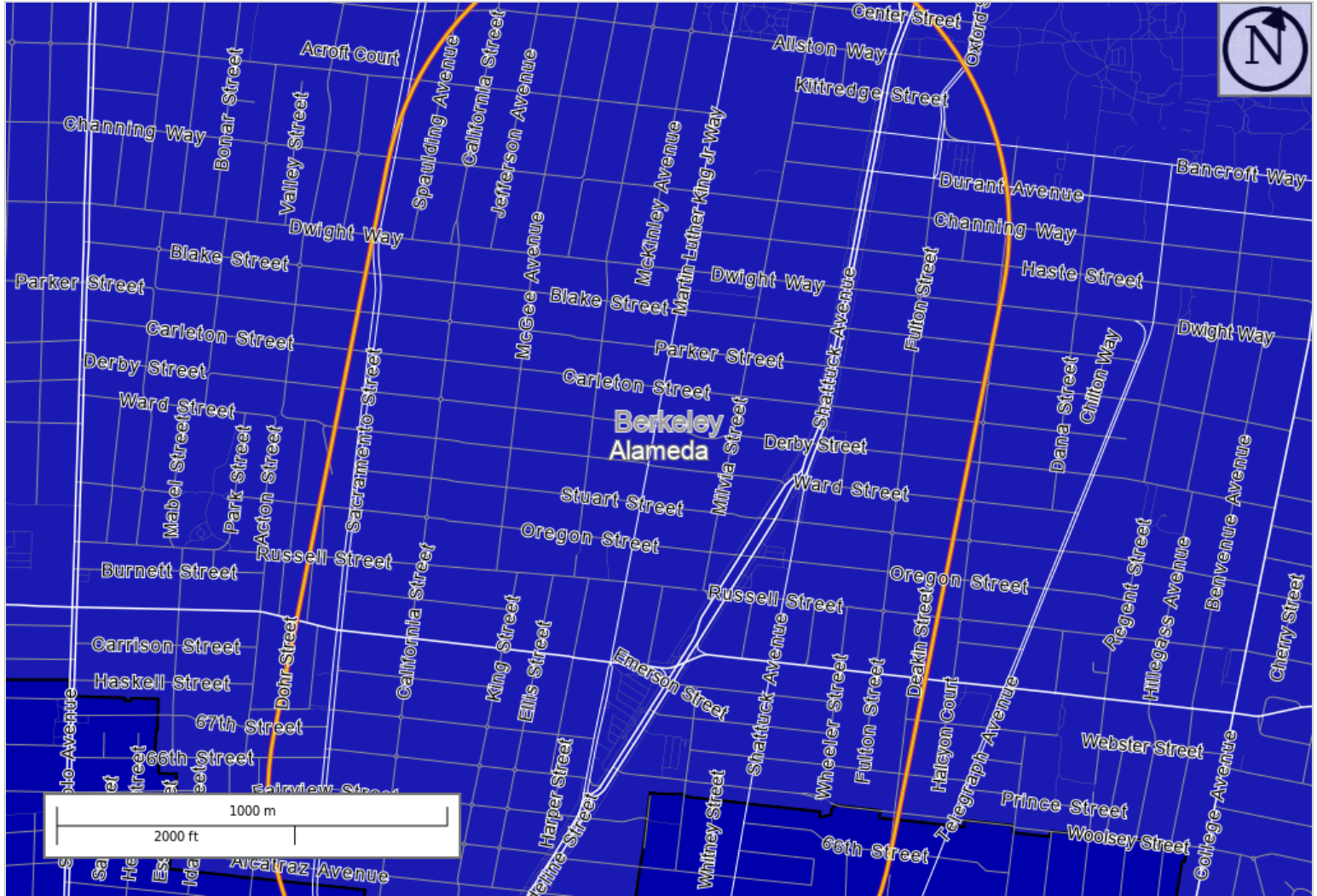
1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.
4. Data on Federal employment are not available after 2015.

Home Destination Report - Work Selection Area to Home Places (Cities, CDPs, etc.)

