

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

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

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

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

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

22 **WHEREAS**, the USDA supports study of the Taylor and Pierce options; and

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

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

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

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WHEREAS, upwards of 2,000 motorists per day already drive past the west gate;

and

WHEREAS, there is on street parking adjacent to the west gate; and

WHEREAS, there is a public sidewalk immediately adjacent to the west gate;

and

WHEREAS, there is an AC Transit stop immediately adjacent to the west gate;

and

WHEREAS, the Western Regional Research Center does not have any public access across its property along Buchanan Street, such as via a sidewalk or any other facility; and

WHEREAS, this creates a gap in the transportation grid for pedestrians; and

WHEREAS, this gap will not be rectified by either the Taylor or Pierce options;

WHEREAS, the Traffic and Safety Commission of the City of Albany recommends that the City Council of the City of Albany support full study of the Cleveland Option; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of 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 considered.

Robert S. Lieber, Mayor