



Office of the City Manager

CONSENT CALENDAR  
July 25, 2017

To: Honorable Mayor and Members of the City Council

From: Dee Williams-Ridley, City Manager

Submitted by: Phillip L. Harrington, Director, Department of Public Works

Subject: Cooperative Agreement with Bay Area Rapid Transit District (BART) for the Downtown Berkeley Bike Station

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to execute a two-year cooperative agreement with the Bay Area Rapid Transit District for continued operation of the Downtown Berkeley Bike Station, in an amount not to exceed \$120,000 through June 30, 2018.

FISCAL IMPACTS OF RECOMMENDATION

If approved, the City will commit \$120,000 to cover costs in FY 2017 and FY 2018. Funding is available in the FY 2018 Budget in Capital Improvement Fund 610-4920-431.30-38, and Measure BB Bicycle and Pedestrian Fund 407-4950-431.30-38. The agreement will stipulate that FY 2018 City and Bay Area Rapid Transit (BART) contributions will be prorated based on the number of months the Downtown Berkeley Bike Station (Bike Station) operates at its current location before its planned move to the new Center Street Garage in late FY 2018. A separate agreement regarding Bike Station operation in the new Center Street Garage location is anticipated to be brought before Council in early FY 2018.

This agreement has been assigned CMS No. XDFAI.

CURRENT SITUATION AND ITS EFFECTS

Originally located on the concourse level of the Downtown Berkeley BART station, the Bike Station has been in continuous operation since 1999, and has been in its current 2208 Shattuck Avenue storefront location since 2010. In December 2008 Council approved a five-year \$60,000 annual contract with BART to provide operations funding for the Bike Station through June 30, 2014 for a total not to exceed \$300,000. In April 2017, 105 bicycles were parked at the Bike Station on an average weekday, totaling about 2,300 securely parked bikes for the month. In comparison, 175 bicycles were parked at the Bike Station on an average weekday in 2016. This reduction in usage is likely a lingering impact of a change in some bicyclists' usage attributable to last winter's very wet weather.

For FY 2017 and FY 2018, BART is expected to continue management of daily Bike Station operations, including performing its lease obligations, reviewing and monitoring sublease agreements, and managing Alameda Bicycle, the private operator of BART’s Downtown Berkeley Bike Station. BART will fund operating expenses of \$141,175 in FY 2017 and at least \$141,175 in FY 2018, for a not-to-exceed total amount of \$282,350 for the two-year contract period.

BART and the City plan to relocate the Bike Station into a permanent home at the reconstructed Center Street Garage when it reopens in late FY 2018. The initial garage designs include dedicated first floor space to be leased to BART for continued Bike Station operation. That space will be accessible via a street level retail space with an entrance located on Center Street similar to the current Bike Station configuration.

**BACKGROUND**

The Bike Station opened in its current location on July 13, 2010. It was designed and constructed by BART and the City, and funded in part by a 2005 Safe Routes to Transit Grant of \$496,784. The Bike Station is presently located in a 4,000-square foot street-level storefront on Shattuck Avenue and offers 268 bike parking spaces (155 valet and 113 unattended racks). The free valet-parking area is routinely filled to capacity by 11:00 a.m. on most weekdays. Alameda Bicycle offers additional services at the Bike Station including retail sales of bicycle parts and equipment, bicycle repairs, and rentals. These services generate revenue that has helped defray annual operating costs through profit-sharing with BART and the City. Berkeley’s profit-sharing funds have been reinvested in the Bike Station through projects including retrofitting existing light fixtures to allow installation of more energy-efficient bulbs, and increasing bicycle valet parking capacity.

Provision of secure bicycle parking at the Bike Station supports multiple policies in the Berkeley Bicycle Plan, as well as policies and goals from the City plans listed below.

<b>City Plan</b>	<b>Section</b>	<b>Policy / Goal</b>
2009 Berkeley Climate Action Plan	Sustainable Transportation & Land Use	Goal 5: Accelerate Implementation of the City’s Bicycle and Pedestrian Plans. Implementing Action: Expand and improve secure bicycle parking at all Berkeley BART stations and bus stops.
Berkeley General Plan	Transportation Element	Policy T-43: Expand the supply of highly secure bicycle parking near transit hubs and commercial areas
Downtown Area Plan	Goals, Policies & Actions	Policy AC-4.4a) Increase high-capacity bicycle parking near BART and other major transit stops.

