



Office of the City Manager

CONSENT CALENDAR
May 25, 2021

To: Honorable Mayor and Members of the City Council
From: Dee Williams-Ridley, City Manager
Submitted by: Liam Garland, Director, Public Works
Subject: Agreement with AC Transit for Operation and Maintenance of Transit Signal Priority Equipment

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to negotiate and approve a Cooperative Agreement to enable Alameda-Contra Costa County Transit District and its contractor(s) to perform all operation and maintenance activities to Transit Signal Priority equipment deployed by the Rapid Corridors Project within the City.

FISCAL IMPACTS OF RECOMMENDATION

Alameda-Contra Costa County Transit District (AC Transit) will be funding the design and implementation of the Rapid Corridors Project (Project), which includes the installation of traffic signal and transit signal priority (TSP) equipment within the project limits. Depending on the final elements approved, Berkeley could benefit from improvements valued at up to \$1.6 million.

The fiscal impact on the City's traffic operations and maintenance is expected to be minor. AC Transit will hire a contractor to operate and maintain all TSP equipment deployed by the project within the City. Maintenance of traffic signal equipment associated with the project, including video detection and pedestrian signals, will be absorbed within existing Public Works Traffic Maintenance operations.

CURRENT SITUATION AND ITS EFFECTS

Executing the Resolution authorizing negotiation and approval of the Cooperative Agreement will advance the City's Strategic Plan goal to provide state-of-the-art, well-maintained infrastructure, amenities, and facilities.

The Project includes TSP equipment installation and signal retiming for the San Pablo and Telegraph Avenue corridors. In addition, AC Transit will implement TSP and signal improvements at gaps that exist within the I-80 Integrated Corridor Mobility (ICM) Project, which includes Ashby Avenue, Gilman Street, and University Avenue. AC Transit will also implement TSP and signal improvements along routes connecting Telegraph Avenue, including portions of Shattuck Avenue, Oxford Street, Durant Avenue, and Dana Street. Attachment 2 details the Rapid Corridors project limits.

The Project intends to enhance transit operations along the corridors as recommended in the AC Transit's Major Corridors Study. A major component of the Project, a TSP system, allows buses to request priority upon arrival and the signal can grant additional seconds of green light time to reduce time spent waiting at red lights.

The project along San Pablo Avenue is compatible with short-term and long-term improvements considered by the Alameda County Transportation Commission's San Pablo Avenue Multimodal Corridor Project.

BACKGROUND

San Pablo Avenue (served by Lines 72, 72M, and 72R) and Telegraph Avenue (served by Line 6 and 801) are two of the most heavily used public bus corridors in the East Bay. The San Pablo Avenue Corridor is approximately a 17-mile route, carrying 13,000 passengers per weekday (pre-COVID) and serving Albany, Berkeley, El Cerrito, Emeryville, Oakland, Richmond, and San Pablo. The Telegraph Avenue Corridor connects downtown Berkeley and downtown Oakland, carrying 6,000 passengers per weekday (pre-COVID). In addition, the TSP gap closure of the I-80 ICM will benefit AC Transit's local and Transbay lines (Lines 12, 51B, 802, H, J, FS, and Z) operating on Gilman Street, University Avenue, and Ashby Avenue.

The Project is intended to improve reliability and reduce transit travel time. AC Transit received approximately \$12 million in grant funds to implement Rapid Corridors Project improvements along Telegraph Avenue, West Grand/Grand Avenues, San Pablo Avenue, and arterials connecting I-80 and San Pablo Avenue in the cities of Albany, Berkeley, El Cerrito, Emeryville, Oakland, Richmond, and San Pablo.

ENVIRONMENTAL SUSTAINABILITY

The Project would result in more efficient transit operations overall. Thus, the project would reduce both the number of stop-start movements at bus stops and red lights, and idling while trying to pull back out into the travel lane, resulting in a slight decrease in emissions from transit vehicles and personal automobiles. The Project would also encourage more people to use public transportation and engage in active modes of transportation instead of driving.

RATIONALE FOR RECOMMENDATION

AC Transit, through various grants, is in a position to provide significant investments to Berkeley's road and transit network that will result in more efficient use of streets for all users at minimal direct cost to the City. Improved transit operations is supported by the City's Transit First policy, as well as the Transportation Element of the City's General Plan. The project elements proposed by the Project will result in improved service on the East Bay's busiest bus routes and will directly benefit at least thousands of riders per day, many of whom live, work, shop, or attend school in Berkeley.

The City does not have the resources or technical expertise to maintain TSP equipment. Executing a co-op agreement is the most cost effective, efficient, and reliable way to receive these transit benefits.

ALTERNATIVE ACTIONS CONSIDERED

None.

CONTACT PERSON

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Attachments:

- 1: Resolution
- 2: Rapid Corridors Project Location Map

RESOLUTION NO. ##,###-N.S.

AGREEMENT WITH AC TRANSIT FOR OPERATION AND MAINTENANCE OF
TRANSIT SIGNAL PRIORITY EQUIPMENT

WHEREAS, Alameda-Contra Costa County Transit District (AC Transit) San Pablo Avenue and Telegraph Avenue are two of the most heavily used public bus corridors in the East Bay, with such operational problems as bus bunching, late vehicles and crowded buses; and

WHEREAS, AC Transit has received various federal, state and local funding for design and implementation of the Rapid Corridors Project which will include installing transit signal priority (TSP) equipment and signal coordination on the San Pablo and Telegraph Avenue Corridors; and

WHEREAS, improvements to transit service are supported by the City's Transit First policy and the Transportation Element of the City's General Plan, and improvements in efficiency and reliability of the San Pablo Avenue and Telegraph Avenue corridors should encourage more people to use public transportation instead of driving, with this mode shift resulting in overall decreases in pollutants and greenhouse gas emissions; and

WHEREAS, the City does not have the resources or technical expertise to maintain TSP equipment, requiring such maintenance and operation to be performed by AC Transit.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to negotiate and approve a Cooperative Agreement to enable AC Transit and its contractor(s) to perform all operation and maintenance activities to transit signal priority (TSP) equipment deployed by the Rapid Corridors Project within the City.

AC Transit Rapid Corridors Project

Project Location Map



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



