

Preliminary Engineering For Adeline Street Transportation Improvements Project

Pre-proposal Meeting

Specification No. 22-11526-C

July 28, 2022, 2-4pm

MEETING WILL BEGIN AT 2:05 PM

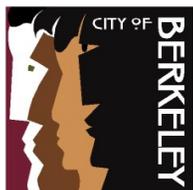
PLEASE MUTE YOUR MICROPHONE

Please sign in here:

<https://form.jotform.com/222066449573057>

Or by emailing your vendor name, contact name, phone number, and email address to:

diyee@cityofberkeley.info



PLEASE NOTE: THIS MEETING IS BEING RECORDED

Agenda

- Welcome and Sign-in (5 min)
- City of Berkeley project team introductions (5 min)
- Project Information (20 min)
- City and County Submittal Requirements (10 min)
- Q&A (60 min)
- Adjourn (no later than 4 pm PST)

Welcome and Sign-in

PLEASE SIGN IN AT:

<https://form.jotform.com/222066449573057>

Or by emailing your:

- vendor name
- contact name
- phone number
- email address

to:

diyee@cityofberkeley.info

Sign-in must be completed before the end of the meeting.

City of Berkeley project team introduction

- Conceptual Design (10% PS&E), Public Engagement, and Environmental:
 - Beth Thomas, Principal Planner
 - Eric Anderson, Senior Planner, Project Manager
 - Dianne Yee, Associate Planner
- Detailed Engineering Design (35% PS&E):
 - Kenneth Jung, Supervising Civil Engineer, Project Manager

Project Information

- Background and context
- Scope of Work
- Schedule
- Budget



Existing mural in the South Adeline (Lorin District) subarea

SOUTH ADELINE

Context and Character

The South Adeline subarea extends along Adeline Street between the Ashby BART Station and the Berkeley/Oakland border. The heart of this area is the Lorin District, a state-registered historic district including several landmarked structures. The Lorin District has long been a center of the Black community, with institutions such as Phillips Temple CME Church and the Black Repertory Theatre. It is also home to the South Berkeley Farmers' Market, and a diverse mix of stores, services, nonprofits, and community organizations. South Adeline also includes some of the corridor's most challenging intersections (at Stanford and MLK Jr. Way), as well as underused open spaces within the public right-of-way.



Planning Strategy

South Adeline will continue to sustain a diverse mix of retail, cultural, and community-based uses. Business success will be improved by attracting patrons from surrounding neighborhoods and growing the customer base as new housing is built. A strong focus on historic preservation and context-sensitive infill development will enhance this area's distinct identity. The area's relatively narrow parcels and strong historic fabric mean future development will be smaller in scale than elsewhere along the Corridor. Redesign of the Adeline right-of-way will provide an opportunity to expand public open space and create development opportunities, while improving safety for pedestrians and cyclists.



Existing community-oriented office space in the South Adeline subarea

Background and Context

Project Location

“South Adeline”

Adeline Street from Martin Luther King (MLK) Jr Way to the Oakland border

- South of Ashby BART station
- Lorin District
- Two major intersections at either end



