



Office of the City Manager

CONSENT CALENDAR
September 13, 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: 2022 Vision Zero Program Grant Applications

RECOMMENDATION

Adopt three Resolutions:

1. Certifying that the Berkeley Vision Zero Action Plan, the Berkeley Bicycle Plan, and the Berkeley Pedestrian Plan, collectively meet the Safe Streets and Roads for All grant program requirement for a Comprehensive Safety Action Plan.
2. Authorizing the City Manager to submit a grant application to the federal Safe Streets and Roads for All (SS4A), accept the grant awarded, and execute any resultant agreements and amendments.
3. Authorizing the City Manager to submit a grant application to the federal Reconnecting Communities Pilot Grant Program (RCP), accept the grant awarded, and execute any resultant agreements and amendments.

FISCAL IMPACTS OF RECOMMENDATION

If awarded, the SS4A and RCP grants would bring a total of up to \$6,480,000 of competitive grant revenue to the Federal Capital Grants Fund (Fund 305) for high-priority transportation projects, starting in FY 2023.

Safe Streets and Roads for All Grant Funding Request and Matching Funds

Vision Zero Pedestrian and Bicycle Crossing Safety Improvements	up to \$6,000,000
Required City Matching Funds (20% of total project cost)	up to \$2,000,000
Total Project Cost	up to \$8,000,000

Reconnecting Communities Pilot Grant Funding Request and Matching Funds

Ashby Avenue Vision Zero Safety Plan	up to \$480,000
Required City Matching Funds (20% of total project cost)	up to \$120,000
Total Project Cost	up to \$600,000

The total estimated cost of the projects is up to \$8.6 million. Both SS4A and RCP require local match of 20% of the total project cost. Funding for the required \$2,120,000 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), with planning and capital project design activities anticipated to begin in FY2023

and FY2024, and capital bidding and construction activities anticipated in FY2025, FY2026, and FY2027.

CURRENT SITUATION AND ITS EFFECTS

In the two years since the Berkeley Vision Zero Action Plan¹ was adopted, the City has made substantial progress in implementing projects from both the 2017 Berkeley Bicycle Plan² and the 2021 Berkeley Pedestrian Plan³ that are located on Vision Zero High Injury Streets. Since 2020, Public Works has completed the Sacramento Complete Streets Project, the Milvia Bikeway Project, and initiated planning, design, and public engagement for projects on Hopkins Street, Sacramento Street, Martin Luther King Junior Way, streets in the Southside neighborhood, among other locations in Berkeley. These projects are intended to improve traffic safety to achieve the Vision Zero goal of eliminating all severe injury and fatality traffic crashes in Berkeley by 2028.

Continuing with these efforts, staff is requesting approval from Council to submit the following traffic safety projects to compete for SS4A capital project design and construction funding and RCP capital project planning funding. These applications are due in September and October 2022, respectively.

Vision Zero Pedestrian and Bicycle Crossing Safety Improvements (SS4A funding)

This project bundles intersection traffic safety improvements from the Berkeley Bicycle Plan and/or Berkeley Pedestrian Plan, selected because of their location on Vision Zero High Injury Streets within the Equity Priority Area identified in the Vision Zero Action Plan. Crossing treatments fall into one of two categories: rectangular rapid-flashing beacons with raised concrete street medians (RRFB + Median) or pedestrian hybrid beacons (PHB). Both treatments are intended to help people walking and biking to cross the street more safely. More information about the specific proposed improvements can be found in the Berkeley Bicycle Plan and Berkeley Pedestrian Plan.

