



Office of the City Manager

CONSENT CALENDAR
May 31, 2022

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: Berkeley Strategic Transportation Plan Update and Grant Application Opportunities

RECOMMENDATION

1. Adopt two Resolutions authorizing the City Manager to submit grant applications to the California Active Transportation Program, accept the grants awarded, and execute any resultant agreements and amendments.
2. Adopt a Resolution:
 - a. Approving the Berkeley Strategic Transportation Plan Third Addendum.
 - b. Authorizing the City Manager to submit unfunded Five-Year Priority Projects from the Berkeley Strategic Transportation Plan Third Addendum to the Alameda County Transportation Commission for funding through the County's Fiscal Year (FY) 2024 – FY 2028 Comprehensive Investment Plan.
 - c. Authorizing the City Manager to execute agreements as needed for accepting the awarded grant funds.

SUMMARY

The Berkeley Strategic Transportation (BeST) Plan was approved by City Council in 2016 in order to establish a framework for prioritizing the funding and completion of transportation projects throughout the City over the following thirty years. The BeST Plan includes an investment strategy to guide how the City spends transportation dollars from local, regional, State, and federal sources. Projects included in the BeST Plan are pooled from the City's already-adopted plans. Addenda to the BeST Plan were approved by City Council in September 2018 and January 2021 in order to report on progress in funding and completing the projects on the Five-Year Priority Project list from the BeST Plan. Following the April 26 special meeting of the City Council on this topic, Public Works is proposing another BeST Plan addendum in order to update the Five-Year Priority Project list and identify transportation capital grant applications to submit in June 2022 to compete for funding through the State Active Transportation Program (ATP) and Alameda County Transportation Commission (Alameda CTC) Fiscal Year 2024 Comprehensive Investment Plan (FY24 CIP).

FISCAL IMPACTS OF RECOMMENDATION

If awarded, the ATP and Alameda CTC FY24 CIP grants would bring a total of up to \$4.5 million of competitive grant revenue to the State Capital Grants Fund (Fund 306) and up to \$1.5 million of competitive grant revenue to the Local Capital Grants Fund (Fund 307), respectively, for high-priority transportation projects, starting in FY 2024.

ATP Cycle 6 Grant Funding Requests (No Matching Funds)

Washington Elementary and Berkeley High Safe Routes to School	up to \$2,000,000
Addison Street Bicycle Boulevard Extension	up to \$5,000,000
Total ATP Grant Funding Request	up to \$7,000,000

The total estimated cost of the ATP projects is up to \$4.5 million. No local matching funds are required or proposed.

Alameda CTC FY24 CIP Grant Funding Requests and Matching Funds

Bicycle Boulevard Crossings	up to \$ 525,000
Adeline Corridor Project at Ashby BART Station	up to \$ 525,000
Total Alameda CTC Grant Funding Request	up to \$1,050,000
City Matching Funds Available	\$ 350,000

The total estimated cost of the projects is up to \$8.4 million. As a share of the total project cost, capital projects have a required local match of 25% under the Alameda CTC CIP Program. Funding for the required \$350,000 local match is available from the Alameda County Measure BB Bicycle and Pedestrian Program Fund (Fund 135) and the Measure BB Local Streets and Roads Fund (Fund 134).

CURRENT SITUATION AND ITS EFFECTS

In the five years since the BeST Plan¹ was adopted, the City has made substantial progress in acquiring funding for the Five-Year Priority Projects. Exhibit A, Figure 1 shows that, of the twelve individually listed projects from the BeST Plan Five-Year Priority list, eight have been fully funded, with five of these completed, one under construction, and two others in the preliminary engineering phase. In addition, Exhibit A, Table 1 shows that several projects grouped as High-Priority Pedestrian Plan, Bicycle Plan, and Safe Routes to School projects have been completed or at least funded. These include the completion of the Sacramento Street Complete Streets project, safety treatments at bike boulevard crossings, and four Safe Routes to School projects.

Upcoming Transportation Grant Funding Opportunities

For potentially funding the remaining BeST Plan priority projects, upcoming transportation capital grant funding opportunities include the State Active Transportation Program (ATP) Cycle 6, the Alameda County Transportation Commission (Alameda

¹ <https://berkeleyca.gov/your-government/our-work/adopted-plans/berkeley-strategic-transportation-best-plan/>

CTC) Fiscal Year 2024 Comprehensive Investment Plan (FY24 CIP), and the Metropolitan Transportation Commission (MTC) One Bay Area Grant Cycle 3 (OBAG 3) federal funding program. Applications under all of these programs are due in June 2022.