Background and Context

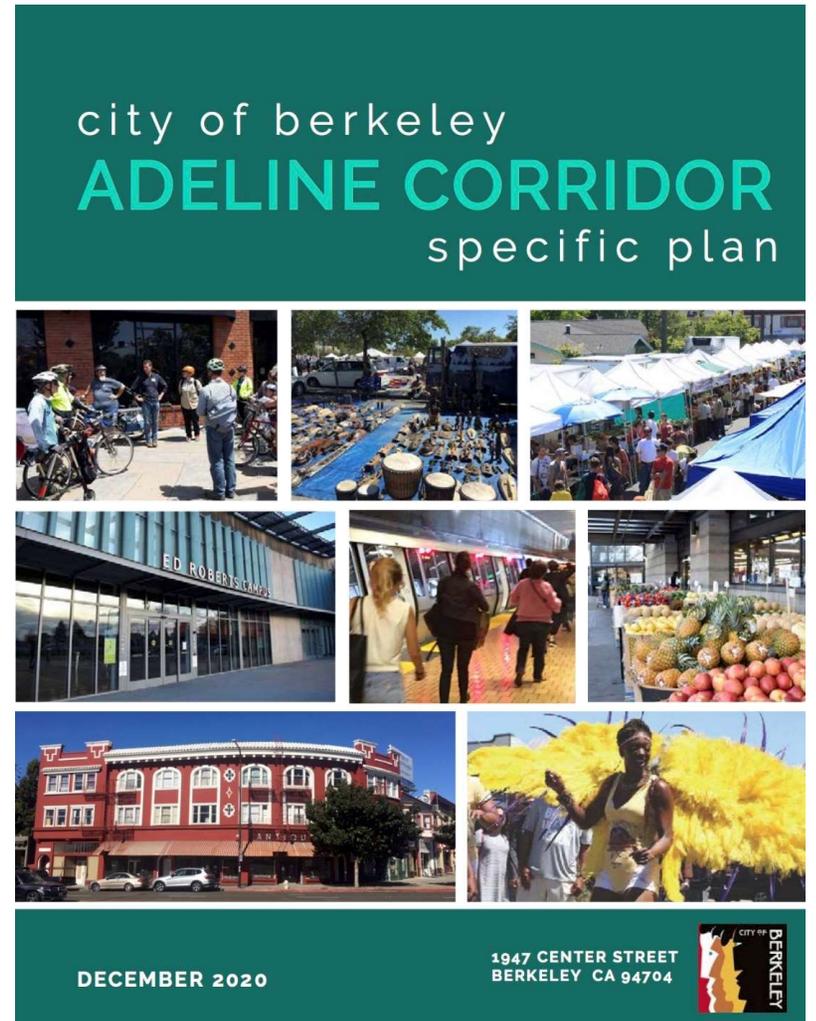
Adeline Corridor

Specific Plan (2020)

Transportation Goal:

Provide safe and equitable transportation options that meet the mobility needs of all residents, regardless of age, means, and abilities, and that further the attainment of the City's greenhouse gas reduction goals.

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



Background and Context Walking

- Berkeley Pedestrian Plan (2010)
- Vision Zero Action Plan (2020)
- Berkeley Pedestrian Plan Update (2021)
- Ashby BART station
- Lorin District businesses

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

OBSERVATIONS

- Several skewed intersections along the segment create complicated intersection geometries and undesirable walking conditions.
- Steel frontage along the corridor includes parking lots with access at intersections.
- Median refuge islands along the corridor make uncontrolled crossings safer. And where they exist, rectangular rapid flashing beacons help promote motor vehicle yielding to pedestrians.

ADELINE CORRIDOR SPECIFIC PLAN

The Adeline Corridor Specific Plan is a long-range plan for the Adeline Corridor to promote transit-oriented development and safe access for users of all modes of transportation. The planning process began in 2015 and the community was involved heavily.

The Specific Plan's study area starts on Shattuck Avenue from Dwight Way to Adeline Street, continuing on Adeline from Shattuck until the southern City limits.

The Pedestrian Plan recommendations for Adeline Street incorporate the recommended design features identified in the Specific Plan, such as reducing the number of lanes. The Specific Plan notes that "detailed design of pedestrian and bicycle treatments at intersections will occur in later design phases." Recommendations from the Pedestrian Plan will be worked into that detailed intersection design. In addition, the City is conducting a study funded by BART on whether to reduce the number of mixed-traffic lanes on Adeline north of Martin Luther King Jr. Way.

Low Estimate

\$2,540,000

High Estimate

\$4,730,000



6.5 PEDESTRIAN CIRCULATION

Improve pedestrian facilities and amenities that create a safe and attractive environment that encourages walking and accommodates increased pedestrian activity.

While there is already a network of continuous sidewalks throughout the Plan Area, there are still many opportunities to improve pedestrian mobility and safety by:

- Reducing street crossing distances
- Lengthening pedestrian crossing signal times
- Increasing pedestrian visibility
- Reducing speeding
- Eliminating existing and minimizing future driveways and curb-cuts along key pedestrian routes.
- Consider traffic signals on Shattuck Avenue at Blake, Parker, and Derby Street and Adeline Street at Stuart, Russell, Essex, Woolsey, Fairview, and Harmon Streets.
- Creating sidewalks where they are lacking, such as along Martin Luther King between 62nd and 63rd St, to the east of the BART tracks.

As noted above, Policy 6.2 describes a long-term major right-of-way redesign concept that will need additional study and community engagement. Figure 6-13 and Table 6.2 show pedestrian circulation and safety improvements that could be completed in the interim and would be compatible with a potential longer-term redesign.

