

**CITY OF OAKLAND
COUNCIL AGENDA REPORT**

OFFICE OF THE CITY CLERK

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Public Works Agency
DATE: March 14, 2006

2006 MAR -2 AM 9:54

RE: RESOLUTION APPROVING THE PHASE II MARKET STREET BIKEWAY PROJECT, FROM WEST MACARTHUR BOULEVARD TO 3RD STREET, AND REDUCING TRAVEL LANES FROM FOUR (4) THROUGH LANES TO TWO (2) THROUGH LANES AND A CENTER LEFT-TURN LANE BETWEEN WEST MACARTHUR BOULEVARD AND 24TH STREET, AT AN ESTIMATED COST OF FOUR HUNDRED THOUSAND DOLLARS (\$400,000.00)

SUMMARY

A resolution has been prepared for City Council that approves the Phase II Market Street Bikeway project, from West MacArthur Boulevard to 3rd Street, and reducing the number of travel lanes from four (4) through lanes to two (2) through lanes and a center left-turn lane on Market Street between West MacArthur Boulevard and 24th Street. The project will be constructed concurrently with the scheduled resurfacing of Market Street between 18th and 24th Streets by fall 2006. (See Attachment A: Project Area Map). Market Street is identified as a priority bikeway in the City's Bicycle Master Plan and included by reference in the Oakland General Plan.

At the Council's request, Public Works Agency practice is to seek City Council approval for bicycle projects that require the reduction of parking or travel lanes on a roadway.

Bicycle lanes were installed on Market Street from West MacArthur Boulevard to 57th Street in early 2005, as Phase I of the Market Street Bikeway project. Upon completion of Phase II, the new bikeway will provide a continuous commuter cycling facility through North and West Oakland.

FISCAL IMPACTS

The design and construction of the Market Street Bikeway Phase II project are fully funded. On May 17, 2005, City Council passed two coordinated resolutions (#79242 and #79243) authorizing the City to apply for, accept and appropriate \$400,000.00 from the Alameda County Transportation Improvement Authority (ACTIA) and Transportation Development Act Article 3 Bicycle and Pedestrian Funds to fund the Phase II project. Installation of the bikeway will follow the scheduled resurfacing of Market Street between 18th and 24th Streets, as well as needed repairs on the section from 24th Street to West MacArthur Boulevard.

Bikeway projects are coordinated with resurfacing projects whenever possible to reduce costs associated with bike lane installation, such as base repair and restriping. In this case, the bikeway costs will be reduced by approximately one-third, as the scheduled resurfacing project will cover the costs of necessary street improvements that must be addressed in order to construct a viable bicycling facility. The total cost for the bicycle facility improvements is estimated to cost \$400,000.00, including the bike lanes, signage, and minor road repairs outside the scheduled resurfacing area.

Item: _____
Public Works Committee
March 14, 2006

The \$400,000.00 is available in two funds: 1) FY 2005-06 Measure B - Alameda County Transportation Improvement Authority (ACTIA) Fund (2214), Market Street Bikeway (3rd - MacArthur) Project (G282310), Capital Projects - Transportation Services Division Organization (92246); and 2) FY 2005-06 Transportation Development Act (TDA) Article 3 Fund (2162), Market Street Bikeway (3rd - MacArthur) Project (G282320), Capital Projects - Transportation Services Division Organization (92246).

Council will be asked to approve the award of a street resurfacing contract in spring 2006 that will include this segment of Market Street, as well as other locations scheduled for resurfacing; at that time, the full funding sources for all projects will be identified.

BACKGROUND

Market Street is designated as a priority bikeway in the City of Oakland's Bicycle Master Plan and the Alameda County Bicycle Plan. With completion of Phase II, the bikeway will extend approximately three miles from the Bay Trail on 3rd Street in West Oakland to the North Oakland city limits.

In September 2004, the Public Works Agency retained the services of Korve Engineering to conduct a feasibility study to analyze the impacts of bike lanes on the entire Market Street corridor. The study showed that the level of service (traffic flow) would not be significantly impacted by removing a lane of traffic for the 12-block section between 24th Street and West MacArthur Boulevard. This section will be reconfigured from four (4) through lanes to two (2) through lanes with a center left-turn lane to accommodate space for the bike lanes.

