



5. Moving Forward

During the course of the BeST Plan development, the City of Berkeley's various divisions and departments that design and facilitate transportation-related capital improvements formed a Technical Advisory Committee (TAC). The work of the TAC identified a list of issues at different project delivery phases as they relate to implementing the City's Complete Streets Policy. The TAC later identified potential tools that could be developed to address many of those issues and potentially streamline project development, design, review and implementation. The following documents the identified issues and Complete Streets Policy implementation tools developed by the TAC.

Adapting to deliver the vision: The Berkeley Complete Streets Policy Implementation Strategy

Policy Distribution, Communication & Evaluation

1. Create, distribute, and post a summary of Complete Streets Policy in outline form.

2. Perform annual Complete Streets evaluation and reporting

... as a requirement of the Complete Streets Policy, establish performance metrics, in partnership with the Transportation Commission, for how well the streets and transportation system are serving different categories of users and meeting Climate Action Plan goals.

Staff Coordination

3. Hold regular Complete Streets implementation coordination meetings

... on a monthly or bimonthly basis to help ensure that plans and projects implement the Complete Streets Policy across departments and that private development is reviewed in coordination with adopted transportation plans.

Project Programming and Funding

4. Develop 5-Year Public Works Capital Improvement Program (CIP)

... that includes projection of Complete Streets project development, including funding sources and project management staff, to implement existing City plans (already underway).

5. Produce Complete Streets funding need report

... identifying staffing needs and other ongoing annual funding needs, including sidewalk maintenance and hardscape Complete Streets elements of repaving and green infrastructure projects.

Project Scoping

6. Develop a repaving and green infrastructure project Complete Streets Geographic Information System (GIS) map

... indicating design and traffic engineering features from adopted plans to incorporate into scheduled repaving of street segments and green infrastructure projects.

7. Develop a Complete Streets checklist

... with flow chart to ensure that design and traffic engineering elements for pedestrians, bicyclists, transit users, motorists, and movers of goods are being evaluated and incorporated into the scoping of projects according to adopted plans and wherever appropriate.

Project and Corridor Design

8. Adopt nationally recognized street design guidelines

... such as National Association of City Transportation Officials (NACTO) Urban Street Design Guidelines, Institute of Transportation Engineers (ITE) Guide for Urban Thoroughfares, Federal Highway Administration Guide for the Planning and Design of Separated Bike Lanes, NACTO Urban Bikeway Design Guide.

9. Develop and adopt a GIS map of priority networks for different modes of transportation

... utilizing adopted City and transit plans.

10. Develop a street typology

... for different types of streets in Berkeley showing typical mid-block and intersection cross-sections, based on common street widths, and options for widths and accommodation of sidewalks; bike, parking, bus and general purpose lanes; medians; emergency vehicle access; and traffic calming elements from different adopted plans.

11. Develop standard details for Complete Streets design features,

... such as sidewalk zones, sidewalk bulbouts and curb extensions, bus stop bulbs, median pedestrian and bicyclist refuge islands, and Class IV bikeways (separated from traffic by a vertical element, such as planters, bollards, on-street parking, or a raised curb).

Traffic Engineering & Analysis

12. Develop transportation operational analysis guidance and performance measures

... based on new and anticipated requirements and flexibility (vehicle miles traveled, safety, and multimodal performance).

13. Develop guidance on citywide or corridor-level evaluation of pedestrian and bicycle crossings

... including passive design elements and active traffic control devices.

14. Develop a signal management system

... including protocols for adaptive signals with transit and emergency vehicle signal priority on major routes, for use of bike signals, and for integrating accessible pedestrian signals with optimal pedestrian signal indications and timing.

15. Complete a curb management study and develop a curb use inventory and guidance

... to more efficiently plan for goods and people movement and safety.

Prioritized Tools

The Technical Advisory Committee identified a total of 15 tools needed to fully implement the Complete Streets Policy, prioritizing them as follows.

Near-Term Implementation: FY 16-17

1. Create, distribute, and post a summary of Complete Streets Policy.
2. Perform annual Complete Streets evaluation and reporting (ongoing).
3. Hold regular Complete Streets implementation coordination meetings (ongoing).
4. Develop 5-Year Public Works Capital Improvement Program (CIP) (already underway).
5. Produce Complete Streets funding need report.
6. Develop a repaving and green infrastructure project Complete Streets GIS map.
7. Develop a Complete Streets checklist.
8. Adopt nationally recognized street design guidelines.

Mid-Term Implementation: FY 17-18 to FY 18-19

9. Develop and adopt a GIS map of priority networks for different modes of transportation.
10. Develop a street typology showing typical mid-block and intersection cross-sections.
11. Develop standard details for Complete Streets design features.
12. Develop transportation operational analysis guidance and performance measures.
13. Develop guidance on citywide or corridor-level evaluation of pedestrian and bicycle crossings (already underway through Bicycle Plan Update).

