

Appendix 3

Berkeley Strategic Transportation Plan

Addendum

September 2018

Table of Contents

Section I: Five-Year Priority Project Update.....	I
Section II: Incorporating Vision Zero into the BeST Plan.....	5

Appendix 3. Berkeley Strategic Transportation Plan Addendum

Since the 2016 adoption of the Berkeley Strategic Transportation Plan (BeST Plan), the City of Berkeley has made strides in project development, safety policies, and complete-streets design thinking. This appendix serves as an addendum to the BeST Plan to provide:

- An update on the 2016 BeST Plan five-year priority projects to demonstrate progress on these projects and to add a project that has gained public interest and support; and
- Integration of Vision Zero into the BeST Plan goals to reflect the City's adoption of a Vision Zero Policy and forthcoming development of a Vision Zero Action Plan.

Section I: Five-Year Priority Project Update

The City has made significant progress on the Plan's five-year priority projects since the BeST Plan adoption in 2016. **Figure I** provides an updated priority project status chart. **Table I** provides additional information on the status of the priority projects and adds the Shattuck-Adeline Greenway project to the list of five-year priority projects. The Shattuck-Adeline Greenway project would reallocate and repurpose space within the corridor, which owes its ample width to past interurban rail lines, in order to provide a community gathering place and space for walking and bicycling. The project would extend from the intersection of Shattuck and Allston Streets to the Emeryville border, where it would then connect through Emeryville to the Bay Trail.