In fall 2004, the City received a grant from the Transportation Fund for Clean Air to construct bike lanes on the northern section of Market Street from West MacArthur Boulevard and 57th Street (Phase I). On October 19, 2004, City Council passed Resolution #78858 authorizing the Phase I construction, including a roadway reconfiguration from four (4) through lanes to two (2) through lanes and a center left-turn lane, on this section. This first phase of the Market Street Bikeway was constructed in January 2005.

The second phase of the project now funded and under design, will extend the bikeway from West MacArthur Boulevard to the Bay Trail on 3rd Street. The proposed lane reduction between West MacArthur Boulevard and 24th Street will provide for a safer, more consistent street design, by extending the lane reconfiguration already in place above West MacArthur Boulevard.

Public Works Agency staff presented the proposed plan at several community meetings and received a favorable response. Community response to staff presentations to the West Oakland Commerce Association and West Oakland Public Area Committee meetings has been favorable. The Oak Center Neighborhood Association, the East Bay Bicycle Coalition (EBBC) and Oakland's Bicycle and Pedestrian Advisory Committee (BPAC) sent letters of support for the Market Street Bikeway, as did numerous individual citizens.

KEY ISSUES AND IMPACTS

Council policy requires advance approval prior to installing a bike lane project that eliminates through travel lanes. This project is cost-effective, as the bike lane striping will be done in conjunction with the City's project to resurface a section of Market Street. The project must be completed by September 2006 to meet the grant funding expenditure deadlines.

Item: _____
Public Works Committee
March 14, 2006

The project has been determined to be categorically exempt pursuant to California Environmental Quality Act (CEQA) Section 15301, Class 1 (c), changes in the traffic and parking regulations where such changes do not result in more than a negligible increase in the use of the street. The CEQA determination is based on a Level of Service (LOS) analysis, which measures traffic flow quality, using grades from A to F. Acceptable grades range from A to D. LOS A indicates free flowing traffic, and LOS D indicates that traffic is beginning to move at significantly lower speeds. Currently, Market Street in the project area operates at LOS B or better. After the project is completed, the street will continue to operate at LOS B or better.

By the year 2025, Grand Avenue, 35th Street and West MacArthur Boulevard intersections will operate at LOS D or better. At only two intersections, 35th Street and West MacArthur Boulevard, will the lane removal have a measurable impact by 2025; both will operate at LOS D in the p.m. (a change from C on 35th Street, and B on West MacArthur Boulevard).

PROJECT DESCRIPTION

The Phase II Market Street Bikeway Project consists of restriping Market Street from 3rd Street to West MacArthur Boulevard to accommodate bike lanes. Between 24th Street and West MacArthur Boulevard, the project will reduce the number of travel lanes from four (4) through lanes to two (2) through lanes and a center left-turn lane. From 3rd to 24th Streets, bike lanes can be accommodated without eliminating any through lanes. The project includes modification of the existing traffic signal video camera at the intersection of Market Street and San Pablo Avenue to detect cyclists. No automobile parking will be removed for this project. The striping and signage design will comply with Caltrans standards.

SUSTAINABLE OPPORTUNITIES

Economic: The project has the potential to save residents money now spent on gasoline by providing a viable and convenient alternative to driving. Coordinating bikeway projects with regularly scheduled resurfacing of streets maximizes the City's resources in delivering projects.

Environmental: The Market Street Bikeway will encourage bicycle use. As a form of non-motorized transportation, bicycling promotes cleaner air and less parking demand. Staff will explore the options of using preformed tape instead of paint or thermoplastic for striping and stencils to reduce maintenance, save resources, and extend the life span of the project.

Social Equity: The project will enable West Oakland residents to reach jobs, shopping, school, and recreational facilities in a safe, inexpensive, and enjoyable manner.

DISABILITY AND SENIOR CITIZEN ACCESS

The project improves bicycle and pedestrian access to senior centers located along this corridor. Reducing the number of travel lanes improves pedestrian safety by minimizing conflict points.

