



# Appendices

*1. A Team Effort*

*2. Where We've Been*

### *Alameda County Transportation Plan*

“Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.” p. 2-2

“Our transportation system will be: Multimodal (bus, train, ferry, bicycle, walking and driving); Accessible, affordable and equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes; Reliable and efficient; Cost effective; Well maintained; Safe; Supportive of a healthy and clean environment” p. 2-2”

### *Alameda County Bicycle Plan*

“Bicycling in Alameda County in 2040: Alameda County will be a community that inspires people of all ages and abilities to bicycle for everyday transportation, recreation and health, with an extensive network of safe, convenient and interconnected facilities linked to transit and other major destinations.” p.51

### *Alameda County Pedestrian Plan*

“Alameda County will be a community that inspires people of all ages and abilities to walk for everyday transportation, recreation and health. A system of safe, attractive and widely accessible walking routes and districts will be created by interconnected pedestrian networks, strong connections to transit and pedestrian-friendly development patterns.” p.59

## *Appendix I. A Team Effort*

The Berkeley Strategic Transportation Plan complements the policies of multiple levels of government including the County Congestion Management Authority (Alameda CTC), the Metropolitan Transportation Commission (MTC), and the California State Department of Transportation (Caltrans), and their focus to encourage routine consideration of all transportation modes and users at every level of design.

## **State Laws, Regulations, and Policies**

The **California Complete Streets Act of 2008 (AB 1358)** requires that any substantial revisions to a jurisdiction’s Circulation Element must “plan for a balanced, multimodal transportation network that meets the needs of all users of streets...”<sup>1</sup>

**Caltrans Deputy Directive 64** affirms Caltrans’ need to plan for all users and all modes of transportation to “improve safety, access, and ability for all travelers in California [recognizing] bicycle, pedestrian, and transit modes as integral elements of the transportation system.”<sup>2</sup>

**California Global Warming Solutions Act of 2006 (AB 32)** calls California to limit statewide greenhouse gas emissions to 1990 levels and adopt regulations to reduce its emissions to those levels. Improving transportation efficiency and adopting alternative modes is one identified area of improvement.<sup>3</sup>

<sup>1</sup> Assembly Bill No. 1358, <[http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab\\_1351-1400/ab\\_1358\\_bill\\_20080930\\_chaptered.pdf](http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.pdf)>.

<sup>2</sup> Deputy Directive DD-64-R1 Complete Streets – Integrating the Transportation System, <[http://www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets\\_files/dd\\_64\\_r1\\_signed.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf)>.

<sup>3</sup> Assembly Bill no. 32 – California Global Warming Solutions Act of 2006, <[http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab\\_0001-0050/ab\\_32\\_bill\\_20060927\\_chaptered.pdf](http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf)>.

# Regional and County Programs and Policies

## Metropolitan Transportation Commission

MTC distributes funds to the nine San Francisco Bay Area Counties and their respective jurisdictions. MTC Resolution 4035 adopted additional screening criteria for federal One Bay Area Grant funding including complete streets routine accommodation.

MTC also includes a project checklist to ensure people walking and riding bikes, as well as people with disabilities are planned for at the earliest stages and throughout project planning and development.

## Alameda County Transportation Commission

Alameda CTC (the joint County Congestion Management Authority and Sales Tax Authority) is responsible for countywide transportation planning and distribution of state, regional and county funds to local jurisdictions. In December 2011, Alameda CTC's Master Program Funding Agreement required all County jurisdictions to adopt Complete Streets policies by June 2013 to qualify for County and Regional funds.

- Alameda CTC identifies complete streets as the result of comprehensive planning, programming, and design that considers all users and all age groups.
- Alameda CTC acknowledges many resulting benefits including encouraging bicycling, walking and transit use; improving air quality and reducing greenhouse gas emissions; and improving overall community health.

