



Office of the City Manager

14

CONSENT CALENDAR
October 27, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jamie Parks, Director, Public Works

Subject: Authorizing the City Manager to submit a Local Highway Safety Improvement Program (HSIP) Cycle-13 Grant Application and to execute any resultant Grant Agreement and amendments

RECOMMENDATION

Adopt a resolution authorizing the City Manager to submit an application by November 2, 2026 to the California Department of Transportation (Caltrans) for a Local Highway Safety Improvement Program (HSIP) Cycle-13 grant for safety improvements to thirty (30) signalized intersections along Shattuck Avenue, University Avenue, Bancroft Way, and Oxford Street; accept the funds; and execute any resultant agreements and amendments.

SUMMARY

On November 2, 2026, the City of Berkeley Public Works Transportation Division will submit a Local Highway Safety Improvement Program (HSIP) Cycle-13 grant application to the California Department of Transportation: the Berkeley Vision Zero Signal Safety Improvement Project. This project proposes to make systemic traffic signal safety improvements at 30 signalized intersections along: Shattuck Avenue between Rose and Ward streets; University Avenue between Milvia and Bonar streets; Bancroft Way between Telegraph Avenue and Fulton Street; and, Oxford Street between Hearst and Center streets.

Proposed improvements include upgrading traffic signal heads and backplates; installing or upgrading smart detection cameras, accessible pedestrian signals (APS), traffic signal cabinets, controllers and related signal hardware; optimizing signal timing and phasing for improved safety and operations; and, implementing protected left-turn phasing at locations where existing left-turn lanes and intersection conditions support the improvement. This technology stack of smart cameras, cabinets, controllers and other hardware will allow electricians to monitor traffic signal operations in real-time, identify and improve traffic management issues, understand road users' intersection movements, and improve signal timing and safety for people on foot, bicycle, in cars and on public transit.

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These improvements, along some of the City's busiest transportation corridors, would benefit a broad range of Berkeley road users, including pedestrians, bicyclists, transit riders, motorists, young people, elders, and people with disabilities. The improvements are intended to reduce the potential for severe crashes, improve pedestrian and bicyclist visibility and detection, reduce conflicts between turning drivers and other roadway users, and modernize aging signals, some of which are over 50 years old.

The project would also support the City's Vision Zero goal to eliminate traffic fatalities and severe injuries by prioritizing safety improvements at locations with documented collision histories and roadway safety needs. All of the proposed locations are on Berkeley's network of Vision Zero high-injury streets -- these are the 15-percent of Berkeley roads that account for over 80-percent of severe and fatal crashes.

Approximately \$370-million in funding is available statewide through Caltrans for HSIP Cycle-13. Approval of the resolution would authorize and support the City's application for HSIP Cycle-13 funding for the proposed traffic signal safety improvement project.

FISCAL IMPACTS OF RECOMMENDATION

If the Berkeley Vision Zero Signal Safety Improvement Project is awarded HSIP Cycle-13 funding, Caltrans would provide up to \$6,335,550 in grant funds, which would be accounted for in the City's Fund 306-Capital Grants-State. The program requires a 10-percent local match based on the total project cost, resulting in a required City contribution of \$703,950. Funding for the local match would be available beginning in Fiscal Year 2028/2029 from Measure FF (Fund 166).

CURRENT SITUATION AND ITS EFFECTS

The Berkeley Vision Zero Signal Safety Improvement Project addresses safety needs at 30 signalized intersections along Shattuck Avenue, University Avenue, Bancroft Way, and Oxford Street. These corridors are major multimodal routes serving pedestrians, bicyclists, transit riders, and motorists. They are all designated through Berkeley's Vision Zero Action Plan as high-injury streets -- priority focus areas for safety investments.

Existing conditions vary by location and include aging or outdated signal equipment, limited detection capabilities, signal visibility concerns, turning conflicts, and opportunities to improve signal timing and phasing. Collision history at the project intersections further demonstrates the need for targeted safety improvements.

Without additional investment, many of these safety and operational deficiencies would need to be addressed incrementally or not at all using limited local funding. HSIP Cycle-13 provides an opportunity to implement coordinated improvements across multiple high-priority corridors and accelerate upgrades intended to reduce fatal and severe-injury collisions.

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BACKGROUND

The Berkeley Vision Zero Signal Safety Improvement Project is a systemic traffic signal safety project focused on 30 signalized intersections along Shattuck Avenue, University Avenue, Bancroft Way, and Oxford Street. Together, the project locations encompass approximately 4.9-miles of roadway along corridors identified by the City as part of its network of high-injury streets. The project will address recurring intersection crash patterns through targeted improvements to existing traffic signal infrastructure and operations.