RECOMMENDATION AND RATIONALE

Staff recommends that the City Council approve the Phase II Market Street Bikeway project, from West MacArthur Boulevard to 3rd Street, including reducing the number of travel lanes from four (4) through lanes to two (2) through lanes and a center left-turn lane on Market Street between West MacArthur Boulevard and 24th Street. Council approval will allow the City to meet the expenditure deadlines for the grant funds appropriated for this project and will ensure the timely completion of the project.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,



RAUL GODINEZ II, P.E.
Director, Public Works Agency

Reviewed by:
Michael J. Neary, P.E.
Assistant Director, Public Works Agency
Design & Construction Services Department

Prepared by:
Kathryn Hughes
Bicycle/Pedestrian Program Manager

APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:

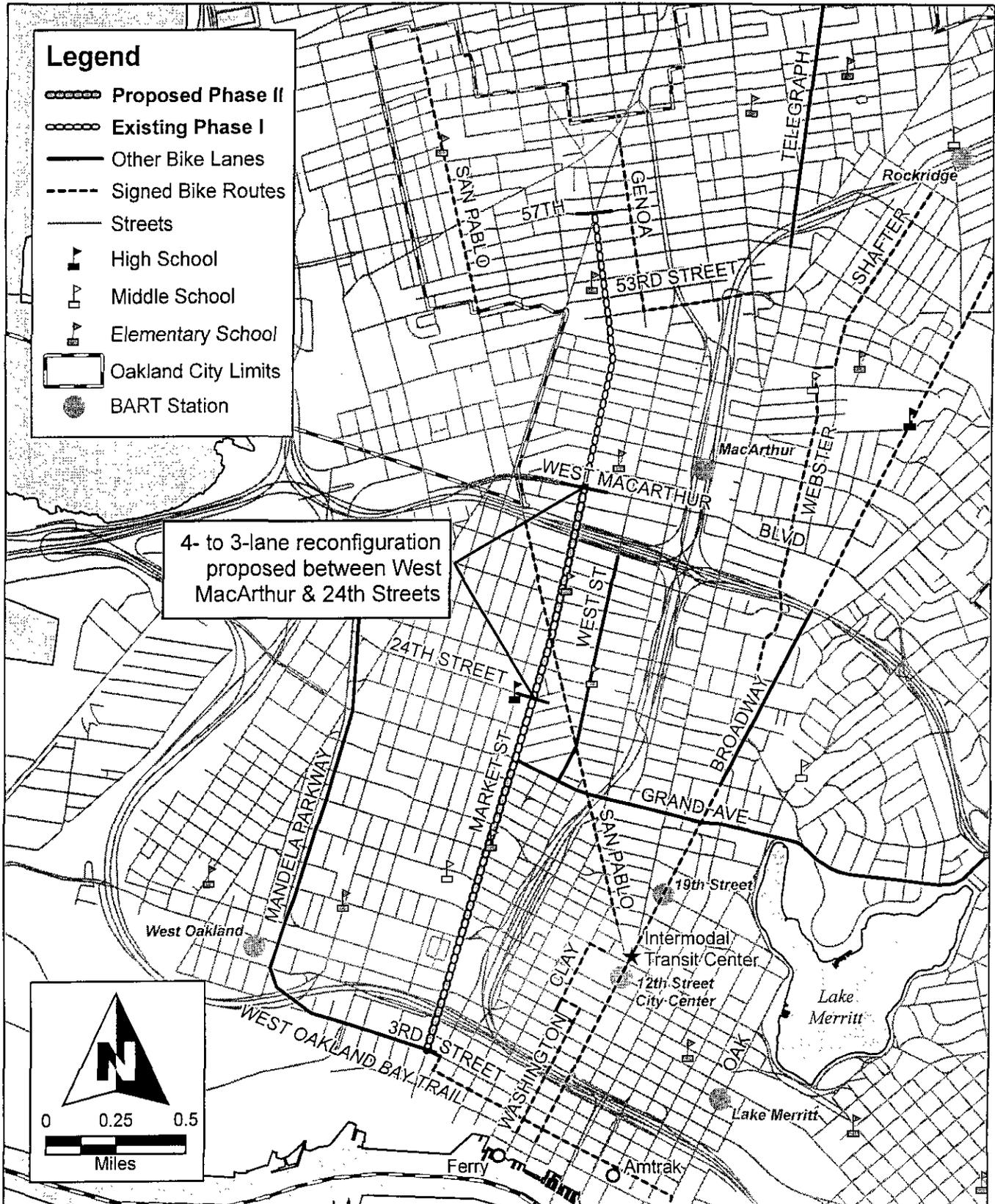


OFFICE OF THE CITY ADMINISTRATOR

Item: _____
Public Works Committee
March 14, 2006

Project Area Map

Phase II Market Street Bikeway Project Market Street, 3rd Street to West MacArthur Boulevard



FILED
OFFICE OF THE CITY CLERK
OAKLAND

Patrick Tang
Oakland City Attorney's Office

2006 MAR -2 AM 9:34
OAKLAND CITY COUNCIL
RESOLUTION No. _____ C.M.S.

INTRODUCED BY COUNCILMEMBER _____

RESOLUTION APPROVING THE PHASE II MARKET STREET BIKEWAY PROJECT, FROM WEST MACARTHUR BOULEVARD TO 3RD STREET, AND REDUCING TRAVEL LANES FROM FOUR (4) THROUGH LANES TO TWO (2) THROUGH LANES AND A CENTER LEFT-TURN LANE BETWEEN WEST MACARTHUR BOULEVARD AND 24TH STREET, AT AN ESTIMATED COST OF FOUR HUNDRED THOUSAND DOLLARS (\$400,000.00)

WHEREAS, the Market Street Bikeway project meets the goals of the City's Bicycle Master Plan to provide safe and direct bicycle access on key corridors in Oakland; and

WHEREAS, the Bicycle Master Plan recommends a Class II Bikeway on Market Street as part of the City's bikeway network; and

WHEREAS, construction of Phase II of the Market Street Bikeway will require reducing the travel lanes from four (4) through lanes to two (2) through lanes and a center left-turn lane on the 12-block section between 24th Street and West MacArthur Boulevard; and

