1	
2	
3	
4	
5	
6	
7	pı
8	
9	fi
10	(f
11	
12	m
13	de
14	
15	pı
16	st
17	eı
18	A
19	aı
20	
21	th
22	  th

## **RESOLUTION NO. 08-73 (MODIFIED)**

## RESOLUTION OF THE ALBANY CITY COUNCIL APPROVING A TRAFFIC AND SAFETY COMMISSION RECOMMENDATION TO SUPPORT FULL STUDY OF THECLEVELAND OPTION (THIRD ALTERNATIVE) OF THE BUCHANAN BICYCLE/PEDESTRIAN PATH PROJECT

**WHEREAS**, the Buchanan Street cyclist improvement project is critical to providing a safe route for Albany's cyclists to reach the Albany waterfront; and

**WHEREAS**, the Buchanan Street cyclist improvement project is one of the fifteen highest priority projects identified in Alameda County for the next few years (final 2006 Alameda Countywide Bicycle Master Plan); and

**WHEREAS**, the Buchanan Street cyclist improvement project is part of the 99 miles of highest priority routes for completion in Alameda County over the next two decades (final 2006 Alameda Countywide Bicycle Master Plan); and

**WHEREAS,** the Alameda County Transportation Improvement Authority provided approximately \$270,000 of grant funding for 35% design and environmental study of the Buchanan Street cyclist improvement alternatives; and

WHEREAS, the major element of the Buchanan Street cyclist improvement is envisioned to be a Class I cyclist facility (a "bike path") extending from San Pablo Avenue on the East to the existing Class I facility on the Buchanan overpass to the west; and

WHEREAS, Albany's grant application proposed study of a Class I facility on the south side of Buchanan Street to the east and on the north side of Buchanan Street to the west, and

WHEREAS, Albany's grant application proposed studying whether the facility would cross Buchanan Street via a new traffic signal at the intersection of either Buchanan Avenue and Pierce Street (the "Pierce Street Option") or Buchanan Avenue and Taylor Street (the "Taylor Street Option"); and

**WHEREAS,** DMJM Harris, the engineering consulting team hired by Albany to perform the 35% design, proposed a third option in its proposal; and

29

23

24

25

26

27

28

**WHEREAS**, this third option envisions the Class I facility extending entirely along south side of Buchanan, passing under Buchanan at Cleveland, and connecting to the existing Class I facility on the overpass via a new ramp (the "Cleveland Option"); and

WHEREAS, the Cleveland Option was not previously presented and analyzed in the conceptual alternatives analysis report prepared by TY Lin International in 2005 using TETAP grant funding from the Metropolitan Transportation Commission; and

**WHEREAS**, the Cleveland Option has advantages and disadvantages relative to the other options; and

WHEREAS, the chief advantages of the Cleveland Option as currently understood include no requirement for facility users to cross Buchanan Street and no requirement that cyclists travel eastbound against traffic on the north side of the street as compared to the other options, a direct connection to a future Class I facility along Cleveland to the north as a part of the Cerrito Creek Connector Trail (which the other options do not allow), connection of the future Class I facility on Cleveland to the overpass path via the new ramp, and the absence of impacts to residents along the north side of Buchanan as compared to the other options; and

WHEREAS, the chief disadvantages of the Cleveland Option as currently understood are gaining approval from the United States Department of Agriculture (USDA) to allow access to its property at the Western Regional Research Center at 800 Buchanan Street for the Cleveland Option, and resolution of security issues at this location relative to the proposed facility; and

WHEREAS, the USDA supports study of the Taylor and Pierce options; and WHEREAS, staff of the City of Albany have indicated to the USDA that necessary security enhancements could be incorporated into the 35% design of the Cleveland Option and subsequently could be included in grant funding requests which, if fully successful, could be at no cost to the USDA if this Option were chosen for implementation; and

**WHEREAS**, the USDA still opposes the Cleveland Option due to security concerns; and

**WHEREAS,** the USDA has articulated its security concerns related to infrastructure and facilities in the vicinity of its "west gate"; and

1	<b>WHEREAS,</b> upwards of 2,000 motorists per day already drive past the west gate;	
2	and	
3	WHEREAS, there is on street parking adjacent to the west gate; and	
4	WHEREAS, there is a public sidewalk immediately adjacent to the west gate;	
5	and	
6	WHEREAS, there is an AC Transit stop immediately adjacent to the west gate;	
7	and	
8	WHEREAS, the Western Regional Research Center does not have any public	
9	access across its property along Buchanan Street, such as via a sidewalk or any other	
10	facility; and	
11	WHEREAS, this creates a gap in the transportation grid for pedestrians; and	
12	<b>WHEREAS,</b> this gap will not be rectified by either the Taylor or Pierce options;	
13	WHEREAS, the Traffic and Safety Commission of the City of Albany	
14	recommends that the City Council of the City of Albany support full study of the	
15	Cleveland Option; and	
16	NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of	
17	Albany request that the USDA participate in full study of the Cleveland Option so that its benefits and costs relative to the Pierce and Taylor Options may be openly evaluated and	
18	considered.	
19		
20		
21		
22	Robert S. Lieber, Mayor	
23		
24		
25		
26		
27		
28		
29		