- Bicycle Boulevard Intersection Crossings:
 - Channing Way/6th Street: RRFB+Median
 - Channing Way/Sacramento Street: PHB
 - Russell Street/Sacramento Street: PHB*
 - California Street/Dwight Way: RRFB + Median
- Pedestrian Plan Intersection Crossings:
 - Sacramento Street/Derby Street: PHB**
 - Sacramento Street/Harmon Street: PHB**
 - Alcatraz Street/King Street: RRFB+Median**
 - Alcatraz Street/California Street: RRFB+Median**

*Location also identified in Pedestrian Plan

**Location also identified in Bicycle Plan

¹ <https://berkeleyca.gov/your-government/our-work/adopted-plans/vision-zero-action-plan>

² <https://berkeleyca.gov/your-government/our-work/adopted-plans/berkeley-bicycle-plan>

³ <https://berkeleyca.gov/your-government/our-work/adopted-plans/pedestrian-plan-2020>

Ashby Avenue Vision Zero Safety Plan (RCP funding)

The Ashby Avenue Vision Zero Safety Plan will develop a conceptual plan for safety improvements along Ashby Avenue (State Route 13) from Telegraph Avenue to San Pablo Avenue, with the goal of eliminating severe injury and fatal traffic crashes, consistent with the 2020 Berkeley Vision Zero Action Plan. Ashby Avenue is a Vision Zero High Injury Street, and the project limits are predominantly within the Equity Priority Area identified in the Vision Zero Action Plan. Historically, Ashby Avenue has the highest concentration of severe and fatal crashes in Berkeley. The street divides the Lorin District and South Berkeley, historically black neighborhoods that have been subject to disinvestment and “redlining” discriminatory housing lending practices, from more affluent Central and North Berkeley areas. The Plan will refine recommendations for pedestrian and bicycle crossing safety treatments from the 2021 Berkeley Pedestrian Plan and 2017 Berkeley Bicycle Plan and develop additional conceptual design recommendations as needed as part of a comprehensive approach to traffic safety on Ashby Avenue. City of Berkeley will serve as the lead agency for this study with Caltrans as a joint applicant and project partner. The Plan is necessary in order to facilitate effective interagency coordination, to develop a comprehensive corridor traffic safety plan, and to support the robust local public engagement necessary to fully understand and address the safety concerns of the local community.

BACKGROUND

In 2020, the Berkeley City Council adopted the Vision Zero Action Plan, with the goal of eliminating all severe injury and fatality traffic crashes in Berkeley by the year 2028. The Vision Zero Action Plan identified High Injury Streets in Berkeley, a relatively small number of streets where the vast majority of severe injury and fatality crashes occur. This Plan also identified an Equity Priority Area, located predominantly in historically disinvested and “redlined” South and West Berkeley neighborhoods. The Vision Zero Action Plan prioritized the need to implement the projects identified in the 2017 Berkeley Bicycle Plan and 2021 Berkeley Pedestrian Plan that are located on High Injury Streets within the Equity Priority Area, as a way to reduce the disproportionate impact of severe injury and fatality traffic crashes on people walking and cycling in historically disinvested areas of Berkeley.

In 2021, the federal Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the United States Department of Transportation’s goal of zero deaths and serious injuries on our nation’s roadways. SS4A requires that eligible applicants have a comprehensive safety action plan to eliminate severe injury and fatal crashes. Berkeley’s Vision Zero Action Plan, along with the Berkeley Bicycle Plan and Berkeley Pedestrian Plan, meets this eligibility requirement.

In 2021, the federal Infrastructure Investment and Jobs Act (IIJA) established a new \$1 billion discretionary grant program to reconnect communities divided by transportation

infrastructure. This federal Reconnecting Communities Pilot (RCP) grant program supports planning, capital construction, and technical assistance to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure that creates barriers in communities. Partnerships between States and local government agencies, as well as robust engagement with community organizations are encouraged as part of eligible capital project planning.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The projects included in these grant applications 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 planning, design, and construction grant funding will allow the City to address critical local and regional transportation infrastructure gaps for all modes of travel. The projects in these grant applications were identified and prioritized using criteria drawn directly from adopted City plans which have undergone extensive public review prior to Council adoption.

ALTERNATIVE ACTIONS CONSIDERED

The City could choose to forgo the opportunity to seek grant funding from the federal government for these projects. Alternative funding would need to be identified or the identified projects would not move forward toward implementation.

CONTACT PERSON

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

Attachments:

- 1: Resolution: Comprehensive Safety Action Plan Self-Certification
Exhibit A: Comprehensive Safety Action Plan Self-Certification
- 2: Resolution: Safe Streets and Roads for All Grant Application
- 3: Resolution: Reconnecting Communities Pilot Program Grant Application

RESOLUTION NO. -N.S.