## Related County Goals and Objectives *Metropolitan Transportation Commission, Regional Transportation Plan*

"Transportation 2035 sets forth a bold vision and takes us on a journey to: Where mobility and accessibility are ensured for all Bay Area residents and visitors, regardless of race, age, income or disability; and Where our bicycle and pedestrian facilities, public transit systems, local streets and roads, and highways are all safe and well maintained and take us when and where we need to go; and Where an integrated, market-based pricing system for the region's carpool lanes (via a regional express lane network), bridges and roadways helps us not only to manage the demand on our mature transportation system but also to pay for its improvements; and Where our lively and diverse metropolitan region is transformed by a growth pattern that creates complete communities with ready, safe and close access to jobs, shopping and services that are connected by a family of reliable and cost-effective transit services; and Where technology advances move out of the lab and onto the street, including clean fuels and vehicles, sophisticated traffic operations systems to manage traffic flow and reduce delay and congestion on our roadways, advanced and accessible traveler information that allows us to make informed travel choices, and transit operational strategies that synchronize fare structures, schedules and routes to speed travel to our destinations; and Where we have a viable choice to leave our autos at home and take advantage of a seamless network of accessible pedestrian and bicycle paths that connect to nearby bus, rail and ferry services that can carry us to work, school, shopping, services or recreation; and Where we lead and mobilize a partnership of regional and local agencies, businesses and stakeholders to take effective action to protect our climate and serve as a model for national and international action; and Where our transportation investments and travel behaviors are driven by the need to reduce our impact on the earth's natural habitats; and Where all Bay Area residents enjoy a higher quality of life." p. 6



## Appendix 2. Where We've Been

### What we have done so far

The City of Berkeley has adopted a number of land use and transportation planning documents that guide the direction of improvements to transportation and general wellbeing of the community. Those documents collectively encourage increased safety for all transportation modes; balancing transportation priorities based on neighborhood context; and finally, reducing environmental impacts and increasing community resiliency.

#### Citywide Plans

**Berkeley's General Plan Transportation Element**, adopted in 2001, identifies provisions to increase transit use, active transportation, and reduce single-person auto use. First, it establishes a "Transit First Policy" granting priority to transit vehicles along designated transit routes, and concurrently, encourages regional and county level transit policy coordination to increase efficiency and reliability to transit service. The Transportation Element also serves to increase safety for people walking in commercial districts and residential streets; and for people bicycling primarily along designated bicycle boulevards. Finally, the element identifies neighborhood protection and traffic calming to increase safety along minor residential streets.

Berkeley's **General Plan Environmental Management Element** includes statements related to transportation investments. The Element strongly encourages landscaping and tree planting to manage stormwater and reduce greenhouse gas emissions, and encourages traffic calming to reduce traffic noise and increase public health.

The **Climate Action Plan** of 2009 works to tackle climate change and reduce greenhouse gas emissions in Berkeley while setting a standard for innovation in the SF Bay Area Region. The document identifies several policies and programs to encourage active transportation, such as bicycling and walking, and transit use through increased efficiency and reliability. Complementing those policies, the Climate Action Plan seeks to discourage single-occupancy automobile use through value priced parking strategies.

## Area Planning

The **Berkeley Downtown Area Plan**, adopted in 2012, seeks to make Downtown Berkeley a memorable destination for residents and visitors. The Plan's policies encourage increased access and safety to, from and throughout the Downtown area. Accordingly, it calls for streetscape improvements including investment in the BART station plaza; capitalizing on key commercial streets such as Center Street and Shattuck Avenue; and improving pedestrian streetscape amenities with green infrastructure and landscaping to spur economic development and enhanced community identity. Similarly, the document identifies on-street parking as an asset to be managed with Transportation Demand Management and value priced parking to improve availability for visitors while encouraging commuters to use transit options.

The **Southside Plan**, adopted in 2011, manages the growth, economic development, and circulation of the area directly south of the UC Berkeley campus. It acknowledges the unique low auto ownership demographic of the area, and seeks to encourage bicycle and pedestrian safety along Southside Streets. It identifies a range of potential improvements to streets in the area in order to reduce traffic speeds and increase safety, and generally improve functionality for people walking, bicycling, taking transit, driving, and those providing goods to businesses within the area.

The **South Berkeley Plan** adopted in 1990 promotes the economic wellbeing and unique identity of South Berkeley. It calls for investment in and around the Ashby BART station while preserving the small neighborhood character of the community. More generally, the plan encourages improvements in safety and establishing a pedestrian-oriented community. This document will be supplanted by the Adeline Corridor Plan which is currently being developed and is slated for completion in early 2017.

