



Office of the City Manager

CONSENT CALENDAR  
December 1, 2020

To: Honorable Mayor and Members of the City Council  
From: Dee Williams-Ridley, City Manager  
Submitted by: Liam Garland, Director, Department of Public Works  
Subject: Grant Applications: Highway Safety Improvement Program Cycle 10

RECOMMENDATION

Adopt Resolutions authorizing the City Manager to submit grant applications to the California Highway Safety Improvement Program Cycle 10 for the following projects: Protected Left-Turn Signals at multiple signalized intersections for up to \$6 million and Sacramento Street Pedestrian Crossings for up to \$250,000; accept the grants awarded; and execute any resultant agreements and amendments. This item updates resolutions previously approved by the Berkeley City Council on the July 28, 2020 Consent Calendar in order to increase the grant funds requested to improve more intersections and enhance the pedestrian safety treatments proposed.

FISCAL IMPACTS OF RECOMMENDATION

If awarded, these grants would provide a total of up to \$6,250,000 of competitive grant revenue to the City’s State Capital Grants Fund (Fund 306) for traffic safety improvements at multiple signalized intersections and crosswalks without traffic control starting in FY 2021. City matching funds are not required for these types of projects under the Highway Safety Improvement Program (HSIP) program. However, Public Works identified the need for \$90,000 in additional work that is not directly reimbursable by the grant but can be paid for using matching funds, which are available in the Measure B Bike and Ped Fund (Fund 131) in the FY 2021 Adopted Budget. These Measure B Bike and Ped matching funds were previously earmarked for the Milvia Bikeway Project but due to the City’s successful Affordable Housing and Sustainable Communities grant application, are now available for use for other projects.

Protected Left-Turn Signals at Multiple Intersections	\$6,000,000
Sacramento Street Pedestrian Crossings	\$ 250,000
Total HSIP Grant Funding Request	\$6,250,000
Local Matching Funds	\$ 90,000
Total Anticipated Project Costs	\$6,340,000

CURRENT SITUATION AND ITS EFFECTS

City staff and consultants have expanded the scope of the Protected Left-Turn Signals application from 10 intersections to 13 intersections while maintaining competitiveness for grant funding. This expanded scope requires an additional \$2M in grant funding to

deliver these additional traffic safety benefits to the Berkeley community, and still requires no matching funds. Similarly, the Sacramento Street Pedestrian Crossings application was upgraded from quick-build “paint and posts” median extensions to raised concrete median extensions. This upgrade supports the City’s Vision Zero Policy by offering more protection for pedestrians while reducing long-term maintenance costs. In addition, City staff have determined that the amount of HSIP funding eligible to expend on City staff time and consultant support is insufficient. As a result, \$90,000 in local matching funds is required to design and manage construction of the improvements. This change makes the project whole and directs grant funding for the Sacramento Street Pedestrian Crossings entirely toward safety improvements. Other than these proposed enhancements to the scope of the project, the current situation and its effects remain unchanged. Please see July 28, 2020 Item 23 for more information.

This Council action supports the Strategic Plan Goal of creating a resilient, safe, connected, and prepared City.

#### BACKGROUND

Council approved the grant application for \$4,250,000 on July 28, 2020. Since that time enhancements to the scope of work have been identified to be funded by a \$2,000,000 increase in the grant request and \$90,000 in matching funds from the City as described in the Current Situation section of this report. Otherwise the background situation remains as described in the Item 23 report from July 28, 2020.

#### ENVIRONMENTAL SUSTAINABILITY

The projects in these grant applications are designed to improve traffic safety for people walking and riding bicycles for transportation, consistent with the 2009 Berkeley Climate Action Plan Policy 5.a that calls for expanding and improving Berkeley’s bicycle and pedestrian infrastructure. The Plan sets targets of reducing transportation emissions 33% below year 2000 levels by 2020, and 80% below year 2000 levels by 2050. The Plan further states that transportation modes, such as public transit, walking, and bicycling, must become the primary means of fulfilling the City’s mobility needs in order to meet these targets.

#### RATIONALE FOR RECOMMENDATION

Expanding the scope of the Protected Left-Turn Signals application from 10 intersections to 13 intersections will increase the number of safety improvements to be funded by the grant. Similarly, upgrading the Sacramento Street Pedestrian Crossings application from quick-build “paint and posts” median extensions to raised concrete median extensions offers more protection for pedestrians while reducing long-term maintenance costs.

#### ALTERNATIVE ACTIONS CONSIDERED

The City could chose to request only \$4M in grant funding for the Protected Left-Turn Signals application, and deliver these safety improvements at only 10 rather than 13 intersections. The City could chose to forego identifying \$90,000 in local matching funds for the Sacramento Street Pedestrian Crossings application. However, no alternative

funding sources has been identified to fund the City staff time and consultant support necessary to design and manage construction of the improvements.