All Jobs for All Workers in 2017

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 05/08/2020

Counts of All Jobs from Work Selection Area to Home Places (Cities, CDPs, etc.) in 2017 All Workers



Map Legend

Job Count

- 2,631
- 2,249
- 834
- 743
- 321
- 298
- 240
- 231
- 200
- 196

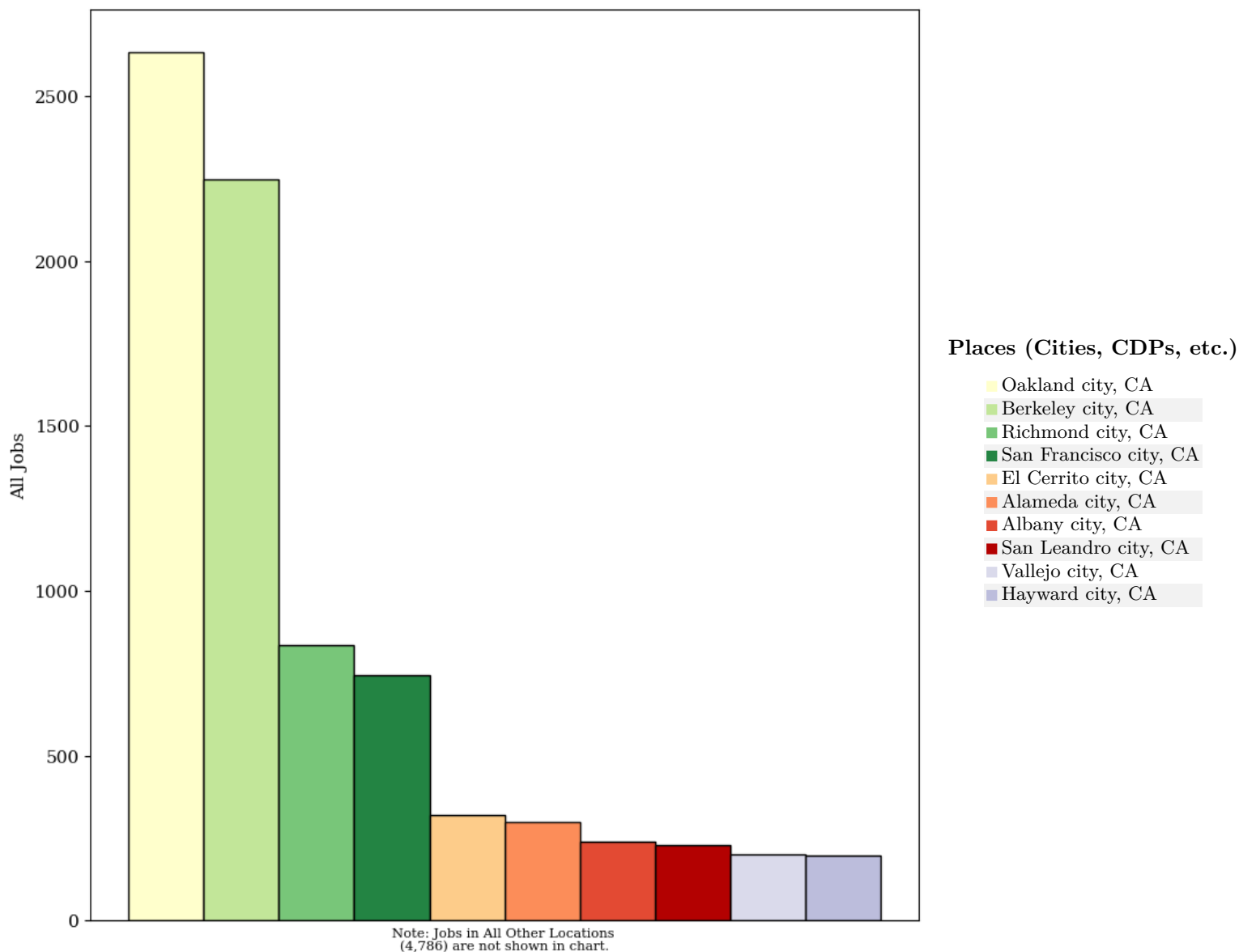
Selection Areas

- 🔴 Analysis Selection



All Jobs from Work Selection Area to Home Places (Cities, CDPs, etc.) in 2017

All Workers



All Jobs from Work Selection Area to Home Places (Cities, CDPs, etc.) in 2017

All Workers

Places (Cities, CDPs, etc.) as Home Destination Area	2017	
	Count	Share
All Places (Cities, CDPs, etc.)	12,729	100.0
Oakland city, CA	2,631	20.7
Berkeley city, CA	2,249	17.7
Richmond city, CA	834	6.6
San Francisco city, CA	743	5.8
El Cerrito city, CA	321	2.5
Alameda city, CA	298	2.3