Remaining Unfunded BeST Plan Five-Year Priority Projects

The remaining unfunded stand-alone projects from the BeST Plan Five-Year Priority Projects list are not anticipated to be competitive for these upcoming capital grant funding opportunities. These projects are: Gilman Grade Separation, Center Street Plaza, Downtown Transit Center, and Signal Interconnect project. All of the above listed programs prioritize pedestrian and bicycle safety and access projects, transit corridor projects, and linkages to transit-oriented development. The Gilman Grade Separation is estimated to cost \$66 million, an amount that is too high to be competitive under the above-described programs. The Center Street Plaza project is estimated to cost \$20 million, an amount that is too high to be competitive without additional funding from other sources such as future Downtown Streets and Open Space Improvement Program fees. The Downtown Transit Center project is not ready to submit given that no conceptual plan has yet been developed because it has not been as high a priority for AC Transit as transit corridor improvements prioritized through the AC Transit Major Corridors Study² (2016). The Transit Signal Priority portion of the Signal Interconnect project could be competitive for grant funding, but this is a small part of the project cost compared to the Signal Interconnect, and AC Transit has already acquired funding for the highest priority transit signal priority upgrades on Telegraph and San Pablo Avenues.

Adeline Corridor Specific Plan Projects

With the list of BeST Plan Five-Year Priority projects dwindling, it is timely for the City to consider adding new projects to this list. A major City plan that has been adopted since the BeST Plan approval is the Adeline Corridor Specific Plan³ (December 2020). One project from this plan has already received grant funding through the Alameda CTC Fiscal Year 2022 (FY22) CIP for preliminary engineering: the Adeline Corridor Project covering the segment of Adeline between Martin Luther King Jr. Way (MLK) and the Oakland border. This project grant application was approved by Council as part of the BeST Plan Second Addendum under the Five-Year Priority Project category of High-Priority Pedestrian Plan projects. The City is in the procurement process to hire a consultant for this phase of the project.

In order to implement the Adeline Corridor Specific Plan more broadly, the proposed BeST Plan Addendum includes an Adeline project bundle on the Five-Year Priority Project list. This project bundle incorporates recommendations from the Adeline Corridor Specific Plan, including the recommendation to identify a potential future site on Adeline Street for the Berkeley Flea Market. Consistent with this latter recommendation, the ongoing Adeline Reconfiguration Study is evaluating whether

² <http://www.actransit.org/major-corridors-study/>

³ <https://berkeleyca.gov/your-government/our-work/adopted-plans/adeline-corridor-specific-plan>

Adeline could be used to provide a plaza useable by the Flea Market within the existing street right of way, as the Ashby BART station west parking lot currently used by the Flea Market on weekends is anticipated to be developed into affordable housing. This study, funded by a grant received by BART, was initiated in response to a City Council Referral (February 11, 2020) calling for an analysis of a potential reduction of Adeline north of MLK to two lanes in order “to increase safety for pedestrians, cyclists, and people living with disabilities, while also meeting the needs of public transit and emergency vehicles”. The reduction in the number of general purpose traffic lanes on Adeline adjacent to the Ashby BART station could provide public space useable by the Berkeley Flea Market. BART has developed several scenarios to explore how a plaza to accommodate the Flea Market on the west side of Adeline might be configured, which are being revised in response to feedback from the Flea Market Board.

Proposed Grant Applications

Staff is requesting approval from Council to submit the following projects to compete for transportation capital grant funding. Applications under all of these funding programs are due in June 2022.

- ATP Cycle 6 Program
 - **Washington Elementary and Berkeley High Safe Routes to School**
 - **Addison Street Bicycle Boulevard Extension**
Resubmit under ATP Cycle 6 these applications previously submitted for the ATP Cycle 5 Program, which both just missed the funding cutoff in Cycle 5. The applications would incorporate improvements based on feedback received from California Transportation Commission staff. The projects fit under the existing BeST Plan Five-Year Priority categories of Safe Routes to School and High-Priority Bicycle Plan Projects.
- Alameda CTC FY24 CIP (Alameda County discretionary funds)
 - **Bicycle Boulevard Crossings**
This application would fund preliminary engineering for safety treatments at the remaining unfunded bicycle boulevard crossings from the Bicycle Plan. This fits under the existing BeST Plan Five-Year Priority category of High-Priority Bicycle Plan Projects.
 - **Adeline Corridor Project at Ashby BART Station**
This application would fund preliminary engineering for a project to provide safety improvements on Adeline Street adjacent to the Ashby BART station (between MLK and Ashby Avenue) while improving transit operations and providing public space that could potentially be used by the Ashby Flea Market. The project would be consistent with the results of the Adeline Roadway Reconfiguration Study that is to be completed over the next year.

