



Office of the City Manager

PUBLIC HEARING

May 10, 2016

To: Honorable Mayor and Members of the City Council
From: *DWR* Dee Williams-Ridley, City Manager
Submitted by: Phillip L. Harrington, Director, Department of Public Works
Subject: Fulton Street Bikeway

RECOMMENDATION

Conduct a public hearing and upon conclusion, adopt a Resolution approving the installation of a bikeway on Fulton Street between Bancroft Way and Channing Way by Bike to Work Day, May 12, 2016, or as expeditiously as possible thereafter, including the removal of traffic lanes and parking as necessary per the City Traffic Engineer and according to the plans approved at the public hearing.

FISCAL IMPACTS OF RECOMMENDATION

The total project includes three components with estimated combined costs of \$107,000. Funding of \$43,000 for consultant support for the traffic study and engineering design is available in FY 2016 Measure BB Bicycle and Pedestrian Program Fund 407. Funding of \$46,000 for bikeway installation is available in FY 2016 Measure B Local Streets and Roads Program Fund 391. In addition, a total of five already allocated staff will manage project development, public hearing, bikeway installation, and inspection, at total estimated staff cost of approximately \$18,000 (120 staff hours at an average rate of \$150 per hour).

Traffic Study Consultant.....	\$43,000
Bikeway Installation.....	\$46,000
Staff Hours (allocated).....	\$18,000
TOTAL	\$107,000

CURRENT SITUATION AND ITS EFFECTS

There is an existing gap in the City of Berkeley bikeway network on Fulton Street between Bancroft Way and Channing Way. The City of Berkeley Bicycle Plan¹ and the Downtown Area Plan² both call for installation of a bikeway on this segment.

¹ <http://www.ci.berkeley.ca.us/berkeleybikeplan/>

² <http://www.ci.berkeley.ca.us/dap/>

BACKGROUND

On February 2, 2016 there was a collision between an automobile and a cyclist on Fulton Street south of Bancroft Way which caused severe injuries to the cyclist. As a result, various organizations and members of the public have asked that a bikeway on Fulton Street between Bancroft Way and Channing Way be installed earlier than had been planned. The existing situation is consistent with applicable requirements and there is no evidence that the aforementioned collision was caused by the lack of a bikeway at this location. However, to accommodate the public's request, installation of the bikeway will be accelerated.

Prior to the installation of a bikeway at this location, a traffic study must be conducted and public hearing must be held to consider the impacts of the proposed bikeway, per the requirements of the California Environmental Quality Act, as revised by Assembly Bill 2245 (Pub. Resources Code § 21080.20.5), which exempts from environmental review projects that consist of the "restriping of streets and highways for bicycle lanes in an urbanized area... consistent with a bicycle transportation plan prepared pursuant to Section 891.2 of the Streets and Highways Code". The proposed bikeway is consistent with the City's Bicycle Transportation Plan. Two additional requirements are that the lead agency must "[p]repare an assessment of any traffic and safety impacts of the project and include measures in the project to mitigate potential vehicular traffic impacts and bicycle and pedestrian safety impacts", and "[h]old noticed public hearings in areas affected by the project to hear and respond to public comments." The City has prepared an assessment of traffic and safety impacts of the project, which concludes that the project will not have a significant impact on vehicular traffic and will have no negative impact on pedestrian and bicycle safety. The public hearing has been noticed as required by law. (See attachment 3.)

ENVIRONMENTAL SUSTAINABILITY

Installation of a bikeway on Fulton Street is anticipated to increase the number of people biking, the second goal of the Transportation and Land Use section of the Berkeley Climate Action Plan. The Plan sets the goal of reducing transportation emissions 33% below year 2000 levels by 2020, and 80% below year 2000 levels by 2050. The Plan states further that transportation modes, such as public transit, walking, and cycling, must become the primary means of fulfilling the City's mobility needs in order to meet these goals.

RATIONALE FOR RECOMMENDATION

Installing a bikeway on Fulton Street closes a gap in the City's bikeway network between existing bike lanes on Fulton Street/Oxford Street north of Bancroft Way and the Bicycle Boulevard on Channing Way. Demand for bicycle travel in this area is high, due to the proximity of major destinations such as UC Berkeley and downtown businesses and transit services.

ALTERNATIVE ACTIONS CONSIDERED

The City could defer action until after the adoption of the update to the Bicycle Plan which is currently underway and due to be completed in December 2016.

CONTACT PERSON

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Beth Thomas, Principal Planner, Public Works, 981-7068

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

Attachments:

- 1: Resolution
- 2: Fulton Street Bikeway Proposed Design
- 3: Public Hearing Notice

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

FULTON STREET BIKEWAY

WHEREAS, there is an existing gap in the City of Berkeley bikeway network on Fulton Street between Bancroft Way and Channing Way; and

WHEREAS, the City of Berkeley Bicycle Plan and Downtown Area Plan both call for installation of a bikeway on the segment of Fulton Street between Bancroft Way and Channing Way; and

WHEREAS, promoting bicycling as a form of transportation will help the City to meet the goals in the Berkeley Climate Action Plan; and

WHEREAS, bicycling is an environmentally beneficial form of transportation that improves public health; and

WHEREAS, funding has been identified for the installation of a bikeway on Fulton Street between Bancroft Way and Channing Way.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that staff is directed to install a bikeway on Fulton Street between Bancroft Way and Channing Way by Bike to Work Day, May 12, 2016, or as expeditiously as possible thereafter, including the removal of traffic lanes and parking as necessary per the City Traffic Engineer and according to the plans approved at the public hearing held on May 10, 2016.