

**Work Plan A.12.02 CM North Berkeley BART TOD Access Plan - Added Scope**

**Scope:**

The following document describes the steps that Fehr & Peers will undertake to assess BART's recommendation for a 12-foot-wide two-way bikeway along Virginia Street and the deliverables that will accompany this analysis. The analysis will assess existing and future bicycle demand to compare and evaluate a 12-foot two-way bikeway and a 9-foot two-way bikeway option with the goal of reaching a shared recommendation with the City of Berkeley.

Fehr & Peers will also provide concept-level designs for 12-foot-wide two-way bikeway along Virginia Street. For this design, Fehr & Peers will assume the landscaped strip outside of the TPSS is removed and the curb line on the south side of Virginia street is shifted to the south.

**Task 1 – Preparation for and Attendance at the TIC and City Council Meetings**

Fehr & Peers will prepare presentation materials for and attend one Transportation and Infrastructure Commission (TIC) meeting and one City Council meeting. Fehr & Peers will attend up to four meetings with BART and City staff to prepare for the TIC and City Council meetings

- 1 PowerPoint Presentation summarizing the analysis and recommendations for the TIC (2 rounds of BART review, 1 round of City review), assumed to be a subset of slides from the analysis slides, tailored for the external audience. This presentation will present trade-offs of the two bikeway width options and conclude with a recommendation either from BART or as a joint City/BART recommendation, pending City of Berkeley review.
- 1 one-page document summarizing the pros and cons of the two bikeway width options
- Up to 4 meetings with BART and City Staff to prepare for the TIC and City Council meetings
- Fehr & Peers attendance at one TIC and one City Council meeting.

**Task 2 – Virginia Bikeway Analysis**

*Analysis Scope*

**Step 1: Describe the City and BART's mode share goals to frame the analysis**

Fehr & Peers will outline mode share goals from the following documents and adopted policies towards meeting these goals and describe how the mode share goal for the TOD should be higher given density and proximity to BART.

- [2017 Berkeley Bicycle Plan](#)
  - Confirm with City staff if mode share goal is expected to be higher in the next plan update
- [BART Station Access Policy Performance Measures and Targets](#)

- o BART staff will also share updated modal targets

#### Step 2: Outline emerging standard practice in Bikeway Design

Fehr & Peers will review recommended practices for bikeway design from NACTO's guide to "[Designing for Small Things with Wheels](#)". This guide was selected because it addresses existing gaps in meeting All Ages & Abilities street design standards with the proliferation of new mobility devices that are more varied than traditional bicycles in speed and size. Fehr & Peers will also review statutorily required Caltrans bikeway design guidance.

This will be accompanied by a qualitative summary of the types of bikes and bike users observed on the Virginia Greenway today (e.g., cargo bikes, children riding with caretakers, etc.)

#### Step 3: Data analysis to assess existing bikeway use

**Virginia:** Analyze BART's count data from 2017 detailing bicycle volumes along Virginia Street adjacent to the station area. Contextualize Virginia bike volumes against bike volumes at other locations in the City of Berkeley using Alameda CTC count data and data from the City of Berkeley at nearby locations.

**Note:** We are not proposing to collect new count data due to cost, Ohlone Greenway construction, and the UCB academic schedule.

**City of Berkeley:** Analyze ACS commute data and Alameda CTC bike count data to describe how bicycle mode share and volumes are high in Berkeley vs. the rest of Alameda County and the region.

**BART:** Analyze BART station access mode share and OD data from the 2015 BART Station Profile Study. Contextualize North Berkeley bike mode share and volumes against those at other stations.

#### Step 4: Estimate future Virginia bikeway use

Fehr & Peers will develop a high and low estimate for future bike volumes along Virginia based on the following sources:

- Trip generation data from the draft EIR for the Berkeley BART TOD projects
- Estimated growth of bicycle mode share based on the historical bicycle mode share growth rate
- Aspirational citywide bike mode share (20% from the Berkeley Bicycle Plan, further adjusted for the TOD context of the Virginia bikeway)
- Local data on e-bike sales (if available)

#### Step 5: Mark up of potential conflict points along bikeway

Fehr & Peers will mark up potential conflict points along the bikeway, provide a description of the conflict, and describe how the conflict is addressed by a wider bikeway. Mark ups will be supported by illustrative photos of existing users/uses of the Virginia bikeway.

## **Deliverables**

Fehr & Peers will produce the following deliverables as part of this task:

- 1 PowerPoint Presentation documenting the analysis findings (2 rounds of BART review, 1 rounds of City review)

## **Task 3 – Concept Level Design Review for Virginia Street Bikeway**

In response to feedback from City Staff and the public, Fehr & Peers will provide input to the developer-led design process to produce a concept level design for a 12-foot-wide two-way separated bikeway on Virginia Street that does not impact parking.

Fehr & Peers will attend up to five meetings with the developer team and BART staff. Fehr & Peers will review and provide input into the bikeway design at the meetings. Fehr & Peers will also provide two rounds of Bluebeam PDF mark-up comments on the developer led design concept. Fehr & Peers will attend up to three meetings with City staff to coordinate the Virginia Street bikeway design.

Once the concept for the Virginia Street bikeway has been finalized, Fehr & Peers will update the Access Plan text and graphics to reflect the Virginia Street recommendation.

## **Deliverables**

Fehr & Peers will produce the following deliverables as part of this task:

- Up to five 1-hour virtual meetings with the developer team and BART
- Up to three 1-hour virtual meetings with City Staff and/or elected officials
- Two rounds of Bluebeam PDF mark-up comments on the developer led design concept
- Updates to the Access Plan text and graphics to reflect the final Virginia Street recommendation
- Up to 14 hours of additional staff support for the City Council Presentation

**Prime: Fehr and Peers**

**Subconsultants: None**

**Total Work Plan Value: \$ 33,514**