

CONSENT CALENDAR

February 22, 2022

To: Honorable Mayor and Members of the City Council

From: Councilmember Terry Taplin

Subject: Budget Referral: Channing Street Bike Boulevard Improvements

RECOMMENDATION

That the City Council refers to the FY2023 budget process the funding of the following bicycle and pedestrian improvements along Channing Street:

- Approx. \$200,000 for four (4) Traffic Circles at Seventh Street, Ninth Street, Browning Street, and Bonar Street
- Approx. \$50,000 for one (1) Traffic Diverter at Tenth Street
- Approx. \$500,000 for two (2) Pedestrian Hybrid Beacons (PHB) at San Pablo Avenue and Sacramento Street
- Approx. \$70,000 for Rapid Rectangular Flashing Beacons (RRFB) and a median refuge island at Sixth and Channing Way

CURRENT SITUATION AND ITS EFFECTS

Following the sudden halt that COVID-19 brought to Berkeley's community life in March of 2020, the City Council launches its "Healthy Streets" program, which closed down over four miles of residential streets to through-traffic in order offer right-of-way space for pedestrians, cyclists, and socially distanced gatherings which were in high demand. As of December 2021, the Healthy Streets program has come to a close, and while many of Berkeley's residents have returned to their regular work and school routines, the close of the Healthy Streets network has been a loss for pedestrians and cyclists who found a reprieve from heavy car traffic in the Healthy Streets.

The end of the Health Streets program is a reminder of the serious need for the City Council to complete the vision of an interconnected network of safe streets laid out in the Bicycle Plan, Pedestrian Plan, and Vision Zero Action Plan. As Berkeley enters a new year that will almost certainly bring the serious injury and death of cyclists and pedestrians throughout the City, the Council must continue to fund the infrastructure improvements necessary to let all residents and visitors travel safely. The central proposal of Berkeley's Bicycle Plan is the establishment of a network of Bicycle Boulevards that connect to the whole City with improvements on each Boulevard that

make bike travel safer by slowing and deterring automobile traffic.¹ Among the many Bicycle Boulevards that are in need of improvements, Channing Street runs the length of Berkeley from West to East and is in need of improvements for both pedestrians and cyclists.

For the Channing Bicycle Boulevard, the Bicycle Plan recommends traffic circles at Seventh Street, Ninth Street, Browning Street, and Bonar Street, traffic diverters at Tenth Street, Rapid Rectangular Flashing Beacons (RRFB) and a median refuge island at Sixth Street, and Pedestrian Hybrid Beacons (PHB) at Sacramento Street and San Pablo Avenue.² These improvements seek to slow the car traffic that remains on the Bicycle Boulevard, divert traffic away from Channing at key intersections, and allow for the safe and seamless travel of cyclists across dangerous arterial streets. This proposal does not encompass all of the recommended improvements for Channing Street, but prioritizes those improvements within the Equity Priority Area and High-Injury Streets identified by the Vision Zero Action Plan.³

FISCAL IMPACTS

Staff time and an estimated \$820,000⁴ for the following improvements:

- Approx. \$200,000 for four (4) traffic circles
- Approx. \$50,000 for one (1) traffic diverter
- Approx. \$500,000 for two (2) Pedestrian Hybrid Beacons (PHB)
- Approx. \$70,000 for Rapid Rectangular Flashing Beacons (RRFB) and a median refuge island

ENVIRONMENTAL IMPACTS AND CLIMATE IMPACTS

Establishing a network of safe streets for pedestrians and bicycles, promoting bicycle literacy, and distributing bicycles to those in need incentivize nonautomobile travel, reducing greenhouse gas emissions. The City estimates that transportation-related emissions accounts for approximately 60% of our community's total annual greenhouse gas emissions.⁵ By encouraging alternatives to car transportation by making pedestrian and cyclist infrastructure safer and more accessible, these improvements stand to lower the emissions from our community's dominant source of carbon emissions.

CONTACT

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¹https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley-Bicycle-Plan-2017_Ch5_ProposedBikewayNetwork.pdf

²[https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley-Bicycle-Plan-2017_AppendixE_Project%20Recs%20Priorities\(1\).pdf](https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley-Bicycle-Plan-2017_AppendixE_Project%20Recs%20Priorities(1).pdf)

³https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley_Vision_Zero_Action_Plan_Approved_03102020.pdf

⁴[https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley-Bicycle-Plan-2017_AppendixE_Project%20Recs%20Priorities\(1\).pdf](https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley-Bicycle-Plan-2017_AppendixE_Project%20Recs%20Priorities(1).pdf)

⁵https://www.cityofberkeley.info/Clerk/City_Council/2018/12_Dec/Documents/2018-12-06_WS_Item_01_Climate_Action_Plan_Update_pdf.aspx