



**Bicycle-Friendly Berkeley Coalition**  
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Jun 15, 2004

Ms. Jennifer Lawrence  
Facilities Services  
1936 University Ave., Suite 300  
UC Berkeley, Berkeley, CA, 94720-1380  
or e-mailed to [2020LRDP@cp.berkeley.edu](mailto:2020LRDP@cp.berkeley.edu)

Re: Public comment on UC Berkeley Long-Range Development Plan

Dear UC Berkeley:

The Bicycle-Friendly Berkeley Coalition is seriously concerned and disappointed that UC Berkeley failed to study the significant traffic safety impacts of its proposed Long-Range Development Plan on bicycle and pedestrian safety caused by increased traffic on city streets. Because we feel that such significant impacts fall within the threshold requirements for study under CEQA, we respectfully request that you supplement your EIR with this requested analysis and potential mitigation measures as appropriate.

The draft EIR does address the issue of bicycle and pedestrian safety as it is impacted by increases in bicycle and pedestrian traffic. We consider this to be a secondary issue at most. The primary issue is the impact on bicycle and pedestrian safety caused by increased motor vehicle traffic. This more important issue has to be examined.

Appendix G to the CEQA Guidelines, as revised in 1998, provide an environmental impact checklist form for lead agencies preparing EIRs and "Transportation/Traffic" is one of the potential impacts to be studied. In fact, your own EIR acknowledges that impacts on transportation, and on cyclists and pedestrians in particular, need to be addressed. In the end, you simply failed to address the important traffic safety issue of increased vehicular traffic and its impact on bicycle and pedestrian safety. Your analysis was limited to the non-issue of bicycle safety as impacted by more cyclists using bikeways, and on pedestrian safety as impacted by

more pedestrians using sidewalks. Traffic collisions that injure or kill bicyclists and pedestrians primarily involve motor vehicles. (see attached chart of crash data). It should be noted that Berkeley ranks #1 in the rate of bicycle and pedestrian crashes as compared to cities of a similar size in California (see Office of Traffic Safety SWITRS data [www.ots.ca.gov](http://www.ots.ca.gov)).

In Berkeley, every street should be safe for cycling and walking. In addition to this, there are many important bikeways leading up to UC Berkeley's campus that your proposed expansion of vehicular traffic will impact. Streets like Hearst, Oxford, Bancroft, among others are already extremely challenging and dangerous for bicyclists and pedestrians. In fact, the top three intersections in the City in pedestrian and bicycle crashes are all within two blocks of campus.

EIR's must propose mitigation measures and alternatives designed to minimize a project's environmental impacts and UC Berkeley must respond by mitigating or avoiding environmental impacts when it is feasible to do so. *Public Resource Code §§21002.1, 21061, 21081*. The City of Berkeley's Bicycle Plan is full of potential mitigation measures that UC Berkeley can propose to minimize its traffic safety impacts on the City. You have a legal obligation to fully study your traffic safety impacts and to propose necessary and appropriate mitigations.

Furthermore, some of your proposed mitigation measures will negatively impact bicycle safety. For example, new left and right turn pockets, proposed for Piedmont at Bancroft and for Dwight at Piedmont, respectively, will potentially squeeze bicyclists and significantly increase the risks of side-swiping and crashes. Additional mitigation measures are required to improve conditions for bicycling.

Lastly, on-campus bicycling conditions need improvement. The dismount zones are objectionable and create barriers to bicycling across campus, and bike parking is still not adequate and safe enough to encourage more bicycling trips to campus. The LRDP needs to propose further mitigations measures to improve bicycling.

UC Berkeley's proposed expansion, as outlined in the LRDP, must include a study of bicycle and pedestrian safety as impacted by proposed increases in vehicular traffic caused by UC Berkeley expansion.

Please feel free to give me a call at 510-701-5971 if you have any questions regarding these important issues.

Cordially yours,



Dave Campbell

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