		<p>Policy AC-5.2a) Increase the availability of secured bicycle parking throughout Downtown, particularly in areas of high use, including bicycle parking options that are sheltered and/or attended.</p> <p>Policy AC-5.2d) Promote the creation of an at-grade attended or automated bicycle-parking service. Work with BART to consider replacing the existing bicycle station with a joint City/BART aboveground facility, perhaps in a storefront on Shattuck Avenue.</p>
--	--	--

ENVIRONMENTAL SUSTAINABILITY

Each of the bicycle trips associated with the 2,300 securely parked bicycles using the Bike Station each month produce zero greenhouse gas emissions. This represents a huge reduction in such emissions, when compared with an equivalent number of trips made using motorized transportation. These outcomes help achieve the Berkeley Climate Action Plan greenhouse gas emission reduction targets of 33% below year 2000 levels by year 2020, and 80% below year 2000 levels by 2050. The Climate Action Plan states that transportation modes such as cycling must become the primary means of fulfilling the City’s mobility needs in order to meet these targets.

RATIONALE FOR RECOMMENDATION

The Bike Station is a project of national repute, and an important asset to Downtown Berkeley as it encourages bicycling and reduces congestion and emissions related to private vehicle use. In addition, despite the City’s aggressive and successful expansion of on-street bicycle parking, there continues to be a shortage of adequate bicycle parking in the area, especially the type of secure long-term bicycle parking offered at this facility.

ALTERNATIVE ACTIONS CONSIDERED

If the City does not enter into a new cooperative agreement with BART, BART would need to assume the City’s \$120,000 portion of Bike Station operating costs, or may choose to close the Bike Station until the Center Street Garage is reopened.

CONTACT PERSON

Farid Javandel, Transportation Division Manager, Department of Public Works (510) 981-7061  
Beth Thomas, Principal Planner, Transportation Division (510) 981-7068  
Eric Anderson, Associate Planner, Transportation Division (510) 981-7062

Attachments:  
1: Resolution

RESOLUTION NO. ##,###-N.S.

COOPERATIVE AGREEMENT: BAY AREA RAPID TRANSIT DISTRICT (BART) FOR  
THE DOWNTOWN BERKELEY BIKE STATION

WHEREAS, on December 8, 2008 by Authorization No. 28 12/8/08, Council authorized Contract No. 8550 with Bay Area Rapid Transit District (BART) to provide operations funding through June 30, 2014 for a Downtown Berkeley Bike Station Expansion for a total not to exceed \$300,000; and

WHEREAS, on May 26, 2015 by Resolution 67,032-N.S., Council authorized Contract No. 9965 with BART to provide operations funding for the Downtown Berkeley Bike Station for a total not to exceed \$120,000; and

WHEREAS, Contract No. 9965 funding was expended to operate the Bike Station in FY 2015 and FY 2016; and

WHEREAS, the Bike Station provides secure parking for approximately 2,300 bikes every month; and

WHEREAS, provision of secure bicycle parking in the Downtown Berkeley Bike Station supports multiple policies in the Berkeley Bicycle Plan, Berkeley Climate Action Plan Sustainable Transportation & Land Use Goal #5: Accelerate Implementation of the City's Bicycle & Pedestrian Plans, Berkeley General Plan Policy T-43 that calls for expansion of the supply of secure bicycle parking near transit hubs and in commercial areas, multiple Downtown Area Plan transportation policy measures; and

WHEREAS, executing a cooperative agreement with BART to provide funding for up to two additional years of Bike Station operation will enable continued provision of secured bicycle parking services in Downtown Berkeley until the Bike Station is permanently relocated to the reconstructed Center Street Garage in FY 2018; and

WHEREAS, funding of \$120,000 is available in FY 2018 Budget Capital Improvement Fund 610 and Measure BB Bicycle and Pedestrian Program Fund 407.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Berkeley authorizes the City Manager to execute a two-year cooperative agreement with BART, in an amount not to exceed \$120,000 for continued operation of the Downtown Berkeley Bike Station through June 30, 2018 (CMS No. XDFAI). A record copy of contract and any amendments is to be on file in the Office of the City Clerk.