Albany city, CA	240	1.9
San Leandro city, CA	231	1.8
Vallejo city, CA	200	1.6
Hayward city, CA	196	1.5
All Other Locations	4,786	37.6

Additional Information

Analysis Settings

Analysis Type	Destination
Destination Type	Places (Cities, CDPs, etc.)
Selection area as	Work
Year(s)	2017
Job Type	All Jobs
Selection Area	Selection Area Freehand Drawing buffered 0.50 miles
Selected Census Blocks	372
Analysis Generation Date	05/08/2020 00:35 - OnTheMap 6.6
Code Revision	d7f8a300c9f4e458f61bc73d3099ca2cb8f8feaa
LODES Data Version	20170818

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2017).

Notes

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2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.
4. Data on Federal employment are not available after 2015.

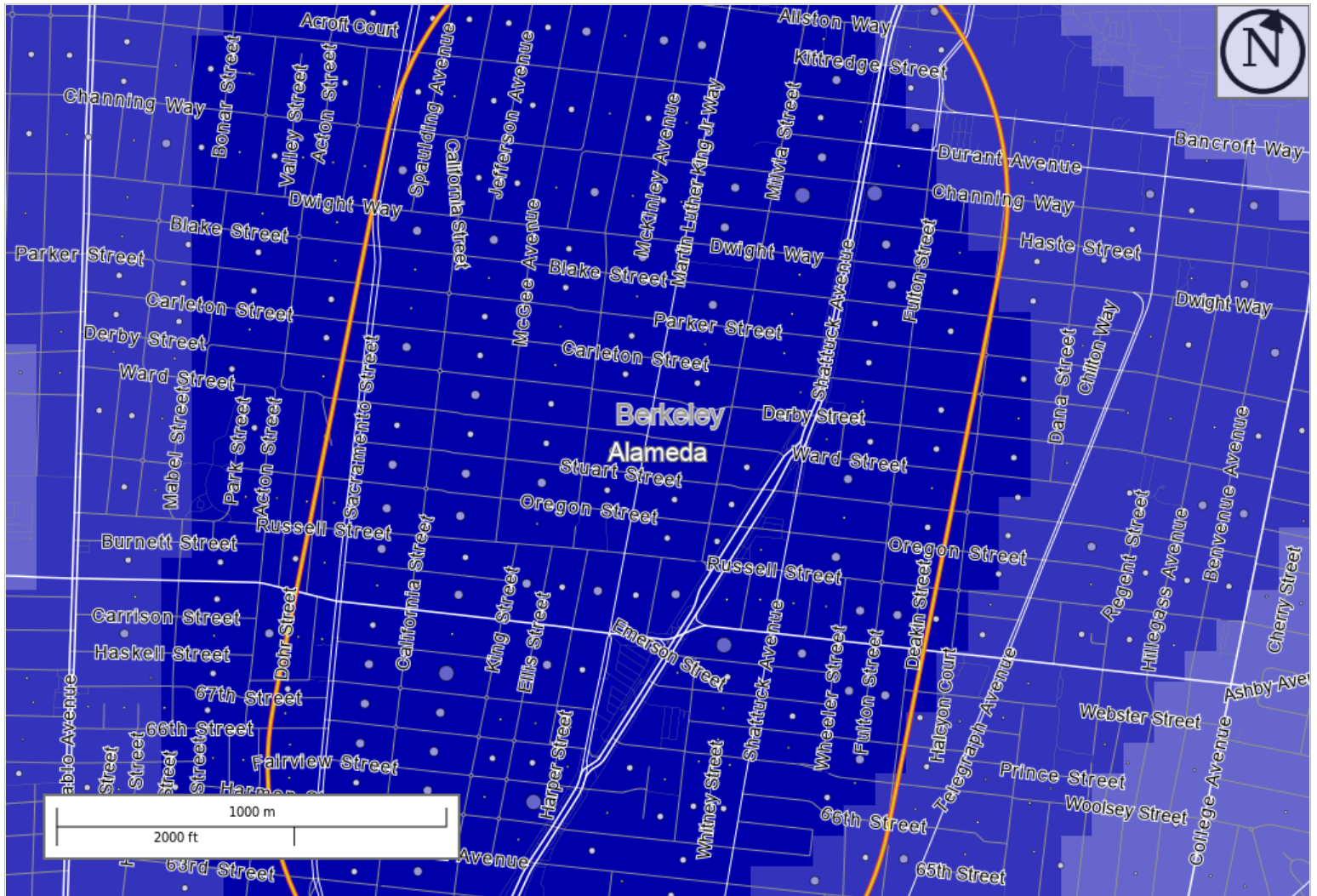
Distance/Direction Report - Work to Home