CONTACT PERSON

Farid Javandel, Transportation Manager, Public Works, 981-7061

Beth Thomas, Principal Planner, Public Works, 981-7068

Eric Anderson, Senior Planner, Public Works, 981-7062

Attachments:

1: Resolutions

2: July 28, 2020 Berkeley City Council Meeting Item 23 Staff Report; *Grant Applications: Highway Safety Improvement Program Cycle 10*

3: July 28, 2020 Berkeley City Council Resolution 69524; *Grant Application: Highway Safety Improvement Program for Protected Left Turn Signals at Multiple Intersections*

4: July 28, 2020 Berkeley City Council Resolution 69525; *Grant Application: Highway Safety Improvement Program for Sacramento Street Pedestrian Crossings*

RESOLUTION NO. -N.S.

GRANT APPLICATION: HIGHWAY SAFETY IMPROVEMENT PROGRAM FOR  
PROTECTED LEFT TURN SIGNALS AT MULTIPLE INTERSECTIONS

WHEREAS, the overall purpose of the California Highway Safety Improvement Program is to achieve a significant reduction in traffic fatalities and serious injuries on the State's public roads through the implementation of infrastructure-related highway and street safety improvements; and

WHEREAS, funding for local agency infrastructure projects is available in Cycle 10 of the California Highway Safety Improvement Program; and

WHEREAS, permissive left turns at signalized intersections can lead to increased fatal and severe collisions; and

WHEREAS, the City has made a commitment to promoting projects that meet the City's Vision Zero Policy (Resolution No. 68,371-N.S.) goal of zero fatal and severe collisions by 2028; and

WHEREAS, signal modifications to eliminate conflicts between left-turning traffic and pedestrians are among the potential safety improvement measures proposed in the Draft 2020 Berkeley Pedestrian Plan; and

WHEREAS, if awarded, the grant funds will be placed in the City's State Capital Grants Fund (Fund 306) starting in FY 2021.

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 Highway Safety Improvement Program for traffic safety improvements at certain signalized intersections citywide for the amount of up to \$6 million, and accept the grants awarded, and execute any resultant agreements and amendments.

RESOLUTION NO. -N.S.

GRANT APPLICATION: HIGHWAY SAFETY IMPROVEMENT PROGRAM FOR  
SACRAMENTO STREET PEDESTRIAN CROSSINGS

WHEREAS, residents of South Berkeley crossing Sacramento Street 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 Sacramento Street has been identified as a high-injury street for severe and fatal traffic crashes involving pedestrians; and

WHEREAS, pedestrian crossing beacons, advance yield lines and red curbs approaching crosswalks at unsignalized intersections are among the traffic safety improvements proposed for Sacramento Street between Dwight Way and Alcatraz Avenue in the Draft 2020 Berkeley Pedestrian Plan update; and

WHEREAS, Highway Safety Improvement Program Pedestrian Crossing Enhancements Set-aside funds can be used to make pedestrian traffic safety improvements; and

WHEREAS, Public Works has identified the need for \$90,000 in matching funds for City staff and consultant support, which is available starting in FY 2021 from Fund 131 (Measure B Bike and Ped); and

WHEREAS, if awarded, the grant funds will be placed in the City's State Capital Grants Fund (Fund 306) starting in FY 2021.

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 Highway Safety Improvement Program (Cycle 10) for the amount of up to \$250,000, and accept the grants awarded, and execute any resultant agreements and amendments.



Office of the City Manager

CONSENT CALENDAR  
July 28, 2020

To: Honorable Mayor and Members of the City Council  
 From: Dee Williams-Ridley, City Manager  
 Submitted by: Liam Garland, Director, Department of Public Works  
 Subject: Grant Applications: Highway Safety Improvement Program Cycle 10

RECOMMENDATION

Adopt two Resolutions authorizing the City Manager to submit grant applications to the California Highway Safety Improvement Program Cycle 10 for the following projects: Protected Left-turn Signals at multiple signalized intersections for up to \$4 million and Sacramento Street Pedestrian Crossings for up to \$250,000.

FISCAL IMPACTS OF RECOMMENDATION

If awarded, these grants would provide a total of up to \$4,250,000 of competitive grant revenue to the City’s State Capital Grants Fund (Fund 306) for traffic safety improvements at multiple signalized intersections and crosswalks without traffic control starting in FY 2021. City matching funds are not required for these types of projects under the California Highway Safety Improvement Program (HSIP) program.