For example, crossing improvements are not only important where the crossing distance is very large, such as at Ashby Avenue, but also at secondary intersections with long crossing distances and heavy pedestrian activity, such as at Derby, Russell, and Fairview Streets. Recommended interim improvements include high visibility crosswalks, curb extensions or bulb-outs, pedestrian signals or beacons, and median pedestrian refuge islands. There are also near-term opportunities along Adeline to improve signal timing, which could reduce speeding and improve traffic flow.

Off the Adeline and Shattuck Corridors and within adjacent neighborhoods, traffic calming measures could include new stop signs, chicanes, speed humps, special striping or textured pavement, diverters, turn restrictions, or traffic circles on certain streets. These treatments are typically not appropriate for major arterials like Adeline, Ashby, or Alcatraz, but are important strategies for improving pedestrian connections between the Adeline Corridor and surrounding neighborhoods.

Figure 6-13 Interim Pedestrian Improvements



Background and Context Cycling

- Berkeley Bicycle Plan (2017)
- Vision Zero Action Plan (2020)
- Existing bikeways:
 - **Adeline St, Shattuck to Ashby (Class IV)**
 - **Adeline St, Ashby to MLK Jr Way (Class II)**
- Proposed Bikeways:
 - **Adeline St, MLK Jr Way to Oakland border (Class IV)**

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

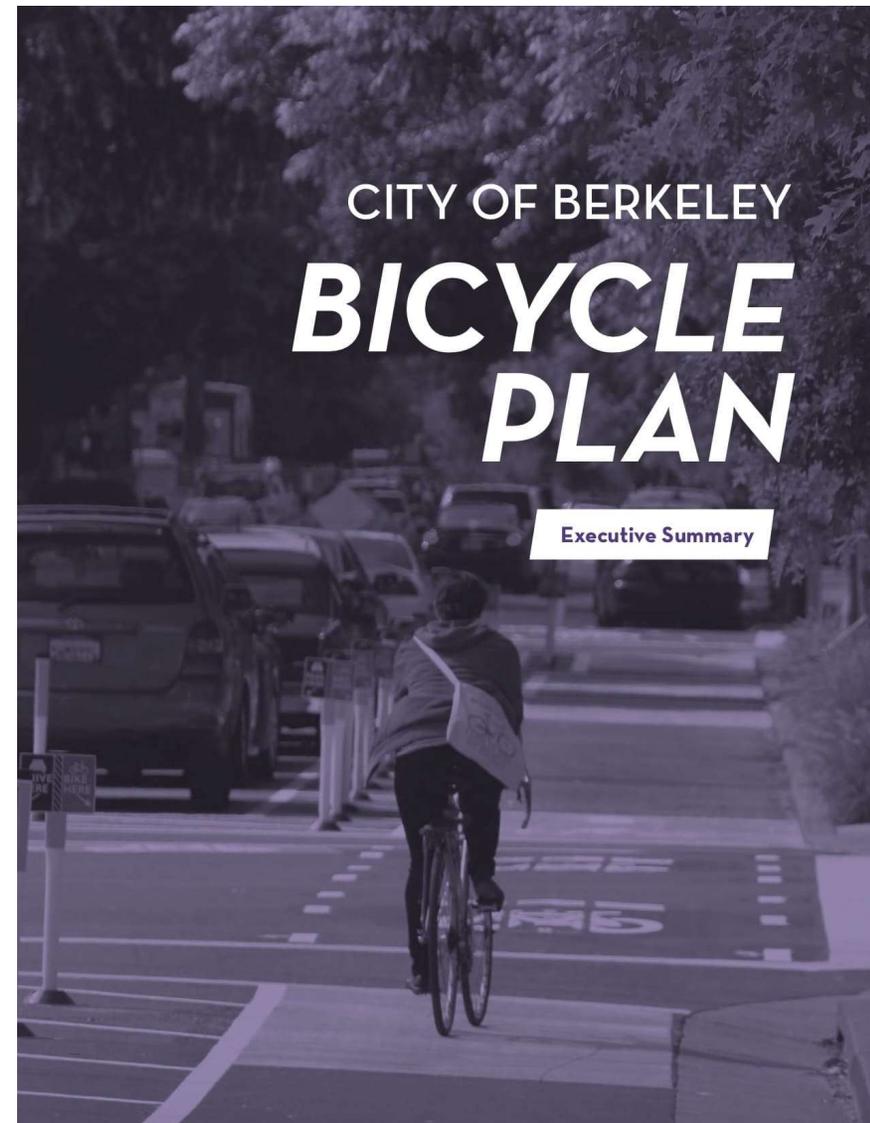
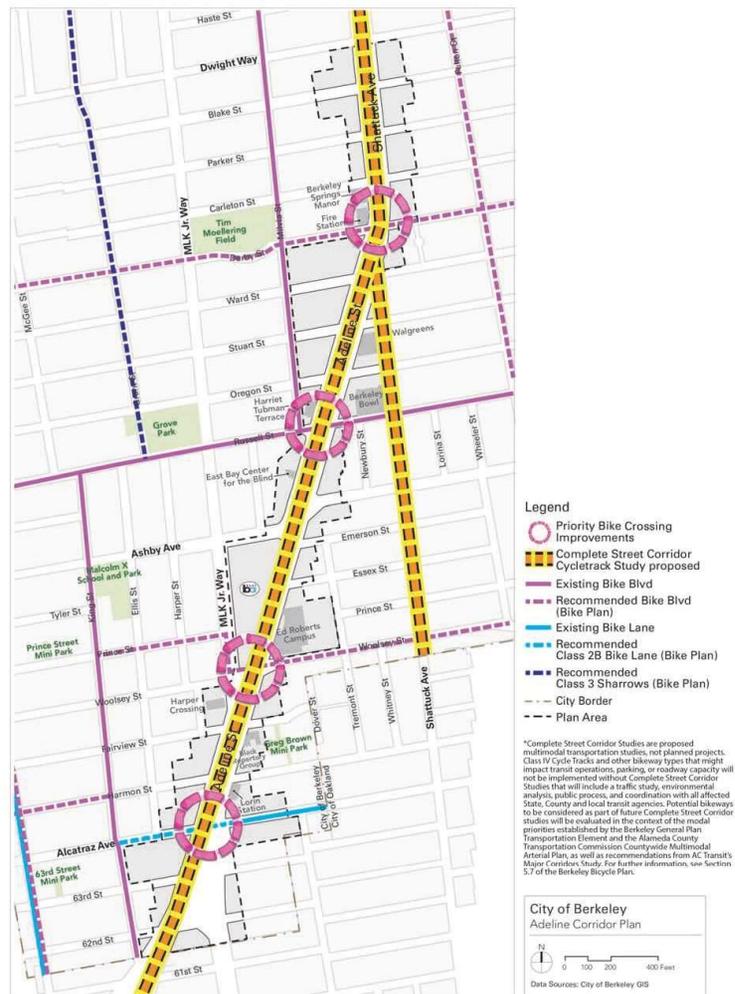