No OBAG Application

OBAG is intended to fund major projects that are ready to undergo detailed design and construction. Staff proposes not to apply for OBAG funding, primarily because the City

is delivering its already funded OBAG Cycle 2 Southside Complete Streets project, and there is not another major project that has completed preliminary engineering and would be competitive under this program in this grant cycle.

BACKGROUND

Given the large number of projects in the BeST Plan, they are organized into 25 bundles by location or type of work, with projected expenditures divided into 5-year, 10-year, and 30-year periods. Each of the 25 project bundles has been evaluated according to a set of prioritization and screening criteria which support the goals distilled from Berkeley’s adopted plans and policies. The plans used as sources include the Downtown Area Plan, Downtown Streets and Open Space Improvement Plan, Southside Plan, West Berkeley Circulation Study, Bicycle Plan, and Pedestrian Plan.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The projects being considered for prioritization in the BeST Plan would increase the number of Berkeley residents and visitors who walk, bike, and take mass transit, which would decrease vehicle miles traveled and greenhouse gas emissions. This would help the City achieve the Berkeley Climate Action Plan greenhouse gas emission reduction target of 80% below the year 2000 level by 2050. The Climate Action Plan states that, in order to meet these targets, “Transportation modes such as public transit, walking and bicycling must become the primary means of fulfilling our mobility needs.”

RATIONALE FOR RECOMMENDATION

Capital grant funding will allow the City to address critical local and regional transportation infrastructure gaps for all modes of travel. Priority projects were identified using criteria drawn directly from adopted City plans and reports which have undergone extensive public review prior to Council adoption.

ALTERNATIVE ACTIONS CONSIDERED

The City could choose not to approve the BeST Plan Addendum and could also choose to forgo the opportunity to seek grant funding from the State and Alameda CTC for projects among the remaining unfunded Five-Year Priority Projects identified in the BeST Plan.

CONTACT PERSON

Farid Javandel, Transportation Manager, Public Works, 981-7061
Beth Thomas, Principal Planner, Public Works, 981-7068

Attachments:

- 1: Resolution
- 2: Resolution
- 3: Resolution

Exhibit A: Berkeley Strategic Transportation Plan Addendum

RESOLUTION NO. -N.S.

GRANT APPLICATION: ACTIVE TRANSPORTATION PROGRAM FOR WASHINGTON ELEMENTARY AND BERKELEY HIGH SCHOOL SAFE ROUTES TO SCHOOL

WHEREAS, students, faculty, and staff travelling to Washington Elementary and Berkeley High School experience traffic safety issues which discourage walking and biking to school; and

WHEREAS, these traffic safety concerns have been documented in School Safety Assessments conducted in 2015 at Washington Elementary and in 2017 at Berkeley High School through the Alameda County Safe Routes to School Program; and

WHEREAS, Martin Luther King Jr. Way has been identified as a high-injury street for severe and fatal traffic crashes involving pedestrians in the Berkeley Vision Zero Action Plan (Resolution No. 69,324-N.S.) and the Berkeley Pedestrian Plan (Resolution No. 69,711-N.S.); and

WHEREAS, signal modifications to eliminate conflicts between left-turning traffic and pedestrians, leading pedestrian intervals with right turn on red prohibition at traffic signals, sidewalk corner "bulbouts", a traffic circle, high visibility pavement markings, and new signs are among the potential safety improvement measures proposed in the School Safety Assessments and the Draft 2020 Berkeley Pedestrian Plan; and

WHEREAS, California Active Transportation Program Safe Routes to School funds can be used to make traffic safety improvements to bicycle and pedestrian routes to schools; and

WHEREAS, if awarded, the grant funds will be placed in the State Capital Grants Fund (Fund 306) starting in FY 2023.