Protected Bike Lanes and Bus Boarding Islands on Hearst Avenue

Figure 1: Five-Year Priority Projects: Status of 2016 Project List

Five-Year Priority Projects

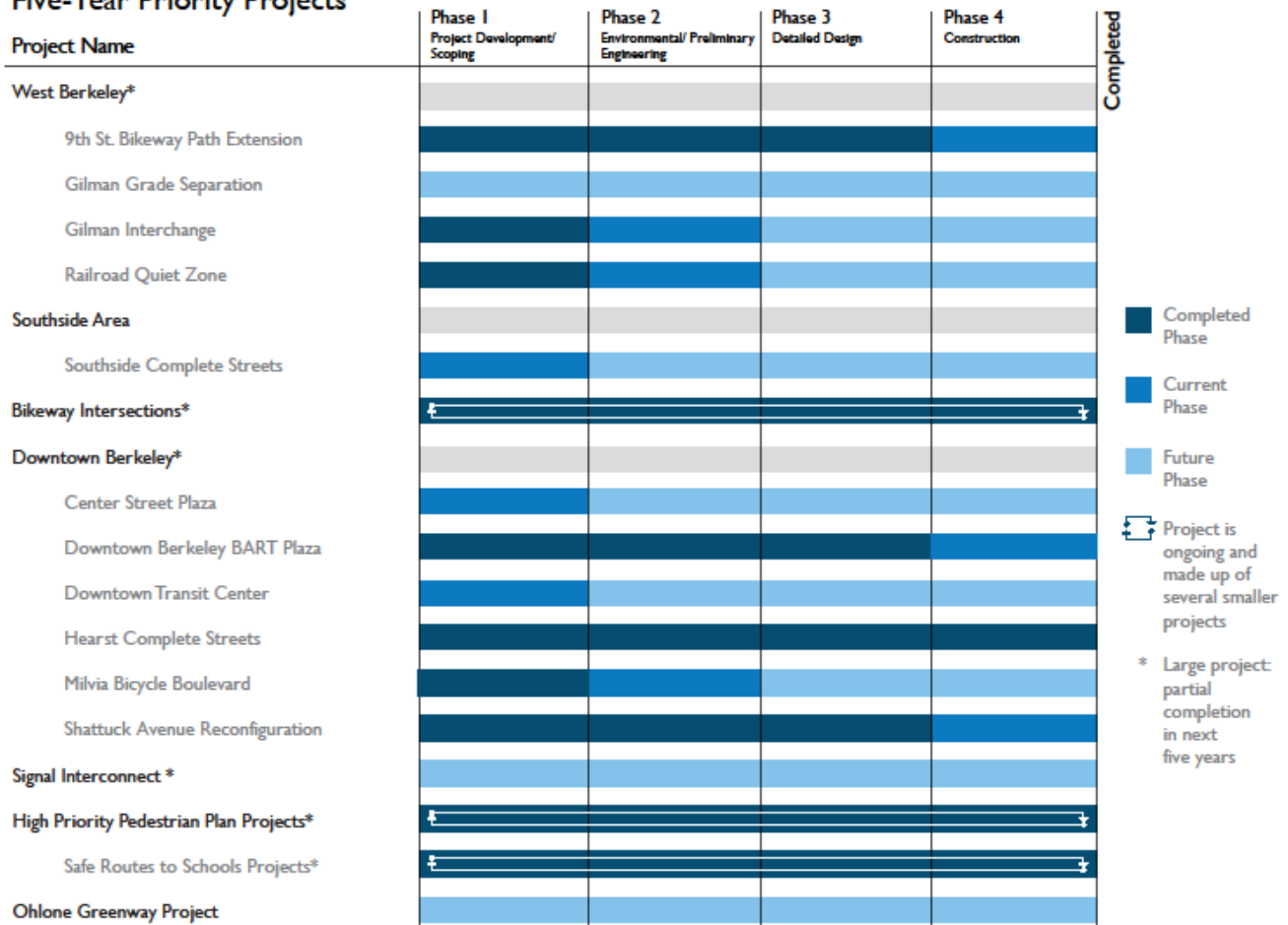


Table I: Five-Year Priority Projects: Updated Project List^{1,2}

PROJECT	LEAD	COMPLETE	FUNDING STATUS ³	IN BERKELEY STRATEGIC PLAN ⁴	CURRENT PHASE
Hearst Complete Streets	COB	✓		Yes	--
Downtown Berkeley BART Plaza	COB	✓		Yes	--
Bike Boulevard Intersection: Virginia St at Martin Luther King Jr. Way Rectangular Rapid Flashing Beacon (RRFB)	COB	✓		Yes	--
Safe Routes to School: Emerson Elementary and King Middle School	COB	✓		Yes	--
9th Street Bikeway Path Extension	COB		✓	Yes	<i>Finalizing Construction Bid Documents</i>
Gilman Interchange	Alameda CTC		✓	Yes	<i>Environmental Planning/Preliminary Engineering</i>
Southside Complete Streets	COB		✓	Yes (Dana Street portion)	<i>Project Development/Scoping</i>
Bike Boulevard Intersections:	COB		✓	Yes	<i>See the following four rows:</i>
Hillegass at Ashby Ave Pedestrian Hybrid Beacon (PHB)	COB		✓	Yes	<i>Construction</i>
Virginia at Sacramento Street PHB	COB		✓	Yes	<i>Environmental Planning/Preliminary Engineering</i>
Virginia at San Pablo Avenue PHB	Caltrans ⁵		✓	Yes	<i>Environmental Planning/Preliminary Engineering</i>
California Street at Ashby RRFB	Caltrans ⁵		✓	Yes	<i>Environmental Planning/Preliminary Engineering</i>
Shattuck Avenue Reconfiguration	COB		✓	Yes	<i>Finalizing Construction Bid Documents</i>
Sacramento St/North Berkeley BART Complete Streets	COB		✓	Yes (Virginia Street crossing)	<i>Environmental Planning/Preliminary Engineering</i>
Safe Routes to School: LeConte Elementary and John Muir Elementary	COB		✓	Yes	<i>Construction</i>
Railroad Quiet Zone	COB		X		<i>Environmental Planning/Preliminary Engineering</i>
Center Street Plaza	COB		X	Yes	<i>Conceptual Design</i>
Milvia Bikeway	COB		X	Yes	<i>Environmental Planning/Preliminary Engineering</i>
Downtown Transit Center	COB		X		<i>Project Development/Scoping</i>
Gilman Grade Separation	COB		O		--