Figure 6-14 Bicycle Network Improvements



BIKEWAY CLASSIFICATIONS

CLASS 1 BIKEWAY

Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.



CLASS II BIKEWAY

Provides a striped lane for one-way bike travel on a street or highway.



CLASS III BIKEWAY

Provides for shared use with motor vehicle traffic, typically on lower volume roadways.



CLASS IV BIKEWAY

Provides a separated path for one-way bicycle travel adjacent to a street or highway. Bicycles are separated from motor vehicle traffic by a raised curb, bollards, parking with a painted buffer, or other vertical physical barrier.



Background and Context Transit

- AC Transit Major Corridors Study
- AC Transit Lines 12, F
- Proposed transit improvements:
 - Red transit lane
 - Transit signal priority (TSP)
 - Queue jump lanes
 - Bus boarding islands



6.7 BUS AND SHUTTLE TRANSIT

Work closely with AC Transit to support continued and improved bus transit and shuttle service along the Adeline corridor.

A robust public transportation service is critical to meet the needs of both residents and visitors to the corridor, improve accessibility, and reduce vehicle trips. The Adeline Corridor is designated as a “Primary Transit Route” by the Berkeley General Plan Transportation Element and the Alameda County Transportation Commission Countywide Multimodal Arterial Plan. Maintaining high-quality transit service is a priority for the corridor.

Currently, AC Transit operates several routes within or near the Plan Area, as shown in Figure 6-15. Bus stops are located at regular two- or three-block intervals along all routes:

- Transbay F along Adeline Street and Shattuck Avenue
- 18 along Shattuck Avenue
- 12 along MLK Jr. Way and along Adeline between Martin Luther King Jr. Way and Stanford Avenue
- 80 along Ashby Avenue
- School Route 688 along Alcatraz Avenue (not in operation during summer)
- Late night Transbay 800 service along Shattuck, Adeline between Shattuck and Ashby, and Ashby from Adeline east to Telegraph.