SAFE STREETS AND ROADS FOR ALL
COMPREHENSIVE SAFETY ACTION PLAN SELF-CERTIFICATION

WHEREAS, the Safe Streets and Roads for All (SS4A) grant program requires that applicants have a Comprehensive Safety Action Plan that includes elements specified by the U.S. Department of Transportation; and

WHEREAS, applicants are required to self-certify that their Comprehensive Safety Action Plan meets these requirements; and

WHEREAS, in 2020, the Berkeley City Council adopted the Vision Zero Action Plan (Resolution No. 69,324-N.S.), with input from the Vision Zero Task Force and Vision Zero Advisory Committee, with the goal of eliminating all severe injury and fatality traffic crashes in Berkeley by the year 2028, in fulfillment of Comprehensive Safety Action Plan requirements; and

WHEREAS, the Vision Zero Action Plan describes how progress will be measured over time by utilizing data sources for severe injury and fatality traffic crashes, in fulfillment of Comprehensive Safety Action Plan requirements; and

WHEREAS, the Vision Zero Action Plan is posted publicly online on the City of Berkeley's website, in fulfillment of Comprehensive Safety Action Plan requirements; and

WHEREAS, the Vision Zero Action Plan analyzed the history and location of severe injury and fatality crashes in Berkeley, developed a map of High Injury Streets to document higher traffic safety risk locations, and used historical and current demographic and economic data to develop an Equity Priority Area to prioritize traffic safety improvements on High Injury Streets, in fulfillment of Comprehensive Safety Action Plan requirements; and

WHEREAS, the Vision Zero Action Plan development included an assessment of current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize safety and discussed implementation through the adoption of revised or new policies, guidelines, and standards, in fulfillment of Comprehensive Safety Action Plan requirements; and

WHEREAS, the 2017 Berkeley Bicycle Plan (Resolution No. 67,945-N.S.), the 2021 Berkeley Pedestrian Plan (Resolution No. 69,711-N.S.) identify a comprehensive set of projects and strategies to address the safety problems for walking and biking documented in the Berkeley Vision Zero Action Plan, timelines for when these projects and strategies will be deployed, and an explanation of project prioritization criteria, in fulfillment of Comprehensive Safety Action Plan requirements.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Berkeley certifies that the 2017 Berkeley Bicycle Plan (Resolution No. 67,945-N.S.), the 2021 Berkeley Pedestrian Plan (Resolution No. 69,711-N.S.), and the 2020 Berkeley Vision Zero Action Plan (Resolution No. 69,324-N.S.) collectively fulfill the requirements for a Comprehensive Safety Action Plan as required to submit a grant application to the Safe Streets and Roads grant program.

Self-Certification Eligibility Worksheet

This worksheet is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

Instructions: This content is from Table 2 in the NOFO. The purpose of the worksheet is to determine whether or not an applicant's existing plan(s) is substantially similar to an Action Plan.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- Answer "yes" to Questions **3** **7** **9**
- Answer "yes" to at least four of the six remaining Questions **1** **2** **4** **5** **6** **8**

If both conditions are *not met*, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new action plan.

Lead Applicant: City of Berkeley

UEI: KC7DYLV9EF25

1 Are both of the following true?

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

YES NO

If yes, provide documentation:

Vision Zero Action Plan

2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

YES NO

If yes, provide documentation:

Vision Zero Action Plan

3 Does the Action Plan include all of the following?

- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

YES NO

If yes, provide documentation:

Vision Zero Action Plan



Self-Certification Eligibility Worksheet

4 Did the Action Plan development include all of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

YES NO

If yes, provide documentation:

Vision Zero Action Plan

5 Did the Action Plan development include all of the following?

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

YES NO

If yes, provide documentation:

Vision Zero Action Plan

6 Are both of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

YES NO

If yes, provide documentation:

Vision Zero Action Plan

7 Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?

