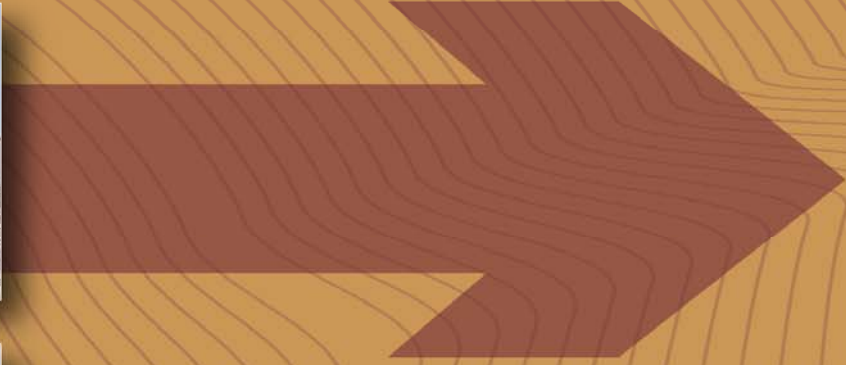


West Berkeley Circulation Master Plan

Implementation, Financing and TDM



Meeting of the West Berkeley Project Area Committee

March 12, 2009

Purpose of This Meeting



- **Review/Discuss Final WBCMP Deliverables**
 - **Financial Plan**
 - **Implementation Plan**
 - **Transportation Demand Management (TDM) Plan**

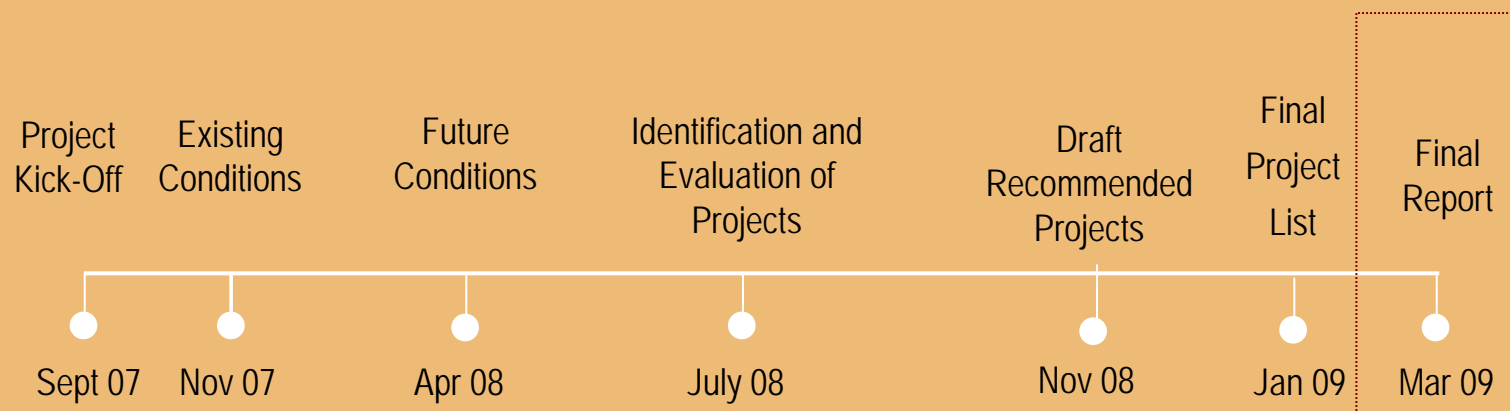
Project Description



- **Goal:**

- To provide a comprehensive, long-range plan for the development of the transportation network and operations in West Berkeley

- **Schedule:**



Financial Plan



- **Funding for the West Berkeley Circulation Master Plan was viewed from three perspectives:**
 - Universe of funding
 - Types of eligible funding linked to projects
 - Possible sources of new revenues
- **Scope of funding being sought is broad**
 - Total is \$106 million in one time capital funds
 - Removing 4 biggest ticket items brings it to \$27 million

Financial Plan



- **Factors for funding**
 - **Project readiness**
 - **Availability of match funds (plan for 20 percent) ~20 million**
 - **Necessity to prioritize and plan over time**
 - **Importance of having projects in planning documents**

Implementation Plan



- **Packaging of “High Priority” Projects**
- **Guidance on Model Use**
 - **Intended Use**
 - **Database/Updating**

Implementation Plan



- **Project elements identified for implementation**
 - **Status**
 - **Funding Potential**
 - **Lead Agency**
 - **Cost**
 - **Next Steps**
 - **Eligibility for Categorical Exclusion**
- **Estimated Phasing Timeline**

Implementation Plan



- **Packaging of “High Priority” Projects**
 - Status and Estimated Funding Potential

		FUNDING POTENTIAL		
		HIGH	MEDIUM	LOW
STATUS	READY	PACKAGE “A” (SEE TABLE 1)	PACKAGE “B” (SEE TABLE 2)	PACKAGE “C” (SEE TABLE 3)
	NOT-READY	PACKAGE “D” (SEE TABLE 4)	PACKAGE “E” (SEE TABLE 5)	PACKAGE “F” (NONE IDENTIFIED)