The City does not operate or control AC Transit service. The City’s goal is to support and coordinate with AC Transit as it continues to operate and improve bus service to the area. The City is supportive of AC Transit efforts to undertake physical and programmatic bus transit improvements and related efforts to increase service frequency, reliability, and

ridership along the Adeline Corridor. Continued coordination with AC Transit (and other local/regional transit agencies as needed) will be key to improving service in the Plan Area.

In the near term, the City will coordinate with AC Transit to identify opportunities for improved transit efficiency and reduced bus-stop dwell times through the provision of bus boarding islands, transit signal priority at appropriate intersections and signal timing favorable to transit operations, and for improved bus stop waiting areas and their environs to increase safety and encourage ridership. Existing bus shelters should be improved so they all meet a minimum standard by adding benches, lighting, and signage. This is especially important at high-value destinations such as Ashby BART, locations where multiple lines intersect, and/or at major street connections such as Alcatraz Avenue. Longer-term concepts for the Adeline Street right-of-way, which would require coordination with AC Transit, are described in Policy 6.2.

There may be future opportunities to provide local shuttles to major employers, the university, major housing sites, BART stations, or other destinations. This could occur in coordination with AC Transit, with local employers and institutions such as UC Berkeley, or in coordination with service in neighboring cities such as the Emery-Go-Round shuttle operated by the Emeryville Transportation Management Association. Expansion of service on the existing West Berkeley Shuttle, which connects Ashby BART to the West Berkeley employment district, also could be considered.

