



Office of the City Manager

February 23, 2016

Renee Rivera
Executive Director
Bike East Bay
PO Box 1736
Oakland, CA 94604

Subject: Collision on Fulton Street at Bancroft February 2, 2016

Dear Ms. Rivera:

Thank you for contacting us about the February 2nd collision on Fulton Street at Bancroft Way involving a person in a car and a person riding a bicycle. I want to convey that we take concerns about the safety of people riding bicycles very seriously. The collision was truly unfortunate. We know that generally speaking careless driving - driving while texting or other poor behaviors on the roads - can lead to devastating collisions. Nevertheless, we do whatever we can, within the limits of our resources, to design safer roads for everyone.

With regards to the specific requests from Bike East Bay, we are investigating the suggestion that we could implement a bike lane that eliminates a traffic lane and removes a full block of parking with neither technical studies nor public process. The City cannot yet apply the draft California Environmental Quality Act (CEQA) guidelines to unconditionally exempt the project from CEQA, as these guidelines are still in draft and have not yet been adopted by the State. Neither of the current City plans that call for a bike lane on Fulton has provided CEQA clearance. Thus, we still need to follow the current State law as described in Assembly Bill 2245 which revised Section 21080.20.5 of the Public Resources Code relevant to CEQA and bike lanes. This law exempts Class II Bike Lanes from CEQA, but only under condition that the lead agency do a traffic study and hold public hearings.

On the second and third parts of the request, to reinforce the City's complete streets policy and to conduct regular meetings to ensure that walking and bicycling improvements are incorporated into paving projects, Transportation staff has already begun the following projects and practices that will deliver these objectives.

- In November 2015 Public Works established a Pavement Management Committee with representatives from Engineering, Transportation, and Operations to meet regularly to discuss, plan, and coordinate complete streets elements in upcoming pavement projects.

A map depicting number of collisions is on page 40 of the packet. That figure illustrates that there are a number of intersections with a history of more crashes than Fulton Street at Bancroft Way, including several locations associated with projects already under way to improve safety for people riding bikes. There is also the Transportation Injury Mapping System (TIMS <http://tims.berkeley.edu/>) provided by the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley for those who are interested in searching for and mapping injury data.

In summary, we are at various stages of developing and implementing improvements for Hearst, Bancroft, Shattuck, Milvia, and other locations around the City. Those efforts will make each of those streets safer for bike travel. We are in the middle of the Bike Plan update and Complete Streets Implementation Plan (as part of the BeST Plan), each of which are expected to finish this year. Those efforts will help push the delivery of improvements at this and other locations in a more systematic manner. While we can't promise bike lanes on Fulton by this May, they are already part of the top five bundles for funding in the BeST Plan and depending on State adoption of the proposed CEQA guidelines we may be able to accelerate delivery of this and other bike lane projects near the UC campus and throughout the City.

Sincerely,



Farid Javandel
for

Dee Williams-Ridley
Interim City Manager
City of Berkeley

cc: Gil Dong, Interim Deputy City Manager
Mark Numainville, City Clerk
Matthai Chakko, Assistant to the City Manager
Zach Cowan, City Attorney
Phil Harrington, Public Works Director
Farid Javandel, Transportation Division
City Councilmember Jesse Arreguin