Table I: Five-Year Priority Project Status Updates^{1,2} (Continued)

PROJECT	LEAD	COMPLETE	FUNDING STATUS ³	IN BERKELEY STRATEGIC PLAN ⁴	CURRENT PHASE
Bike Boulevard Intersections ⁶	COB		O	Yes	--
Signal Interconnect and Transit Signal Priority Project ⁷	COB		O		--
High Priority Pedestrian Plan Projects	COB		O ⁸	Yes	--
Safe Routes to School Projects	COB		O ⁸	Yes	--
Ohlone Greenway Rehabilitation and Street Crossing Project	COB		O	Yes (street crossing upgrades during repaving projects)	--
Shattuck-Adeline Greenway Project	COB		X	No	Conceptual Design

Notes:

1. Project status are as of August 2018. Figure I and Table I are updates to the table shown on page 69 of the BeST Plan.
2. COB = City of Berkeley; Alameda CTC = Alameda County Transportation Authority
3. ✓ = Fully Funded and Project Development Underway; X = Partially Funded; O = Seeking Funding
4. The City of Berkeley 2018-2019 Strategic Plan was passed by the Council of the City of Berkeley to help prioritize projects and programs to help meet the City’s goals. The Plan can be read here: https://www.cityofberkeley.info/Clerk/City_Council/2018/01_Jan/Documents/2017-01-16_VWS_Item_02_Proposed_Strategic_Plan.aspx
5. The City of Berkeley is engaging with Caltrans to refine projects to better serve both pedestrians and bicyclists.
6. Nine intersections are prioritized for the first phase of future funding: Woolsey Bike Boulevard (BB) at Shattuck; Russell BB at San Pablo Ave, Sacramento St, Adeline, and Shattuck; Channing BB at San Pablo Ave and Sacramento St; California St BB at Dwight; Hillegass/Bowditch BB at Dwight.
7. First phase includes wayside signal upgrades to support transit signal priority on University Ave between Oxford and San Pablo Ave, and on San Pablo Ave. The second phase includes Telegraph Ave.
8. High Priority Pedestrian Plan Projects and Safe Routes to School Projects are ongoing projects and include projects at various phases.

Section II: Incorporating Vision Zero into the BeST Plan

The BeST Plan builds upon and enhances existing City goals and policies to help the City achieve Berkeley's transportation vision of Complete Streets. Included are goals and policies oriented towards ensuring the safety of all users, in support of Vision Zero. The term "Vision Zero" describes a systemic, proactive approach to transportation safety that strives to eliminate all deaths and severe injuries on City roadways through evidence-based engineering, supported by education and enforcement.

In March 2018, the Council of the City of Berkeley showed its commitment to Vision Zero by passing a Vision Zero Policy resolution that establishes a goal of eliminating traffic deaths and severe injuries in the City by 2028. The resolution also calls for establishing a multidisciplinary Vision Zero Task Force to advise Council on the development and implementation of a Vision Zero Action Plan. The City plans to convene the multidisciplinary Task Force and develop and adopt the Action Plan during Fiscal Year 2018-19. On the following pages is the Vision Zero Policy approved by Council.