All Jobs for All Workers in 2017

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 05/08/2020

Counts and Density of Home Locations for All Jobs in Work Selection Area in 2017

All Workers



Map Legend

Job Density [Jobs/Sq. Mile]

- 5 - 27
- 28 - 95
- 96 - 208
- 209 - 365
- 366 - 569

Job Count [Jobs/Census Block]

- 1 - 2
- 3 - 5
- 6 - 11
- 12 - 20
- 21 - 31

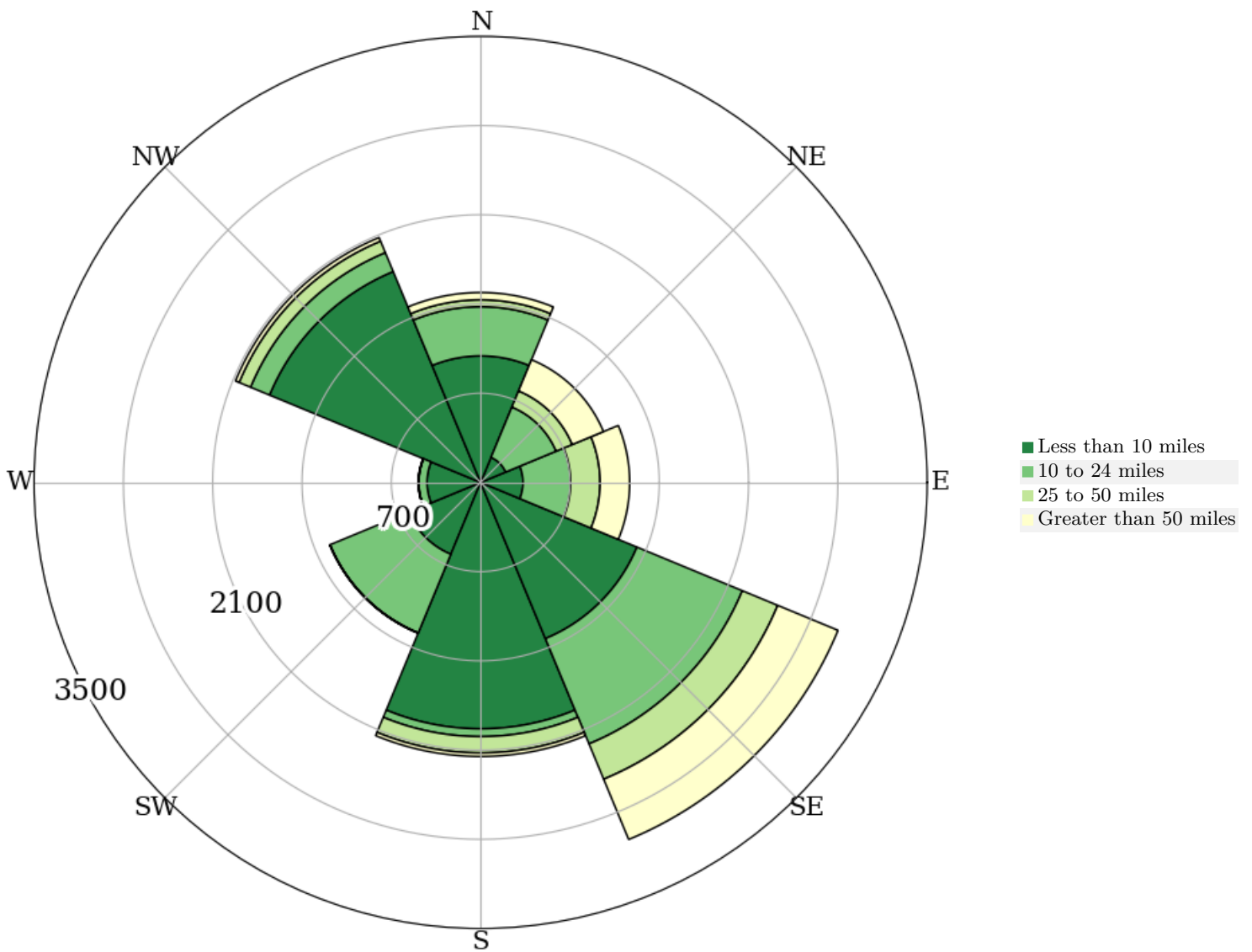
Selection Areas

- 🔷 Analysis Selection



All Jobs for All Workers in 2017

Distance and Direction from Work Census Block to Home Census Block, Employed in Selection Area



All Jobs for All Workers in 2017

Distance from Work Census Block to Home Census Block, Employed in Selection Area

Distance	2017	
	Count	Share
Total All Jobs	12,729	100.0
Less than 10 miles	7,617	59.8