Figure 6-15 Existing Transit Service

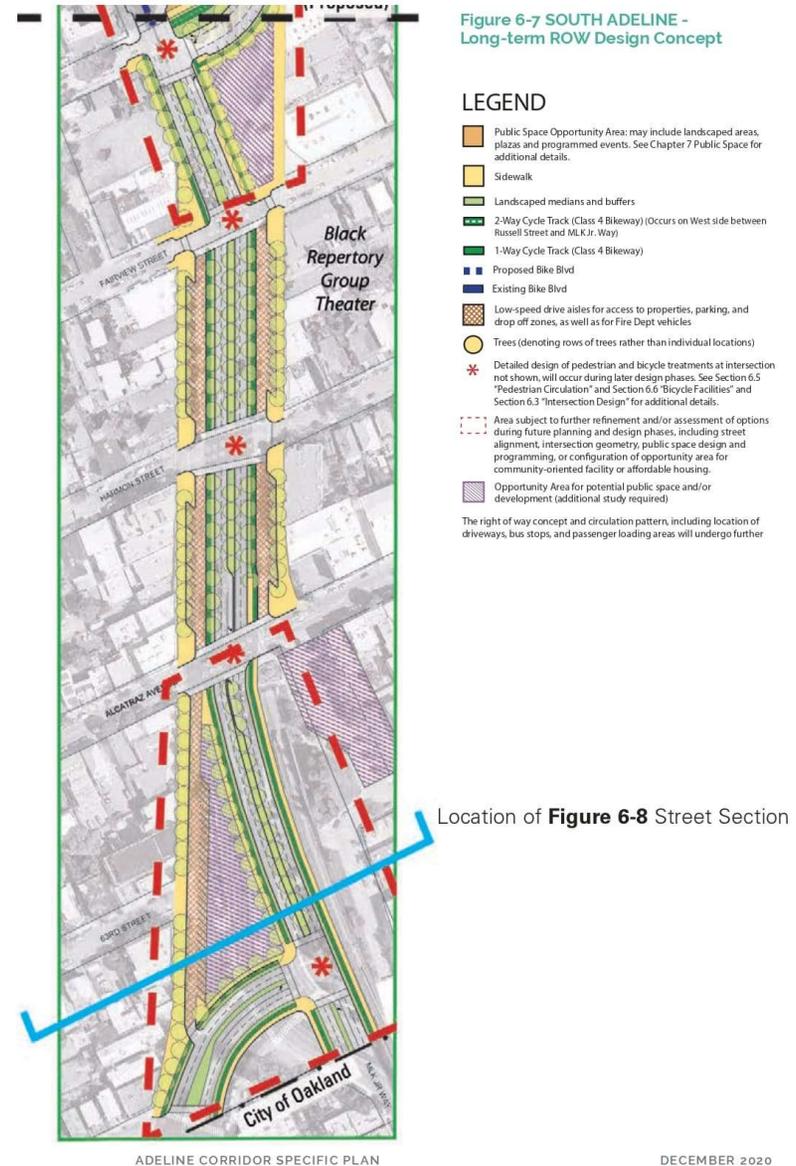


Adeline Corridor Specific Plan – Policies

1. Provide **complete streets** for all users, humanizing the design and function of Adeline Street and other cross streets.
2. **Redesign the Adeline Street right-of-way** to provide better public space, improve multi-modal transportation access, create a more attractive street, and improve safety for persons of all means and abilities.
3. Develop and implement improved **multimodal designs** for key intersections, prioritizing safety, multi-modal access, public space, and community use of public land.
4. Encourage **universal accessibility** improvements along the corridor, and continue to work with the community to identify priority locations for improvements for those with disabilities.
5. Improve **pedestrian facilities and amenities** that create a **safe and attractive environment** that encourages walking and accommodates increased pedestrian activity.
6. Focus **bicycle facility improvements** on Adeline and at locations where the Berkeley Bicycle Plan's existing and planned bicycle network crosses Adeline.
7. Work closely **with AC Transit** to support continued and improved bus transit and shuttle service along the Adeline corridor.
8. Work with **BART** to maintain and improve its ability to serve Bay Area travelers and accommodate regional growth, including growth around the Ashby Station.
9. Implement innovative strategies that make efficient use of existing parking resources while **reducing demand for additional parking**.

Proposed Improvements

- Road diet
- Raised one-way cycle tracks
- Perpendicular alignment of intersections:
 - Adeline Street/MLK Jr. Way (northern project limit) and
 - Adeline/MLK Jr. Way (south project limit)
- Landscaped medians
- Sidewalks
- Median potential
- Dedicated left-turn lanes
- Transit priority
- Bus stop improvements
- Pedestrian crossing improvements
- Parking zones
- Micromobility facilities
- Traffic signal improvements
- Streetscape improvements
- Repaving of project streets



Proposed Improvements

Figure 6-11 Intersection of Adeline and MLK Jr. Way



Existing conditions at the intersection of Adeline and MLK Jr. Way.

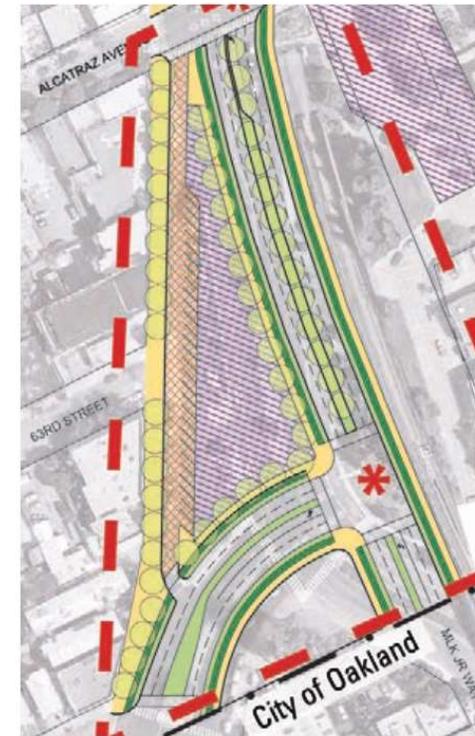


Design concept for the intersection of Adeline Street and MLK Jr. Way. See Figure 6-1 for map legend. The design will be refined in the future with additional engineering and design details.

Figure 6-12 Intersection of Adeline and Stanford/MLK



Existing conditions at the intersection of Adeline and Stanford/MLK Jr. Way.



Design concept for the intersection of Adeline Street and Stanford/MLK Jr. Way. See Figure 6-1 for map legend. The design will be refined in the future with additional engineering and design details.