Protected Left-turn Signals at Multiple Intersections Project	\$4,000,000
Sacramento Street Pedestrian Crossings	<u>\$ 250,000</u>
Total HSIP Grant Funding Request	\$4,250,000

CURRENT SITUATION AND ITS EFFECTS

The HSIP provides funding to agencies to install specific counter measures to enhance traffic safety on public streets and highways. One of these counter measures is converting left-turn phases at signalized intersections from permissive to protected. The term “permissive left-turn” refers to the situation where drivers at signalized intersections make left-turns using the same green light that is used by drivers continuing straight. This occurs in Berkeley where the signal face lacks a left-turn arrow to provide a dedicated phase for making a left-turn. Drivers making a permissive left-turn must yield to oncoming motor and bicycle traffic and pedestrians in the crosswalk that the driver’s vehicle is about to cross. Installation of signal heads with left-turn arrows allows for the provision of a “protected left-turn” wherein the driver has a dedicated signal phase for making a left-turn. The driver is protected from oncoming traffic, which is stopped at a red light on the opposite side of the intersection, and pedestrians and bicyclists are protected from left-turning traffic due to proceeding during a separate signal phase. The locations included in the City’s Protected Left-turn Signal Project would be selected based on the number of reported crashes related to left-turns, as required by the HSIP Program.



The Sacramento Street Pedestrian Crossings project is proposed to be submitted for funding under the HSIP Pedestrian Crossing Enhancements Set-aside Program. This program provides up to \$250,000 per applicant for installation of Rectangular Rapid Flashing Beacons (RRFBs), pedestrian countdown signal heads, crosswalk markings, advanced yield lines/signs, and other types of signs and pavement markings. Other work related to pedestrian crossing safety may be allowed as long as the cost is no more than 20% of the total project cost. The Sacramento Street Pedestrian Crossings Project would include allowable project elements consistent with the Berkeley Bicycle Plan (2017) and forthcoming Draft 2020 Pedestrian Plan. The project would extend between Dwight Way and Alcatraz Avenue and include the installation of Rectangular Rapid Flashing Beacons for the pedestrian crossings of Sacramento Street at Fairview, Prince, and Oregon Streets. Due to the limited amount of funding available per applicant, Pedestrian Hybrid Beacons (PHBs) are not an allowable project element, as a single PHB would exceed \$250,000 in cost. The PHBs along Sacramento Street recommended within the City's 2017 Bicycle Plan therefore would not be included in the grant application.

### BACKGROUND

The proposed projects are consistent with the City's adopted Vision Zero Action Plan (Plan)<sup>1</sup>. The Plan shows violation of the pedestrian right of way at a crosswalk as the second most prevalent traffic violation associated with severe and fatal collisions in Berkeley, after unsafe speed. The Plan also shows that failure to yield while making left or U-turns is the third most prevalent traffic violation associated with severe and fatal collisions in Berkeley. By providing a dedicated signal phase for left and U turns at various locations, the Protected Left-turn Signal Project will reduce collisions caused by driver failure to yield while making these maneuvers. The Sacramento Street Pedestrian Crossings project will reduce collisions caused by driver violation of the pedestrian right of way by making pedestrians more visible as they cross the street. Sacramento Street is identified as a high-injury street in the Vision Zero Action Plan and Draft Berkeley 2020 Pedestrian Plan.

The overall purpose of the California HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. The California HSIP is part of the federal HSIP codified under 23 CFR 924.

### ENVIRONMENTAL SUSTAINABILITY

The projects in these grant applications are designed to improve traffic safety for people walking and riding bicycles for transportation, consistent with the 2009 Berkeley Climate Action Plan Policy 5.a that calls for expanding and improving Berkeley's bicycle and pedestrian infrastructure. The Plan sets targets of reducing transportation emissions 33% below year 2000 levels by 2020, and 80% below year 2000 levels by 2050. The Plan further states that transportation modes, such as public transit, walking, and bicycling, must become the primary means of fulfilling the City's mobility needs in order to meet these targets. Reducing the number of collisions involving left-turn movements

<sup>1</sup> [https://www.cityofberkeley.info/uploadedFiles/Public\\_Works/Level\\_3\\_-\\_Transportation/Berkeley\\_Vision\\_Zero\\_Action\\_Plan\\_Approved\\_03102020.pdf](https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley_Vision_Zero_Action_Plan_Approved_03102020.pdf)

could also reduce the amount of automotive fluid spills that may occur after serious collisions. Spilled automotive fluid could otherwise drain to the Bay and contaminate the soil.

RATIONALE FOR RECOMMENDATION

HSIP funding allows the City to address traffic safety issues at multiple signalized intersections and along a major transportation corridor. The need for the projects in these applications has been identified in the 2019 Berkeley Vision Zero Action Plan (Resolution No. 69,324-N.S.), as well as in the Draft 2020 Berkeley Pedestrian Plan. These documents were the result of robust public engagement processes involving Transportation Commissioners and numerous other members of the Berkeley community. Not applying would mean foregoing up to \$10,000,000 in potential grant funding.