The **South Shattuck Strategic Plan** adopted in 1997 recognizes this small planning area as a key link between the Downtown commercial district and the South Berkeley community. Capitalizing on the larger scale commercial activity and auto-dominated nature of the streets, the plan identifies improvements that encourage economic development while improving the pedestrian environment. Like the Downtown Plan, this document identifies the supply of on-street parking as a critical area of improvement to support local retail uses.

The **University Avenue Strategic Plan** adopted in 1996 encourages a truly multimodal street along University Avenue while also taming traffic connecting Downtown to West Berkeley and I-880. The Plan identifies improvements to increase transit efficiency, for people bicycling and walking, and improve landscaping along the corridor. Finally, the

plan encourages using the parking supply efficiently by encouraging commuters and those working in the area to use transit, leaving on-street parking for visitors and shoppers.

The **West Berkeley Plan**, adopted in 1993, is complimented by its transportation improvement plan – the West Berkeley Circulation Master Plan Report, 2009 – which promotes pedestrian improvements in activity nodes particularly along San Pablo Avenue; safe bicycle connections throughout the area; and transit improvements. Along with increasing on-street parking, the plan also protects neighboring residential neighborhoods and their parking availability. Finally, the document encourages tree planting and other landscaping features along major corridors.

The **San Pablo Avenue Public Improvements Plan** adopted in 2003 sets a framework for streetscape improvements along San Pablo Avenue. These are geared primarily toward improving safety and amenity for pedestrians; improve crossings for people riding bicycles; and improving the landscape and unique community identity of the San Pablo Corridor.

### Transportation Planning

The **Bicycle Plan** was originally developed in 1998 by mandate by the Berkeley Transportation Element. It was updated in 2005 and is currently undergoing another update. The Plan seeks to “create a model bicycle-friendly city where bicycling is a safe, attractive, easy, and convenient form of transportation and recreation for people of all ages and bicycling abilities.” Groundbreaking for its time, the 1998 plan encouraged routine accommodation of people bicycling throughout the city. The plan designated a comprehensive bicycle network of bicycle boulevards and bikeways. Finally, the plan identified a comprehensive set of facility improvements to encourage bicycling and increase safety for riders of all ages and abilities.

The **Pedestrian Master Plan** adopted in 2010 encourages Berkeley to be a pedestrian-friendly community. The plan ensures that sidewalks be first and foremost made for people to walk. It establishes a series of improvements to increase safety at street crossings; to increase pedestrian comfort with landscaping and street furniture; and to maintain the general pedestrian environment in a good state of repair.

The **Berkeley Transportation Action Plan (B-TAP)** adopted in 2012 defines a comprehensive set of capital and programmatic improvements to implement the City’s General Plan. In partnership with city departments and other agencies, the objective of B-TAP is to improve access to transit;

reduce greenhouse gas emissions and vehicle miles traveled, and manage parking efficiently and effectively. B-TAP received a series of grants including approximately \$500,000 in Safe routes to Transit from MTC; \$1.8 million for Transportation for Livable Communities from MTC; \$1.8 million Value Priced Pilot Program from the FHWA for parking pricing and management; and \$100,000 for an employee transit pass program from BAAQMD. Major projects of B-TAP include the preliminary concept designs for the Downtown Berkeley Transit Area Improvement plan, City parking garage improvements, Safe Routes to Transit, and the goBerkeley Parking study and TDM program.

The **Downtown Streets and Open Space Improvement Plan (SOSIP)** is a direct byproduct of the Downtown Area Plan. SOSIP establishes a plan for a comprehensive set of streetscape improvements throughout the Downtown area. The plan promotes reconfiguration of the Shattuck couplet to a two-way street and plaza space, “park blocks” along Shattuck Avenue – a significant shift from the current right-of-way design; and pedestrianizing Center Street from the UC campus at Oxford Street to Shattuck Avenue. SOSIP projects are funded in part by a nexus fee assessed on new downtown development.

In 2013 the City of Berkeley adopted a **Complete Streets Policy and Principles**. The resolution describes Complete Streets as a series of network

streets that serve all motorists, pedestrians, bicyclists and transit riders of all ages and abilities equally with the safest and most efficient system. The Policy acknowledges the benefits of complete streets designs in reducing vehicles miles traveled and its effect on public health and environmental sustainability. To implement these new comprehensive designs, the Policy also charges the various City of Berkeley Departments and Divisions to work more closely to identify opportunities for coordination and effective project delivery.”