YES NO

If yes, provide documentation:

VZ, Bike, & Ped Plans

8 Does the plan include all of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

YES NO

If yes, provide documentation:

Vision Zero Action Plan

9 Was the plan finalized and/or last updated between 2017 and 2022?

YES NO

If yes, provide documentation:

Vision Zero Action Plan



RESOLUTION NO. -N.S.

GRANT APPLICATION: SAFE STREETS AND ROADS FOR ALL FOR
VISION ZERO PEDESTRIAN AND BICYCLE CROSSING SAFETY IMPROVEMENTS

WHEREAS, people walking and cycling in Berkeley experience traffic safety issues when trying to cross the street at currently uncontrolled intersections; and

WHEREAS, these traffic safety concerns have been documented in the 2017 Berkeley Bicycle Plan (Resolution No. 67,945-N.S.) and the 2021 Berkeley Pedestrian Plan (Resolution No. 69,711-N.S.); and

WHEREAS, intersection traffic safety improvements from the Berkeley Bicycle Plan and Berkeley Pedestrian Plan were selected for this grant because of their location on Vision Zero High Injury Streets within the Equity Priority Area identified in the Berkeley Vision Zero Action Plan (Resolution No. 69,324-N.S.); and

WHEREAS, crossing treatments such as rectangular rapid-flashing beacons with raised concrete street medians (RRFB + Median) and pedestrian hybrid beacons (PHB) are intended to help people walking and biking to cross the street more safely, at locations as proposed in the 2017 Berkeley Bicycle Plan and 2021 Berkeley Pedestrian Plan; and

WHEREAS, Safe Streets and Roads For All grant funds can be used to make traffic safety improvements to currently uncontrolled pedestrian and bicycle intersection crossings; and

WHEREAS, if awarded, the grant funds will be placed in the Federal Capital Grants Fund (Fund 305) 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 Safe Streets and Roads for All grant program, for pedestrian and bicycle intersection crossing safety improvements for up to the amount of \$6,000,000; and accept the grant awarded, and execute any resultant agreements and amendments.

RESOLUTION NO. -N.S.

GRANT APPLICATION: RECONNECTING COMMUNITIES PILOT GRANT PROGRAM
FOR ASHBY AVENUE VISION ZERO SAFETY PLAN

WHEREAS, Ashby Avenue (State Route 13) has the highest concentration of severe injury and fatal traffic crashes of any street in Berkeley, as described in the Berkeley Vision Zero Action Plan (Resolution No. 69,324-N.S.); and

WHEREAS, this crash history has made Ashby Avenue a barrier that is difficult to cross by any mode of transportation, dividing South Berkeley, a historically black neighborhood that has been subject to disinvestment and “redlining” discriminatory housing lending practices, from more affluent Central and North Berkeley areas; and

WHEREAS, these traffic safety concerns have been documented in the Berkeley Vision Zero Action Plan, which identifies Ashby Avenue as a High Injury Street located partially within the Equity Priority Area, and in the 2017 Berkeley Bicycle Plan (Resolution No. 67,945-N.S.) and the 2021 Berkeley Pedestrian Plan (Resolution No. 69,711-N.S.); and

WHEREAS, the Ashby Avenue Vision Zero Safety Plan will refine the traffic safety recommendations proposed in the 2017 Berkeley Bicycle Plan and the 2021 Berkeley Pedestrian Plan and develop additional conceptual design proposals as needed as part of a comprehensive approach to traffic safety on Ashby Avenue; and

WHEREAS, the Ashby Avenue Vision Zero Safety Plan is necessary in order to facilitate effective interagency coordination, to develop a comprehensive corridor traffic safety plan, and to support the robust local public engagement necessary to fully understand and address the safety concerns of the local community; and

WHEREAS, City of Berkeley will serve as the lead agency for this study with Caltrans as a joint applicant and project partner; and

WHEREAS, Reconnecting Communities Pilot Grant Program capital project planning funds can be used to develop a comprehensive corridor traffic safety plan; and

WHEREAS, if awarded, the grant funds will be placed in the Federal Capital Grants Fund (Fund 305) 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 Reconnecting Communities Pilot Grant Program for the Ashby Avenue Vision Zero Safety Plan for up to the amount of \$480,000; and accept the grant awarded, and execute any resultant agreements and amendments.