Longer-Term Implementation: FY 18-19 to FY 19-20

14. Develop a signal management system.
15. Complete a curb management study and develop a curb use inventory and guidance.

Local Funding

Berkeley has demonstrated a tremendous commitment to funding and implementing transportation projects by combining ballot measure monies, general revenues and fees.

Measure G, adopted in 2006, provides funding for Climate Action Planning and greenhouse gas emissions reduction throughout the City. **Measure M**, adopted in 2012, allots money for street repaving and rehabilitation and green infrastructure. Additionally, the City of Berkeley **Parking Revenue** is used for parking management and parking system maintenance. Berkeley also uses development fees, including the Downtown **Streets and Open Space Improvement Plan (SOSIP) development impact fee**, which provides funding for Downtown open space and streetscape improvements along major Downtown corridors.

City of Berkeley Revenue

Measure M

- Street repaving and rehabilitation
- Flood control, water quality and green infrastructure

Measure G

- Directs the City to reduce greenhouse gas emissions by 80 percent by year 2050
- Climate Action Planning
- Reduce greenhouse gas emissions throughout the City of Berkeley

Parking Revenue

- Parking management and system maintenance

Downtown Streets and Open Space Improvement Plan (SOSIP) Development Fee

- Development impact fee assessed in Downtown Berkeley for streetscape and public open space improvement projects

Other Funding

Alongside Berkeley's commitment to funding transportation investments, an unprecedented level of funding has become available for transportation improvements from all levels of government. These dollars include Measure B/BB Sales Tax funds and Vehicle Registration Fee funds distributed by the Alameda County Transportation Commission (Alameda CTC). Alameda CTC also distributes regional and federal grant funds including One Bay Area Grant (OBAG) dollars from the Metropolitan Transportation Commission (MTC).

Alameda County Revenue

Measure B/BB

- County ½ cent sales tax initiative for transportation improvements distributed through programmatic funding and competitive grant process for capital improvements and programs
- 2014 authorization increased the sales tax another ½ cent to a full cent sales tax
- Expenditure plan includes projects for all modes and all users including roadway repair, bicycle and pedestrian improvements, and transit expansion

Vehicle Registration Fees

- Local roadway improvements and repair (60%)
- Transit for congestion relief (25%)
- Local transportation technology (10%)
- Bicycle and pedestrian improvements (5%)

Bay Area Regional Revenue

MTC One Bay Area Grant Funds

- Federal competitive grant funds distributed through Alameda CTC and MTC
- Cities encouraged to develop transportation improvements in designated Priority Development Areas (PDAs), typically near dense housing and transit centers

State Revenue

Active Transportation Program

- Statewide competitive grant program administered by Caltrans and regional competitive grant program administered by MTC, both using State and federal funds
- Supports the development of plans, infrastructure projects, and education and outreach programs promoting walking, biking, and safe routes to school by these modes of transportation

Matching projects to funding opportunities to get them implemented

Over the next five years, the City of Berkeley will combine its discretionary funds with money from county, regional, state and federal competitive grants to develop its projects. The following pages document the progress and pending work the City expects to undertake to develop its priority projects.

Given that many of the prioritized projects are very large and contain several millions of dollars' worth of improvements, those projects will be phased such that smaller sets of projects are spun off and completed, while others are phased for a later period. A prime example of this is the Southside Area Project. This project contains several types of improvements for people walking, bicycling, riding transit and driving in the Southside Berkeley Area. A larger project within that area project bundle is the Southside Complete Streets project. The arrows beneath its progress bar illustrate that the City is currently using its own discretionary money to complete project development and scoping for this project. Following that effort, the City expects to combine its money with that of other agencies, including UC Berkeley and AC Transit, to complete the other project phases through final construction of the project. More information regarding that detailed project phasing and scheduling will be made available during each of the individual project's respective public engagement periods.

A limitation of the project evaluation process described in the previous chapter is that a project that intentionally addresses only one or two modes of transportation cannot score as highly as projects that address more modes of transportation, regardless of how critically needed the project is for the one or two modes that it benefits. This is problematic when such a project or project bundle does not fit well within a high-scoring project bundle. Two such cases are the High Priority Pedestrian Plan Projects and the Ohlone Greenway Project. The former is intended to address pedestrian safety and access needs throughout the City, as identified in the City's adopted Pedestrian Master Plan. The latter project will rehabilitate the City's heavily used Ohlone Greenway pedestrian and bicycle path, as well as widen segments of it and realign certain locations to meet current capacity needs. In recognition of the timeliness of the High Priority Pedestrian Plan Projects and the Ohlone Greenway Project, these have been moved onto the list of project bundles for which funding will be sought for one or more project phases over the next five years.