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 Active Transportation Program for Safe Routes to School traffic safety improvements around Washington Elementary and Berkeley High School for up to the amount of \$2,000,000; and accept the grants awarded, and execute any resultant agreements and amendments.

RESOLUTION NO. -N.S.

GRANT APPLICATION: ACTIVE TRANSPORTATION PROGRAM FOR
ADDISON STREET BICYCLE BOULEVARD EXTENSION

WHEREAS, Berkeley residents and others riding bicycles along the University Avenue corridor experience traffic safety issues in the form of heavy, fast-moving vehicle traffic, buses and large trucks due to a lack of a nearby alternate east-west bicycle route; and

WHEREAS, these traffic safety concerns have been documented in the 2017 Berkeley Bicycle Plan (Resolution No. 67,945-N.S.); and

WHEREAS, the 2017 Berkeley Bicycle Plan proposed a new Bicycle Boulevard on Addison Street as an alternate route to University Avenue, to close this gap in the bikeway network and connect the San Francisco Bay Shoreline, the Bay Trail, West Berkeley, Downtown Berkeley, and the University of California Berkeley Campus; and

WHEREAS, the City of Berkeley has already secured funding for the Addison Boulevard Phase I project from Milvia Street to Sacramento Street as part of the Affordable Housing and Sustainable Communities grant-funded Berkeley Way project.; and

WHEREAS, as a mitigation measure for the Pyramid Hotel project, the City of Berkeley has negotiated with the project developer to install a new traffic signal at the intersection of Oxford Street and Addison Street, improving the bicycle connection to the UC Berkeley Campus; and

WHEREAS, street crossing beacons, a 2-way cycle track connection, a median island, pavement markings, and signage are among the potential safety improvements proposed to close the remaining gap in the Addison Street Bicycle Boulevard; and

WHEREAS, California Active Transportation Program capital project funds can be used to make bicycle traffic safety improvements and close the remaining gaps in the Addison Street Bicycle Boulevard; and

WHEREAS, if awarded, the grant funds will be placed in the State Capital Grants Fund (Fund 306) starting in FY 2023.

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 Active Transportation Program for Addison Street Bicycle Boulevard Phase II for up to the amount of \$5,000,000; and accept the grants awarded, and execute any resultant agreements and amendments.

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

APPROVAL OF THE BERKELEY STRATEGIC TRANSPORTATION (BEST) PLAN
ADDENDUM

WHEREAS, the Berkeley Strategic Transportation (BeST) Plan establishes a framework for prioritizing the funding and completion of transportation projects pooled from the City's adopted plans and Council referrals; and

WHEREAS, City Council adopted Resolution No. 67,645-N.S. on July 19, 2016 approving the BeST Plan and authorizing the City Manager to submit the Five-Year Priority Projects listed in the BeST Plan to the Alameda County Transportation Commission (Alameda CTC) for inclusion in their fiscal year (FY) 2018 through 2022 Comprehensive Investment Plan (CIP); and

WHEREAS, Alameda CTC awarded \$9 million to the City through the FY 2018 – 2022 CIP, which left some of the BeST Plan Five-Year Priority Projects unfunded or partially funded; and

WHEREAS, City Council adopted Resolution No. 68,613-N.S. on September 25, 2018 approving the BeST Plan Addendum and authorizing the City Manager to submit the unfunded and partially funded Five-Year Priority Projects listed in the BeST Plan to the Alameda CTC for inclusion in their FY 2020 through 2024 CIP; and

WHEREAS, Alameda CTC limited new grant awards from the FY 2020 through FY 2024 CIP to projects ready for construction, which the City of Berkeley did not have; and

WHEREAS, City Council adopted Resolution No. 69,709-N.S. on January 26, 2021 approving the BeST Plan Second Addendum and authorizing the City Manager to submit the unfunded and partially funded Five-Year Priority Projects listed in the BeST Plan to the Alameda CTC for inclusion in their FY 2022 through 2026 CIP; and

WHEREAS, Alameda CTC awarded \$2 million to the City through the FY 2022 through 2026 CIP, which left some of the BeST Plan Five-Year Priority Projects unfunded or partially funded; and

WHEREAS, Alameda CTC will seek projects to fund through their CIP for FY 2024 through 2028; and

WHEREAS, City Council adopted Resolution No. 69,642-N.S. on December 8, 2020 approving the Adeline Corridor Specific Plan; and

WHEREAS, the Draft BeST Plan Third Addendum adds the Adeline Corridor project bundle to its Five-Year Priority Project list in order to incorporate recommendations from the Adeline Corridor Specific Plan; and

WHEREAS, if awarded, the grant funds will be placed in the Local Capital Grants Fund (Fund 307) and the City will provide matching funds up to the amount of \$350,000, which will be subject to appropriation, starting in FY 2024.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Berkeley hereby approves the Berkeley Strategic Transportation (BeST) Plan Third Addendum, Exhibit A attached.