ALTERNATIVE ACTIONS CONSIDERED

The City could choose not to apply for these funds. However, no alternative funding source has been identified to complete these traffic safety projects.

CONTACT PERSON

Farid Javandel, Transportation Division Manager, Public Works, 981-7061  
Beth Thomas, Principal Planner, Public Works, 981-7068  
Eric Anderson, Associate Planner, Public Works, 981-7062

Attachments:

- 1: Resolution - Protected Left-turn Signals
- 2: Resolution - Sacramento Street Pedestrian Crossings



RESOLUTION NO. -N.S.

GRANT APPLICATION: HIGHWAY SAFETY IMPROVEMENT PROGRAM FOR  
PROTECTED LEFT-TURN SIGNALS AT MULTIPLE INTERSECTIONS

WHEREAS, the overall purpose of the California Highway Safety Improvement Program is to achieve a significant reduction in traffic fatalities and serious injuries on the State's public roads through the implementation of infrastructure-related highway and street safety improvements; and

WHEREAS, funding for local agency infrastructure projects is available in Cycle 10 of the California Highway Safety Improvement Program; and

WHEREAS, permissive left-turns at signalized intersections can lead to increased fatal and severe collisions; and

WHEREAS, the City has made a commitment to promoting projects that meet the City's Vision Zero Policy (Resolution No. 68,371-N.S.) goal of zero fatal and severe collisions by 2028; and

WHEREAS, signal modifications to eliminate conflicts between left-turning traffic and pedestrians are among the potential safety improvement measures proposed in the Draft 2020 Berkeley Pedestrian Plan; and

WHEREAS, if awarded, the grant funds will be placed in the City's State Capital Grants Fund (Fund 306) starting in FY 2021.

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 Highway Safety Improvement Program for traffic safety improvements at certain signalized intersections citywide for the amount of up to \$4 million, and accept the grants awarded, and execute any resultant agreements and amendments.

RESOLUTION NO. -N.S.

GRANT APPLICATION: HIGHWAY SAFETY IMPROVEMENT PROGRAM FOR  
SACRAMENTO STREET PEDESTRIAN CROSSINGS

WHEREAS, residents of South Berkeley crossing Sacramento Street 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 Sacramento Street has been identified as a high-injury street for severe and fatal traffic crashes involving pedestrians; and

WHEREAS, pedestrian crossing beacons, advance yield lines and red curbs approaching crosswalks at unsignalized intersections are among the traffic safety improvements proposed for Sacramento Street between Dwight Way and Alcatraz Avenue in the Draft 2020 Berkeley Pedestrian Plan update; and

WHEREAS, Highway Safety Improvement Program Pedestrian Crossing Enhancements Set-aside funds can be used to make pedestrian traffic safety improvements; and

WHEREAS, if awarded, the grant funds will be placed in the City's State Capital Grants Fund (Fund 306) starting in FY 2021.

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 Highway Safety Improvement Program (Cycle 10) for the amount of up to \$250,000, and accept the grants awarded, and execute any resultant agreements and amendments.

RESOLUTION NO. 69,524-N.S.

GRANT APPLICATION: HIGHWAY SAFETY IMPROVEMENT PROGRAM FOR  
PROTECTED LEFT-TURN SIGNALS AT MULTIPLE INTERSECTIONS

WHEREAS, the overall purpose of the California Highway Safety Improvement Program is to achieve a significant reduction in traffic fatalities and serious injuries on the State's public roads through the implementation of infrastructure-related highway and street safety improvements; and

WHEREAS, funding for local agency infrastructure projects is available in Cycle 10 of the California Highway Safety Improvement Program; and

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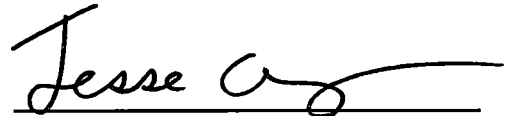
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The foregoing Resolution was adopted by the Berkeley City Council on July 28, 2020 by the following vote:

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

Noes: None.

Absent: None.

  
\_\_\_\_\_  
Jesse Arreguin, Mayor

Attest:   
\_\_\_\_\_  
Mark Numainville, City Clerk



RESOLUTION NO. 69,525-N.S.

GRANT APPLICATION: HIGHWAY SAFETY IMPROVEMENT PROGRAM FOR SACRAMENTO STREET PEDESTRIAN CROSSINGS

WHEREAS, residents of South Berkeley crossing Sacramento Street 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 Sacramento Street has been identified as a high-injury street for severe and fatal traffic crashes involving pedestrians; and

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WHEREAS, Highway Safety Improvement Program Pedestrian Crossing Enhancements Set-aside funds can be used to make pedestrian traffic safety improvements; and

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The foregoing Resolution was adopted by the Berkeley City Council on July 28, 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

