



CONSENT CALENDAR
November 16th, 2021

To: Honorable Mayor and Members of the City Council

From: Councilmember Terry Taplin (Author)

Subject: Budget Referral: Curtis Street Traffic Diverters

RECOMMENDATION

Refer to the November Annual Appropriation Ordinance the funding of traffic diverters at the following intersections:

- Curtis Street and Channing Way
- Curtis Street and Addison Street

CURRENT SITUATION AND ITS EFFECTS

The City of Berkeley's Bicycle Plan offers a vision for a future Berkeley that combines public policy and infrastructural improvements into an urban transportation landscape offering cyclists a safe, interconnected street network. Once fully implemented, Berkeley's bike network will allow for biking as a primary transportation method allowing commuters and their loved ones to safely arrive at their destination. The network of recommended bicycle facility improvements, while thorough, offers only a proposal for Council and staff to act on. Unless reliably and steadily funded, the Bicycle Plan's vision for a safe and reliable street network for bike travel will remain just a vision.

Among the many proposed improvements in the Bicycle Plan, traffic diverters are recommended "to direct vehicles off the Bicycle Boulevards and onto larger roadways, decreasing vehicle speeding and cut-through traffic." Each location being specifically chosen "to provide at least one diversion point between each major street along the Bicycle Boulevard network."¹ Residents, cyclists, and pedestrians along Curtis Street have experienced a high volume of cut-through traffic at all times of day. This cut-through traffic off of the Channing and Addison Bike Boulevards through residential streets, being the very thing traffic diverters are intended to prevent, demonstrates the need to act on these recommended improvements as soon as possible. Every day that the Bicycle Plan's proposed diverters at Curtis & Channing and Curtis & Addison are not constructed presents a threat to the safety of this entire neighborhood.

FISCAL IMPACTS

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

Staff time and an estimated \$100,000 for two traffic diverters.²

ENVIRONMENTAL 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.³ 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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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/Clerk/City_Council/2018/12_Dec/Documents/2018-12-06_WS_Item_01_Climate_Action_Plan_Update_pdf.aspx