BE IT FURTHER RESOLVED that the City Manager is authorized to submit unfunded BeST Plan Third Addendum Five-Year Priority Projects to the Alameda County Transportation Commission (Alameda CTC) for inclusion in their five-year Comprehensive Investment Plan (CIP) for fiscal year (FY) 2024 through FY 2028, including an application for up to \$525,000 for preliminary engineering on Bikeway Intersection Crossings and an application for up to \$525,000 for preliminary engineering for Adeline Street between Ashby Avenue and Martin Luther King Jr. Way, and accept the grants awarded, and execute any resultant agreements and amendments.

Exhibits

A: Berkeley Strategic Transportation Plan Addendum

Appendix 5

Berkeley Strategic Transportation Plan

DRAFT Third Addendum

May 2022

Appendix 5. Berkeley Strategic Transportation Plan Third Addendum

Five-Year Priority Project Update

The City has made significant progress on the BeST Plan Five-Year Priority Projects since the adoption of the Plan in 2016 and the completion and adoption of the first BeST Plan Addendum in 2018 and second BeST Plan Addendum in 2021 (see Appendices 3 and 4).

This Third Addendum proposes one amendment to the Five-year Priority Projects list. This amendment adds the existing BeST Plan Adeline Corridor project bundle onto the Five-Year Priority Project list now that the Adeline Corridor Specific Plan has been adopted by the Berkeley City Council.

Berkeley Strategic Transportation Plan DRAFT Third Addendum
Exhibit A

Figure 1: Five-Year Priority Projects

PROJECT	Phase 1 Project Development /Scoping	Phase 2 Environmental Study/ Preliminary Engineering	Phase 3 Detailed Design	Phase 4 Construction
West Berkeley				
9th Street Bikeway Path Extension	Completed Phase	Completed Phase	Completed Phase	Completed Phase
Gilman Grade Separation	Future Phase	Future Phase	Future Phase	Future Phase
Gilman Interchange	Completed Phase	Completed Phase	Completed Phase	Current Phase
Railroad Quiet Zone	Completed Phase	Future Phase	Future Phase	Future Phase
Southside Area				
Southside Complete Streets	Completed Phase	Current Phase	Future Phase	Future Phase
Bikeway Intersections & High-Priority Bicycle Plan Projects	Ongoing project category with many smaller projects			
Downtown Berkeley				
Center Street Plaza	Future Phase	Future Phase	Future Phase	Future Phase
Downtown Berkeley BART Plaza	Completed Phase	Completed Phase	Completed Phase	Completed Phase
Downtown Transit Center	Future Phase	Future Phase	Future Phase	Future Phase
Hearst Complete Streets	Completed Phase	Completed Phase	Completed Phase	Completed Phase
Milvia Protected Bikeway	Completed Phase	Completed Phase	Completed Phase	Completed Phase
Shattuck Avenue Reconfiguration	Completed Phase	Completed Phase	Completed Phase	Completed Phase
Adeline Corridor				
Adeline Corridor Specific Plan recommendations	Current Phase	Future Phase	Future Phase	Future Phase
Signal Interconnect & Transit Signal Priority	Future Phase	Future Phase	Future Phase	Future Phase
High Priority Pedestrian Plan Projects	Ongoing project category with many smaller projects			
Safe Routes to School Projects	Ongoing project category with many smaller projects			
Ohlone Greenway Upgrade & Street Crossings	Current Phase	Future Phase	Future Phase	Future Phase