The City's HSIP Cycle-13 grant application safety analysis uses collision data from the Statewide Integrated Traffic Records System (SWITRS) and UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) in combination with estimated crash reduction benefits for various treatments in order to calculate the application's "Benefit-Cost Ratio". This ratio is the primary criterion for project funding decisions.

For the five-year period from January 1, 2021 through January 1, 2026, the 30 project intersections experienced 432 reported crashes, including 1 fatal crash, 41 severe-injury crashes, 296 other visible-injury crashes, and 94 complaint-of-pain crashes. This represents 42 fatal or severe-injury crashes at the proposed project locations during the analysis period.

Based on this collision history, staff analysis, and the crash reduction benefits assigned by the HSIP program to various treatments, the project proposes three primary countermeasures: signal hardware, signal timing, and protected left-turn phasing (i.e., dedicated left-turn arrows). These improvements would be applied at locations supported by collision patterns, roadway conditions, existing signal configurations, and engineering analysis rather than applying the same treatment uniformly at every intersection.

Proposed improvements include replacement or installation of signal heads and backplates with retroreflective borders, pedestrian countdown indications, accessible pedestrian signal equipment, smart detection cameras, traffic signal cabinets and controllers, and other related signal hardware. The project would also optimize signal timing and phasing and install protected left-turn phasing and associated equipment at locations where existing left-turn lanes and intersection conditions allow. The HSIP cost estimate currently identifies protected left-turn improvements at 16 intersections, signal hardware improvements at 28 intersections, and signal timing improvements at all 30 project intersections.

The proposed improvements are intended to reduce the frequency and severity of intersection crashes, improve signal visibility and detection, reduce conflicts associated with turning movements, and modernize existing traffic signal infrastructure. By pursuing these improvements through a coordinated, systemic project, the City can address common safety needs across several priority corridors.

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The project is also consistent with the City's 2020 Vision Zero Action Plan and 2020 Pedestrian Plan, which establish City priorities for reducing fatal and severe-injury collisions and improving pedestrian safety and accessibility throughout Berkeley. The proposed HSIP improvements advance goals in these adopted plans by directing investment toward high-injury corridors and implementing proven signal-related safety countermeasures. The project further supports the City's broader Vision Zero and Safe System approach by using collision data and engineering analysis to prioritize improvements that reduce the likelihood and severity of crashes.

This Local Highway Safety Improvement Program (HSIP) Cycle-13 Grant Application to fund the Berkeley Vision Zero Signal Safety Improvement Project advances the Strategic Plan goal to provide state-of-the-art, well-maintained infrastructure, amenities, and facilities.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The Berkeley Vision Zero Signal Safety Improvement Project supports the City's environmental sustainability and climate goals by improving the safety and operation of major multimodal transportation corridors. The Berkeley Climate Action Plan establishes a citywide goal of reducing greenhouse gas emissions 80-percent below 2000 levels by 2050 and identifies public transit, walking, bicycling, and other sustainable mobility options as important components of achieving the City's climate objectives.

Improving the safety and reliability of the City's multimodal transportation network supports continued use of walking, bicycling, and public transit as alternatives to single-occupancy vehicle travel. Modernized signal controllers, detection systems, and optimized signal timing can also improve traffic operations by reducing unnecessary delays and vehicle idling. This is consistent with the City's Climate Action Plan, Vision Zero Action Plan, Pedestrian Plan, and Bicycle Plan. The City's current adopted transportation plans identify improving safety and expanding sustainable transportation choices as complementary objectives.

RATIONALE FOR RECOMMENDATION

Adoption of the Resolution would allow the City to pursue up to \$6,335,550 in HSIP Cycle-13 funding for the Berkeley Vision Zero Signal Safety Improvement Project. The grant would leverage Measure FF funding for the required local match and allow the City to accelerate safety improvements that would otherwise need to compete for limited local transportation funding.

ALTERNATIVE ACTIONS CONSIDERED

Staff considered a range of potential transportation safety projects and eligible countermeasures for submission under HSIP Cycle-13 before selecting the Berkeley Vision Zero Signal Safety Improvement Project. The proposed project was selected because it provides a competitive Benefit-Cost Ratio that maximizes the chance for funding, while addressing safety on multiple high-priority corridors.