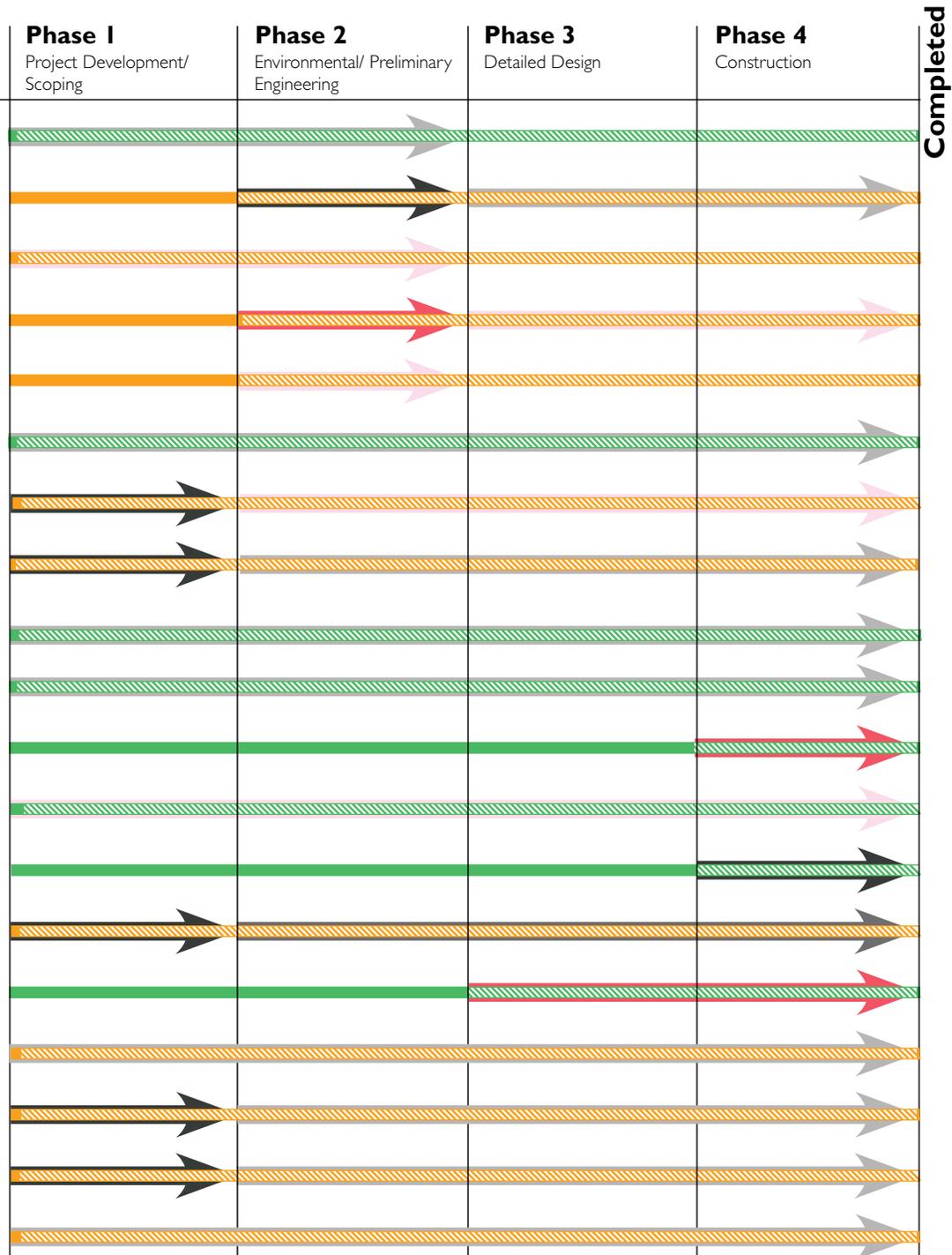
* Large project: partial completion in next 5 years

Expected project implementation over next 5 years is indicated with these arrows



Five-Year Priority Projects

Project Name



Alameda CTC Multimodal Corridor Projects

In addition to the City of Berkeley's prioritized projects to be developed over the next five years, Alameda CTC has identified four additional priority corridors for which they intend to provide funding. The multimodal corridor projects they have identified for study represent key cross-county corridors that connect multiple cities and align with AC Transit's priority transit routes. The millions of

dollars provided through the program are expected to advance four corridors in Berkeley through the environmental analysis and preliminary engineering phases. The City of Berkeley will work to support this effort by representing its residents and employees.



* Large project: partial completion in next 5 years

Expected project implementation over next 5 years is indicated with these arrows