10 to 24 miles	3,036	23.9
25 to 50 miles	949	7.5
Greater than 50 miles	1,127	8.9

Additional Information

Analysis Settings

Analysis Type	Distance/Direction
Selection area as	Work
Year(s)	2017
Job Type	All Jobs
Selection Area	Selection Area Freehand Drawing buffered 0.50 miles
Selected Census Blocks	372
Analysis Generation Date	05/08/2020 00:32 - OnTheMap 6.6
Code Revision	d7f8a300c9f4e458f61bc73d3099ca2cb8f8feaa
LODES Data Version	20170818

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2017).

Notes

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2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.
4. Data on Federal employment are not available after 2015.

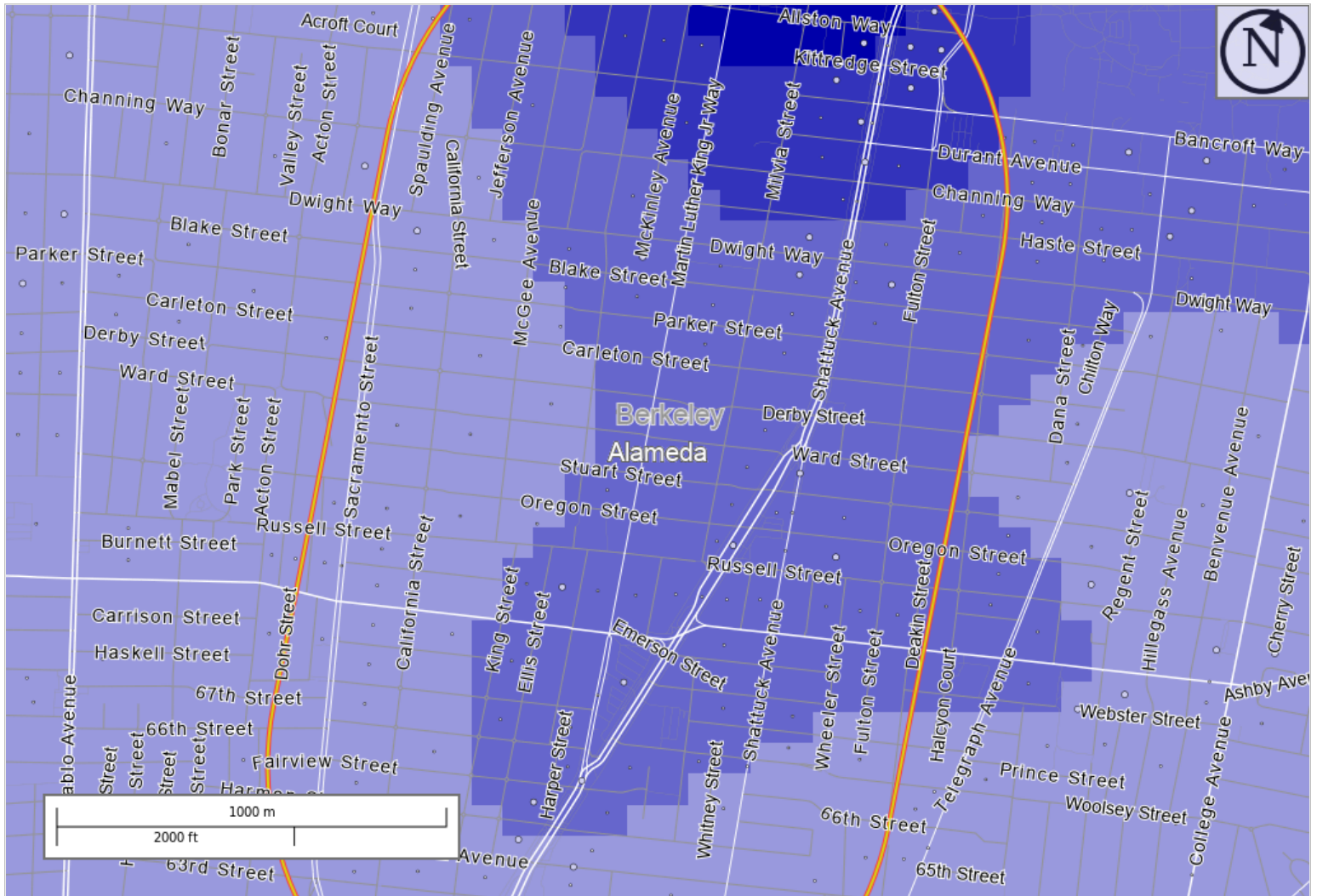
Distance/Direction Report - Home to Work