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Staff considered implementing these improvements using local funding sources. However, relying solely on local funds would require the improvements to be phased over a long period of time. HSIP Cycle-13 provides an opportunity to leverage Measure FF funding to deliver a broader package of safety improvements and accelerate implementation of priority traffic signal upgrades.

Council could choose not to adopt the Resolution, in which case the City would forego the opportunity to compete for HSIP Cycle-13 funding for this project.

CONTACT PERSON

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Wei Sun, Supervising Transportation Engineer, Public Works (510) 981-6389

Nhat Phan, Associate Transportation Engineer, Public Works (520) 981-5209

Attachments:

- 1: Resolution authorizing the filing of an application for the Local Highway Safety Improvement Program (HSIP) Cycle-13 grant application
- 2: Berkeley Vision Zero Signal Safety Improvement Project Map

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

AUTHORIZING THE FILING OF AN APPLICATION FOR LOCAL HIGHWAY SAFETY IMPROVEMENTS PROGRAM (HSIP) CYCLE-13 GRANT FUNDING FOR THE BERKELEY VISION ZERO SIGNAL SAFETY IMPROVEMENT PROJECT

WHEREAS, the California Department of Transportation (“CALTRANS”), through its Division of Local Assistance, administers California’s local agency share of HSIP funding for eligible roadway safety improvement projects that are identified through crash history, crash potential, crash rates, or other data-supported safety analyses; and

WHEREAS, CALTRANS announced the Local HSIP Cycle-13 Call for Projects on July 1, 2026, with applications due November 2, 2026, and requires applicants to develop projects in accordance with the HSIP Guidelines, Local Roadway Safety Manual for California Local Road Owners, and applicable program requirements; and

WHEREAS, the City of Berkeley (“APPLICANT”) proposes to submit an HSIP Cycle-13 grant application for the Berkeley Vision Zero Signal Safety Improvement Project (“PROJECT”), which would implement systemic traffic signal safety improvements at 30 signalized intersections along Shattuck Avenue, University Avenue, Bancroft Way, and Oxford Street; and

WHEREAS, the proposed PROJECT is intended to reduce the frequency and severity of collisions through improvements that include traffic signal hardware upgrades, signal timing and phasing improvements, enhanced detection systems, accessible pedestrians signals, and protected left-turn phasing at locations where existing left-turn lanes and intersection conditions support such improvements; and

WHEREAS, as the Project Sponsor, APPLICANT has the legal authority to apply for funding for PROJECT and plans to submit a HSIP Cycle-13 application (“APPLICATION”) to Caltrans for \$6,335,550; and

WHEREAS, there are no legal impediments to APPLICANT applying for funding and there is no active, pending or threatened litigation that may adversely affect the proposed PROJECT or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its City Manager or designee to execute and file an application with Caltrans for discretionary HSIP CYCLE-13 FUNDS for the PROJECT as referenced in this Resolution.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that that City Manager is authorized to file an APPLICATION to Caltrans for funding for the PROJECT; and

BE IT FURTHER RESOLVED that APPLICANT hereby confirms that there is no pending or threatened litigation that might in any way adversely affect APPLICANT's ability to implement and deliver the proposed PROJECT; and

BE IT FURTHER RESOLVED that APPLICANT authorizes its City Manager or designee to execute the funding AGREEMENT with Caltrans and all subsequent amendments; and

BE IT FURTHER RESOLVED that APPLICANT shall provide Caltrans with a fully-executed copy of this Resolution concurrently with submittal of the APPLICATION; and

BE IT FURTHER RESOLVED that the City Council of APPLICANT, by adopting this resolution, hereby confirms that:

1. APPLICANT will commit to implementing the PROJECT as described in the APPLICATION; and
2. APPLICANT will have adequate staffing resources to deliver and complete the PROJECT within the time period identified in the application; and
3. APPLICANT understands it will enter into an AGREEMENT with Caltrans, and will comply with the AGREEMENT's requirements, including adherence to the completion of the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and
4. APPLICANT commits to delivering the PROJECT consistently with Caltrans HSIP-Cycle-13 Guidelines and policies; and
5. APPLICANT will commit matching funds as proposed in the APPLICATION against the awarded Caltrans HSIP Cycle-13 FUNDS by phase in the amount(s) of \$57,000 for Design (PSE), and \$646,950 for construction, anticipated to be from local Measure FF Funds source(s); and

Duly passed and adopted by the Berkeley City Council at the Berkeley City Council meeting held on Tuesday, October 27, 2026 in Berkeley, California by the following votes:

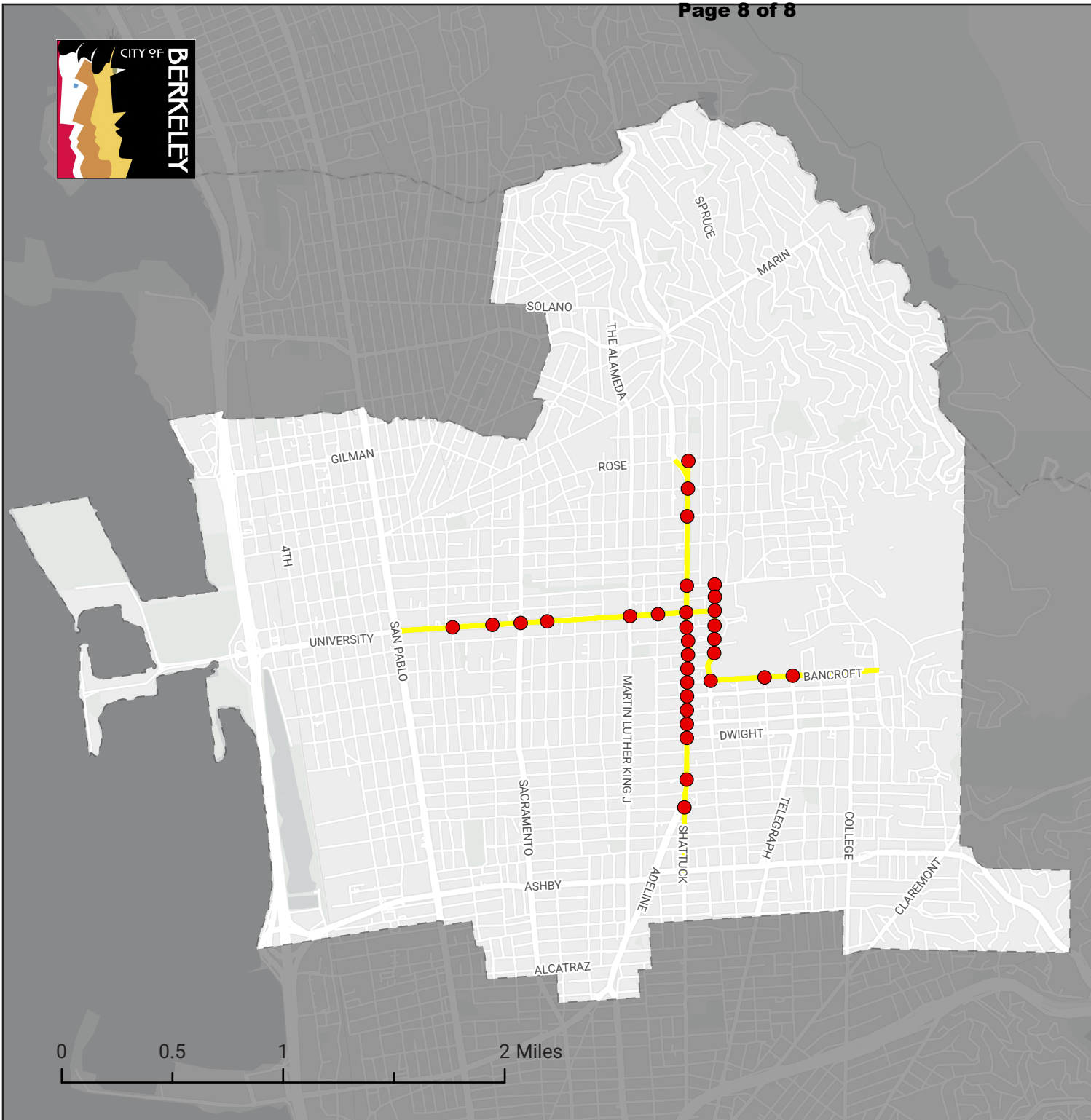
AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

Adena Ishii, Mayor

ATTEST:

Mark Numainville, City Clerk



Berkeley Vision Zero Signal Safety Improvements Project

- Intersection Improvements
- Selected High Injury Corridors

This map is for reference purposes only.
Data are not survey precise

Care was taken in the creation
of this map, but it is provided "AS IS".
Please contact the City of Berkeley
to verify map information or to report
any errors.

If you have trouble accessing this content
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please contact ada@berkeleyca.gov

September 18, 2026

CITY OF BERKELEY
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