Package Summary



Package	Status	Funding Potential	Total O&M Cost (millions)	Total Capital Cost (millions)	% of Priority Project Capital Cost	% of All Project Capital Cost
A	Ready	High	\$ 2.8	\$ 1.3	2.2%	1.2%
B	Ready	Medium	\$1.6	\$ 1.1	1.9%	1.1%
C	Ready	Low	\$ 2.5	\$ 0.3	0.5%	0.3%
D	Not Ready	High	\$ 1.2	\$ 37.6	64.0%	35.5%
E	Not Ready	Medium	\$ 1.7	\$ 18.4	31.4%	17.4%
Total (High Priority)			\$ 9.8	\$ 58.7	100.0%	55.5%
Total (Low Priority)			\$ 3.4	\$47.1		
Total (All Projects)			\$ 13.2	\$105.8		

Project Breakdown



Project	Capital Cost (millions)	% of All Priority Project Cost
Gilman Grade Separation	\$ 20.3	35%
Gilman Roundabouts	\$ 15.6	27%
Rail Crossing Improvements (4 quad gates - not including Gilman grade sep.)	\$ 13.6	23%
Subtotal	\$ 49.5	85%
All Other Projects	\$ 9.2	15%
Total	\$ 58.7	100%

Intended Model Use



- **Sensitivity Testing (Areawide)**
 - **City Planning/Transportation Staff**
- **Traffic Impact Studies (Project Level)**
 - **Private Developers/City Transportation Staff**

Next Steps



- **Meet with partnering agencies**
- **Program EIR**
- **Transportation Nexus Study**
- **Restructure Traffic Impact Guidelines**



Transportation Demand Management (TDM)

Why TDM?



- **Supports citywide goals**
 - **General Plan**
 - **Climate Action Plan**
 - **West Berkeley Plan**
- **Critical to meet future travel needs**
 - **Traffic network already at or near capacity**
 - **Significant local and regional demand expected**
 - **Little ability or desire to expand to meet auto needs**

Types of TDM



- **Demand Management**
 - Roadway pricing, parking pricing, etc.
- **Programs and Strategies**
 - Transit subsidies, rideshare coordination, etc.
- **Alternative Mode Improvements**
 - Car sharing, bike storage, shuttles, etc.

Estimated Effects of TDM



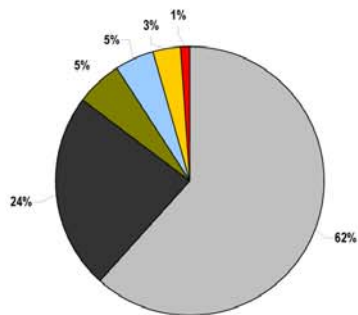
- **Background Conditions**
 - Parking Management
 - Transit Service
 - Bike Network
- **Individual TDM measure**
 - Parking cash-out
 - Transit “Easy Pass”
 - Covered bike storage
 - Etc.

Estimated Outcomes

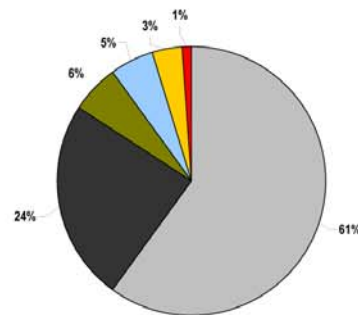


Package	TDM Intensity	Background Condition	Total Auto Trips (2007-2030)	Change from Baseline (Auto Trips)	
				Total	%
	Existing	Existing	2,418		
Example 1	Low	Existing	2,372	-45	-1.9%
	Low	Improved	2,042	-376	-15.6%
Example 2	High	Existing	2,255	-163	-6.7%
	High	Improved	1,803	-615	-25.4%

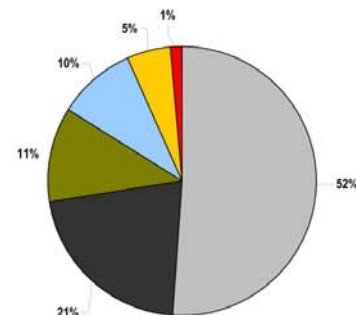
Estimated Outcomes



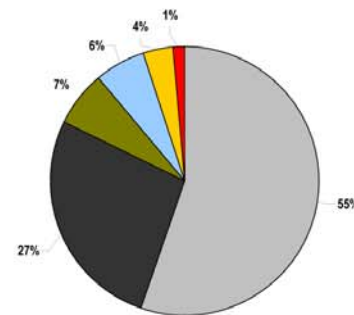
Existing



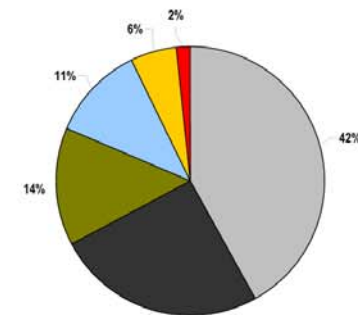
Example 1
(Low - Existing)



Example 1
(Low - Improved)



Example 2
(Low - Existing)



Example 2
(High - Improved)



TDM Next Steps



1. Support the **expansion of the TMA**;
2. Development of a **parking plan** that makes transit costs lower than single occupancy vehicle parking costs;
3. Support **increases in transit service**;
4. Support **increases in public bike parking**;
5. Implement a **transportation impact fee** program for new development which includes a consistent per trip fee by mode or define a common set of TDM measures to be used for all new development in West Berkeley;
 - Within this set, mandate select TDM measures in all new development;
 - Within this set, define optional TDM measures that afford developers additional incentives to add smart growth elements to their projects;
6. Require existing development to **adopt certain TDM measures**; and
7. Integrate West Berkeley into a larger **citywide wayfinding plan**

Questions



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