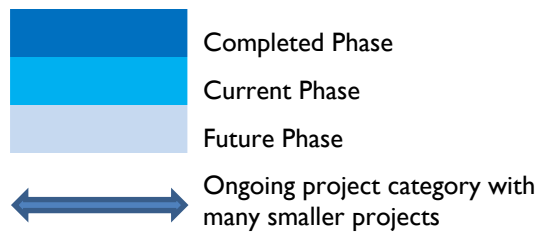


Table I: Five-Year Priority Project Status Updates^{1,2}

PROJECT	LEAD	COMPLETE	FUNDING STATUS ³	IN BERKELEY STRATEGIC PLAN ⁴	CURRENT PHASE
Hearst Complete Streets	COB	✓		Yes	--
Downtown Berkeley BART Plaza	COB	✓		Yes	--
Safe Routes to School: Emerson, Sylvia Mendez, and John Muir Elementary Schools, King Middle School	COB	✓		Yes	--
Shattuck Avenue Reconfiguration	COB	✓		Yes	--
9th Street Bikeway Path Extension	COB	✓		Yes	--
Milvia Protected Bikeway	COB	✓		Yes	--
Gilman Interchange	Alameda CTC		✓	Yes	<i>Under Construction</i>
Southside Complete Streets	COB		✓	Yes	<i>Preliminary Engineering</i>
Ohlone Greenway Modernization & Street Crossings	COB		✓	Yes	<i>Preliminary Engineering</i>
High Priority Pedestrian Plan Projects:					
Sacramento Street Complete Streets (2010 Ped Plan)	COB	✓		Yes	--
Adeline Street South (Martin Luther King Jr. Way to Oakland border) (2020 Ped Plan)			X		<i>Preliminary Engineering</i>
High-Priority Bicycle Plan Projects:					
Complete Streets Corridor Study:					
Telegraph Ave Transit & Bikeway Corridor	COB		X	Yes	<i>Corridor Study & Conceptual Design</i>
Bike Boulevard Crossings:					
Virginia Street at Martin Luther King, Jr. Way Rectangular Rapid Flashing Beacon (RRFB)	COB	✓		Yes	--
Hillegass Street at Ashby Avenue Pedestrian Hybrid Beacon (PHB)	COB	✓		Yes	--
Virginia at Sacramento Street Traffic Signal	COB	✓		Yes	--
9 th St at Cedar, California St at Dwight raised medians	COB	✓		Yes	--
Virginia at San Pablo Avenue PHB California Street at Ashby RRFB	Caltrans		✓	Yes	<i>Construction Bidding</i>
Mabel Street at Dwight Way RRFB	COB		✓	Yes	<i>Preliminary Engineering</i>
Russell and Woolsey Streets at Adeline Street PHBs	COB		✓	Yes	<i>Preliminary Engineering</i>
Russell and Woolsey at Shattuck Avenue RRFB	COB		✓	Yes	<i>Consultant Selection</i>

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

PROJECT	LEAD	COMPLETE	FUNDING STATUS ³	IN BERKELEY STRATEGIC PLAN ⁴	CURRENT PHASE
Safe Routes to School Projects	COB		X ⁵	Yes	Portion of Washington Elementary Safe Routes to School Project Funded
High Priority Pedestrian Plan Projects	COB		X ⁵	Yes	--
Bike Boulevard Intersections	COB		X ⁶	Yes	--
Center Street Plaza	COB		O	Yes	Funding for Conceptual Design Deferred
Downtown Transit Center	COB		O		
Railroad Quiet Zone ⁷	COB		O		Deferred due to currently infeasible Federal Railroad Administration requirements ⁷
Gilman Grade Separation	COB		O		--
Signal Interconnect and Transit Signal Priority ⁸	COB		O		--

Notes:

1. Project status are as of May 2022. 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 Commission
3. ✓ = Fully Funded and Project Development Underway; X = Partially Funded; O = Seeking Funding
4. The City of Berkeley 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 found at: <https://www.cityofberkeley.info/strategic-plan/>.
5. High Priority Pedestrian Plan Projects and Safe Routes to School Projects are ongoing projects and include projects at various phases.
6. Five intersections are prioritized for future funding: Russell BB at San Pablo Ave and Sacramento St; Channing BB at San Pablo Ave and Sacramento St; Hillegass/Bowditch BB at Dwight.
7. The I-80/Gilman Interchange project includes safety upgrades at the Gilman railroad crossing, while the Alameda CTC Railroad Safety Enhancement Program will be doing safety improvements at the remaining open crossings (Cedar, Virginia, Hearst, Addison, Bancroft). These treatments will not result in the trains ceasing to sound their horns, which would require major railroad and station modifications that are not feasible at this time.
8. First phase includes wayside signal upgrades to support transit signal priority on University Ave between Oxford and San Pablo Ave.