Scope of Services

- Kick-off Meeting and Project Management Approach
- Public Engagement
(Online Public Survey, Project Website, Online Open Houses)
- Public Engagement
(Stakeholder Group, Transportation Commission, and City Council Meetings)
- Existing Conditions Data Collection and Analysis – Concept Design
- Concept Design (10% PS&E)
- Environmental Clearance Support
- Develop 35% PS&E and Cost Estimate

Project Schedule

Conceptual Design, Public Engagement, and Environmental Clearance

November 2022	Project kickoff
November 2022 to February 2023	Data collection & analysis; initiate public engagement
February 2023 to April 2023	Analyze and present design concept
May 2023 to June 2023	Refine and present design concept
July 2023 to September 2023	Finalize and complete concept design (10% PS&E)
October 2023	Environmental analysis and CEQA documents
November 2023	Berkeley City Council approval of concept design (10% PS&E)

Detailed Engineering Design

December 2023 to August 2024	Complete Preliminary Engineering (35% PS&E)
------------------------------	---

Project Budget and LBE and SLBE Goals

Consultant Design Budget: \$535,000

Local Business Enterprise (LBE) goal: 70.0%

Small Local Business Enterprise (SLBE) goal: 30.0%

Project Budget Breakdown			
Phase	Total Funding	Alameda County Transportation Commission	Local Match
Preliminary Engineering/ Environmental/PS&E	\$660,000	\$495,000	\$165,000

City Required Forms

Attachment A - Checklist

The following forms are to be submitted with the Proposal:

- Non-Discrimination/Workforce Composition Form
- Nuclear Free Disclosure Form
- Oppressive States Form
- Sanctuary City Compliance Statement
- Living Wage Form
- Equal Benefits Ordinance Certification of Compliance (EBO-1)

The following forms are to be submitted by the successful Proposer:

- Evidence of Insurance (provide original-signed in blue ink):
 - Auto
 - Liability
- Worker's Compensation
- Right to Audit Form
- Commercial General & Automobile Liability Endorsement Form
- Berkeley Business License

City and County Cost Proposal Requirements

- **Cost proposal by task, type of service & personnel:** Alameda CTC Cost Proposal Form B, including LBCE Participation

City and County Contract Requirements

- **Alameda County Local Business Contract Equity Program Contract Requirements:** Attachments J, K
- **QA/QC Certification Template:** Attachment L

Procurement Schedule (subject to change)

- Issue RFP to Potential Bidders: 07/05/22
- Questions Due: 07/26/22
- Pre-proposal Meeting: 07/28/22
- Post-meeting Answers to Questions: 08/04/22
- **Proposals Due from Potential Bidders: 08/25/22**
- Interviews: 09/08/22
- Notification of Selected Consultant: 09/12/22
- Negotiate final scope, schedule, and budget: 09/26/22
- Council Approval of Contract: 11/03/22
- Award of Contract: 11/04/22
- Sign and Process Contract: 11/21/22
- Notice to Proceed: 11/22/22

Please sign in

<https://form.jotform.com/222066449573057>

Or by emailing your:

- vendor name
- contact name
- phone number
- email address

to:

diyee@cityofberkeley.info

Sign-in must be completed before the end of the meeting.

Q&A (60 min)

- **Questions can be asked:**
 - **Using chat feature (40 min)**
 - **Verbally – Use “raise hand” function (20 min)**
- Responses to questions provided during this meeting are not authoritative
- All questions, especially those related to the technical proposal, should be submitted in writing via email to eanderson@cityofberkeley.info by the end of the day, July 28, 2022
- Questions sent in writing by the deadline will be responded to in writing on the City’s website by end of day, August 04, 2022

Reminders

- **Proposals must be received no later than 2:00 pm, on Thursday, August 25, 2022**
- All responses should be sent via email to purchasing@cityofberkeley.info and have **“PRELIMINARY ENGINEERING FOR ADELINE STREET TRANSPORTATION IMPROVEMENTS PROJECT ”** and **Specification No. 22-11526-C** clearly indicated in the subject line of the email
- Please submit one (1) PDF of the technical proposal. Corresponding cost proposal and Alameda CTC Cost Proposal Form B (including LBCE Participation) shall be submitted as a separate PDF document
- There is no page limit, but proposals should be *concise*
- Electronic signatures are accepted
- Email attachments are limited to less than 10 MB
- Large attachments, such as the required Representative Work Samples, should be provided via remote file sharing as live links in the technical proposal PDF

Thank you!

- Beth Thomas, Principal Planner
- Eric Anderson, Senior Planner, Project Manager
- Dianne Yee, Associate Planner
- Kenneth Jung, Associate Civil Engineer, Project Manager

Contact email: eanderson@cityofberkeley.info

RFP and Addenda: berkeleyca.gov/doing-business/working-city/bid-proposal-opportunities