All Jobs for All Workers in 2017

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 05/08/2020

Counts and Density of Work Locations for All Jobs in Home Selection Area in 2017

All Workers



Map Legend

Job Density [Jobs/Sq. Mile]

- 5 - 79
- 80 - 302
- 303 - 674
- 675 - 1,195
- 1,196 - 1,865

Job Count [Jobs/Census Block]

- 1 - 5
- 6 - 38
- 39 - 127
- 128 - 301
- 302 - 587

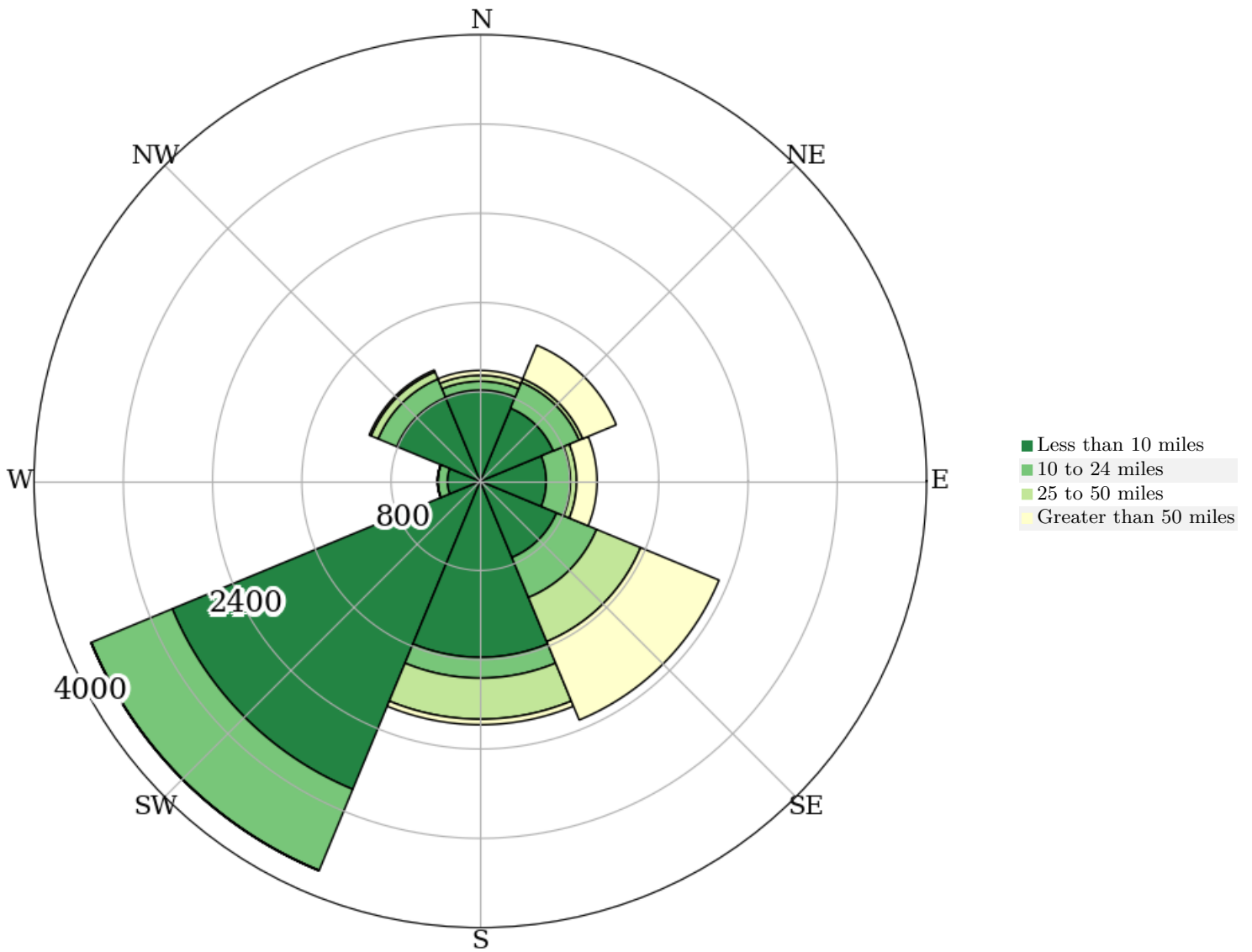
Selection Areas

- 📍 Analysis Selection



All Jobs for All Workers in 2017

Distance and Direction from Home Census Block to Work Census Block, Living in Selection Area



All Jobs for All Workers in 2017

Distance from Home Census Block to Work Census Block, Living in Selection Area

Distance	2017	
	Count	Share
Total All Jobs	13,094	100.0
Less than 10 miles	8,528	65.1
10 to 24 miles	2,173	16.6
25 to 50 miles	1,009	7.7
Greater than 50 miles	1,384	10.6

Additional Information

Analysis Settings

Analysis Type	Distance/Direction
Selection area as	Home
Year(s)	2017
Job Type	All Jobs
Selection Area	Selection Area Freehand Drawing buffered 0.50 miles
Selected Census Blocks	372
Analysis Generation Date	05/08/2020 00:29 - OnTheMap 6.6
Code Revision	d7f8a300c9f4e458f61bc73d3099ca2cb8f8feaa
LODES Data Version	20170818

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2017).

Notes

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2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.
4. Data on Federal employment are not available after 2015.

**ATP CYCLE 5 QUICK-BUILD PROJECT APPLICATION
PART C – ATTACHMENTS**

Attachment I: Additional Attachments

Additional Attachment 3: City Council Resolution

City of Berkeley, CA

Martin Luther King (MLK) Jr. Way Vision Zero Phase I Quick-Build Project

RESOLUTION NO. 69,473-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.

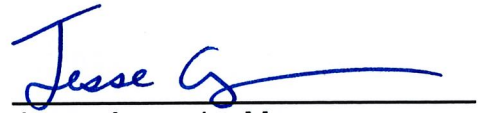
NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to submit a grant application to the California Active Transportation Program for Martin Luther King Jr. Way Vision Zero Phase I Quick Build for the amount of up to \$600,000; and accept the grants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

The foregoing Resolution was adopted by the Berkeley City Council on June 30, 2020 by the following vote:

Ayes: Bartlett, Davila, Droste, Hahn, Harrison, Kesarwani, Robinson, Wengraf, and Arreguin.

Noes: None.

Absent: None.



Jesse Arreguin, Mayor

Attest: 

Mark Numainville, City Clerk