WHEREAS, the project does not involve removal of on-street parking spaces; and

WHEREAS, City Council has directed staff to prepare reports for their approval when bicycle projects require the elimination of travel lanes and/or parking on a roadway; and

WHEREAS, the entire Market Street corridor has been studied for feasibility and long-term transportation impacts of the bikeway and the project as designed has been determined to have no significant impact on traffic flow and speeds; and

WHEREAS, the project has been determined to be categorically exempt pursuant to California Environmental Quality Act (CEQA) Section 15301, Class 1 (c), changes in the traffic and parking regulations where such changes do not result in more than a negligible increase in the use of the street; now, therefore, be it

RESOLVED: That the City Council authorizes the design and construction of Phase II of the Market Street Bikeway from 3rd Street to West MacArthur Boulevard by reducing the

PUBLIC WORKS COMTE.

MAR 14 2006

travel lanes from four (4) through lanes to two (2) through lanes and a center left-turn lane between 24th Street and West MacArthur Boulevard, at an estimated cost of \$400,000.00; available in FY 2005-06 Measure B - Alameda County Transportation Improvement Authority (ACTIA) Fund (2214), Market Street Bikeway (3rd - MacArthur) Project (G282310), Capital Projects - Transportation Services Division Organization (92246) and FY 2005-06 Transportation Development Act (TDA) Article 3 Fund (2162), Market Street Bikeway (3rd - MacArthur) Project (G282320), Capital Projects - Transportation Services Division Organization (92246).

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 2006

PASSED BY THE FOLLOWING VOTE:

AYES – BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, AND
PRESIDENT DE LA FUENTE

NOES –

ABSENT –

ABSTENTION –

ATTEST: _____

LATONDA SIMMONS
City Clerk and Clerk of the Council
Of the City of Oakland, California

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MAR 14 2006