

CITY OF OAKLAND
AGENDA REPORT

2007 MAY 19 PM 3:28

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Public Works Agency
DATE: May 22, 2007

RE: **Informational Report On The Status Of Installation Of Class II Bicycle Lanes On West Street By Reducing Travel Lanes From Four (4) Through Lanes To Two (2) Through Lanes And Adding A Continuous Center-Turn Lane In Conjunction With A Resurfacing Project Between 52nd Street And West MacArthur Boulevard**

SUMMARY

This informational report explains the status of the project development process for the restriping of West Street between 52nd Street and West MacArthur Boulevard to include bicycle lanes. This roadway segment is currently a Class III bicycle route that is recommended for bicycle lanes by the City of Oakland's Bicycle Master Plan (1999). The project would complete a link in the City's bikeway network and respond to community requests for traffic calming on West Street. In accordance with City Council policies, the Public Works Agency is undertaking the technical analysis and community outreach required for lane conversion projects. If determined feasible and approved by City Council, the project would be implemented in late September 2007 in conjunction with the resurfacing of West Street.

FISCAL IMPACTS

Since this report is informational, no fiscal impacts are identified. The cost of the project's feasibility study and design is \$34,604.00. Project funds are available in Measure B Bicycle and Pedestrian Funds (Fund 2212), Transportation Services (Organization 92246), Bike Lane Design/Implementation Project (No. C267810). The estimated cost of the resurfacing and restriping is \$286,000.00, and will be provided by the mid-cycle budget funding authorized by City Council on June 8, 2006 for resurfacing and earmarked specifically for District 1. Project funds are available in General Purpose Fund (1010), Heavy Paving Organization (92480), Street Construction Account (57411), in Project C293110.

BACKGROUND

West Street from 52nd Street to West MacArthur Boulevard is currently a Class III bicycle route (i.e., an on-street bicycle facility with lanes shared by automobiles and bicycles). The City of Oakland's Bicycle Master Plan (1999) recommends bicycle lanes on this segment as part of the City's bikeway network. The Public Works Agency is currently updating the Bicycle Master Plan and the Draft Plan reaffirms this recommendation from the 1999 Plan.

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This project would complete a link in the City's bikeway network and respond to community requests for traffic calming on West Street. To the south, this link would connect to existing bicycle lanes on West Street between West MacArthur Boulevard and West Grand Avenue. To the north, it would connect via 52nd Street to the existing bicycle route on Genoa Street. As a separate project, the Public Works Agency is developing improvements at Adeline Street and Stanford Avenue to connect the Genoa Street bicycle route in Oakland to the King Street Bicycle Boulevard in Berkeley. This bikeway on West Street and Genoa Street parallels the Market Street bikeway that is nearing completion.

KEY ISSUES AND IMPACTS

City Council policies place specific requirements on the development of bikeway projects that convert motor vehicle travel lanes to bicycle lanes. These projects require feasibility studies to determine the project-specific impacts on motor vehicle traffic flow. All significant impacts on motor vehicles must be mitigated as part of the project or the City must adopt a statement of overriding considerations in approving the project. Such projects also require a public outreach process to notify affected residents, merchants, and property owners. Finally, reducing the number of motor vehicle travel lanes must be approved by City Council resolution prior to the implementation of the project.

In accordance with these policies, the Public Works Agency is undertaking a feasibility study to identify potential impacts that could be caused by converting motor vehicle travel lanes to bicycle lanes. The completion of the study and the project's design is anticipated by late July 2007. A community outreach process in June and July will proceed concurrently with the feasibility study. The outreach process is under development and may include a mailing to nearby addresses, presentations to neighborhood groups, and/or a community meeting. If the project is determined to be feasible, the Public Works Agency will prepare a resolution to authorize the lane conversion and bring it before the City Council in September 2007. Under this schedule, the resurfacing and restriping of West Street would be completed concurrently in late September 2007.

PROJECT DESCRIPTION

The project would stripe two motorized vehicle travel lanes, a continuous center turn lane, and Class II (on-street dedicated) bicycle lanes on West Street between West MacArthur Boulevard and 52nd Street in conjunction with a resurfacing project. The project would reduce the number of motor vehicle travel lanes from four (4) through lanes to two (2) through lanes, and add two bicycle lanes. The resurfacing project is a 1.5-inch asphalt concrete (AC) overlay and the boundaries match those of the bikeway project: West Street between West MacArthur Boulevard and 52nd Street.

SUSTAINABLE OPPORTUNITIES

Economic: Bicycle facilities promoting bicycling, one of the most cost-effective forms of transportation. Bicycle trips tend to be local and thus are more likely to contribute to local economic activity.

Environmental: Bicycling is the most energy efficient form of transportation and it has no emissions. As part of Oakland's bikeway network, the project would improve access to the

MacArthur BART Station. The project would facilitate bicycle travel and thereby contribute to the City's efforts in reducing greenhouse gas emissions.

Social Equity: Bicycling is an inexpensive and broadly accessible form of transportation. Bicycle facilities provide added freedom and independence for youth and parents (who are otherwise shuttling their children) as well as for some people who cannot drive and those who have chosen not to drive.

DISABILITY AND SENIOR CITIZEN ACCESS

The reconfiguration of West Street would improve pedestrian safety by reducing the number of conflict points between vehicles and pedestrians at crosswalks. The project would have a traffic calming effect by reducing vehicle speeds, and thus provide an overall benefit for senior citizens and persons with disabilities.

RECOMMENDATION AND RATIONALE

No action is required. This report is informational.

Respectfully submitted,

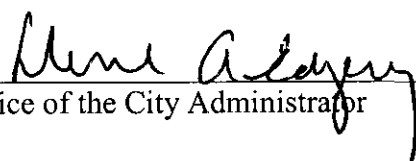


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APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:



Office of the City Administrator