City of Berkeley Vision Zero Policy

Approved March 27, 2018

IN SUPPORT OF VISION ZERO

WHEREAS, the City of Berkeley wants a safe and healthy city where we do everything possible to avoid traffic-related injuries and fatalities; and

WHEREAS, Berkeley City Council adopted the Berkeley Strategic Transportation (BeST) Plan in 2016 which included a recommendation that the City develop a Vision Zero policy with the goal of eliminating the number of fatal and severe traffic injuries; and

WHEREAS, cars and trucks produce greenhouse gas emissions when they burn gasoline or other fossil fuels, which contributes to human-made climate change; and

WHEREAS, transportation-related greenhouse gas emissions are increasing in Berkeley and now accounted for 56% of Berkeley's greenhouse gas emissions; and

WHEREAS, the City of Berkeley's vulnerabilities to climate change include sea level rise and flooding, heat waves, damage to local ecosystems, and risks to the city's transportation and water infrastructure; and

WHEREAS, the City of Berkeley's Climate Action Plan supports measures that increase walking, transit ridership, ridesharing and bicycling to achieve greenhouse gas reduction goals; and

WHEREAS, according to the December 2017 Council work session report "Development of a Vision Zero Traffic Safety Policy," pedestrians and bicyclists are the most vulnerable road users and account for 29-36% of all traffic deaths in Berkeley; and

WHEREAS, the California Office of Traffic Safety consistently ranks Berkeley as having more pedestrian and bicycle injuries than other California cities its size; and

WHEREAS, many more people choose to walk, bike, and take transit in Berkeley than in most other cities in California and the United States; and

WHEREAS, measures to make Berkeley's streets safer for all road users, particularly those who are most physically vulnerable, will further encourage people to walk, bike, and take transit; and

WHEREAS, the City of Berkeley's Complete Streets Policy (2012), Pedestrian Plan (2010), and Bicycle Plan (2017) all seek to reduce serious or fatal pedestrian and bicycle injuries; and

WHEREAS, Vision Zero is a data-driven strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, Vision Zero is founded on a Safe Systems approach that recognizes humans will make mistakes and roadway systems and policies should be designed to protect them; and

WHEREAS, Vision Zero road safety goals are accomplished through a combination of engineering, education, and enforcement measures; and

WHEREAS, Vision Zero was first implemented in Sweden, which now has one of the lowest annual rates of road deaths in the world, even as trips have increased; and

Berkeley Strategic Transportation Plan Addendum

WHEREAS, San Francisco, Santa Barbara, and Eugene (Oregon) are among 34 Vision Zero cities in the United States; and

WHEREAS, the Vision Zero Network's minimum criteria for recognizing Vision Zero cities include setting a clear goal of eliminating traffic fatalities and severe injuries within a set timeframe, publicly committing to Vision Zero, establishing a Vision Zero implementation plan or strategy, and engaging key city departments (including transportation, police, and public health); and

WHEREAS, the City of Berkeley Transportation Division collaborates with other departments to support policies, programs, and initiatives that promote safer streets such as the Traffic Calming Program, Safe Routes to School Program, and Pedestrian and Bicycle Plans; and

WHEREAS, a commitment to Vision Zero should create opportunities to invite meaningful input from the community, including communities that are disproportionately burdened by traffic collisions, and historically have been underserved.

NOW THEREFORE, BE IT RESOLVED that the Berkeley City Council adopts the Vision Zero goal of eliminating traffic deaths and severe injuries 2028.

BE IT FURTHER RESOLVED that a multi-disciplinary Vision Task Force will be formed to advise City Council on the development and implementation of a Vision Zero Action Plan, and shall be comprised of organizations and agencies with expertise in transportation, enforcement, education, public health, emergency response, equity, transit, biking, walking, and vehicles.

BE IT FURTHER RESOLVED that Berkeley City Council directs the Vision Zero Task Force to research a minimum of five years of data to identify dangerous behaviors causing death and injury, and geographic locations and populations which bear a disproportionate burden of fatal and severe crashes, and engage community in developing the Action Plan.

BE IT FURTHER RESOLVED that the Berkeley City Council directs the Vision Zero Task Force to develop assurances against racial profiling and targeting as it pertains to Vision Zero enforcement and to ensure that communities of color, police bureau, and community leadership are included in the decision-making and development of enforcement plans or policies.