

  
City Attorney

Revised by Public Works Committee-meeting of 12/2/14

# OAKLAND CITY COUNCIL

RESOLUTION No. \_\_\_\_\_ C.M.S.

Introduced by Councilmember \_\_\_\_\_

**RESOLUTION AUTHORIZING THE REMOVAL OF TRAVEL LANES AND THE INSTALLATION OF BICYCLE LANES ON TELEGRAPH AVENUE FROM 19<sup>TH</sup> STREET TO 41<sup>ST</sup> STREET, MAKING ASSOCIATED TRAFFIC SAFETY AND OPERATIONAL IMPROVEMENTS, AND COMMITTING TO FUTURE STUDY OF A CONTINUOUS BIKEWAY FOR THE AREA FROM 41<sup>ST</sup> STREET TO 57<sup>TH</sup> STREET**

**WHEREAS**, the City of Oakland’s Bicycle Master Plan was adopted by City Council on December 7, 2007 as part of the Land Use and Transportation Element of the City’s General Plan and reaffirmed by City Council on December 4, 2012; and

**WHEREAS**, the City of Oakland’s Bicycle Master Plan calls for the implementation of a citywide network of bikeways to connect downtown, transit stations, commercial districts, neighborhoods, and the waterfront; and

**WHEREAS**, the Bicycle Master Plan identifies Telegraph Avenue from 19<sup>th</sup> Street to 57<sup>th</sup> Street as a Class II bikeway; and

**WHEREAS**, the Complete Streets Policy for the City of Oakland was adopted by City Council on February 5, 2013 and the Policy calls for the incorporation of pedestrian, bicycle , and transit improvements in addition to those for automobiles, in street reconstruction and maintenance projects; and

**WHEREAS**, Action 1B.1 of the Bicycle Master Plan states, “Include bicycle safety and access improvements in roadway resurfacing, realignment, and reconstruction projects”; and

**WHEREAS**, Telegraph Avenue from 16<sup>th</sup> Street to 27<sup>th</sup> Street will be resurfaced and has been designed to include useful bikeway connections and pedestrian safety improvements; and

**WHEREAS**, the installation of bicycle lanes on Telegraph Avenue will necessarily require the reduction in the number of travel lanes from four (4) through lanes to two (2) through lanes from 19<sup>th</sup> Street to 41<sup>st</sup> Street; and

**WHEREAS**, installation of bicycle lanes, transit, and pedestrian safety improvements on Telegraph Avenue is consistent with the City's General Plan, Bicycle Master Plan, and Complete Streets Policy; and

**WHEREAS**, City Council has directed staff to prepare reports for their approval specifically when bicycle projects require the reduction of travel lanes on a roadway; and

**WHEREAS**, in accordance with Government Code section 6061, on August 28, 2014, the City published notice of public hearings on September 11, 2014 and September 13, 2014, to consider the proposed restriping of travel lanes to remove a travel lane and install bike lanes on Telegraph Avenue (19<sup>th</sup> Street to 41<sup>st</sup> Street); that notice was published in the Oakland Tribune, a newspaper of general circulation in the area affected by the proposed projects; and

**WHEREAS**, as required by Public Resources Code section 21080.20.5, on September 11, 2014 and September 13, 2014, the City held duly noticed public hearings to hear and respond to public comments on the projects; the hearings were held at Beebe Memorial Cathedral (3900 Telegraph) and Gogi Time Banquet Room (2600 Telegraph Avenue), which are in close proximity to areas affected by the projects; and

**WHEREAS**, after a duly noticed public hearing on December 2, 2014, the Public Works Committee voted to recommend the proposal to the City Council; and

**WHEREAS**, on December 9, 2014, the City Council considered the proposed restriping of travel lanes to remove travel lanes and install bicycle lanes on Telegraph Avenue; and

**WHEREAS**, the City has prepared an assessment of traffic and safety impacts of the project, which includes measures in the projects to mitigate potential vehicular traffic impacts and bicycle and pedestrian safety impacts, and concludes that the projects will have negligible impacts on traffic operations and will not result in a decrease in safety for any travel mode; and

**WHEREAS**, each as a separate and independent basis, these actions are exempt from CEQA pursuant to Public Resources Code Section 21080.20.5 (restriping of streets and highways for bicycle lanes in an urbanized area that is consistent with a bicycle transportation plan) and CEQA Guidelines Sections 15183 (projects consistent with general plan and zoning), 15301 (existing facilities), 15304 (minor alterations), and 15061(b)(3) (no significant effect on the environment); now, therefore be it

**RESOLVED:** That the City Council authorizes the installation of bicycle lanes on Telegraph Avenue by reducing the number of travel lanes from four (4) through lanes to two (2) through lanes from 19<sup>th</sup> Street to 41<sup>st</sup> Street; and be it

**FURTHER RESOLVED:** That the City Council authorizes installation of parking-protected bicycle lanes (also known as "cycle tracks") between 20<sup>th</sup> Street and 29<sup>th</sup> Street (the exact limits to be determined on the basis of design considerations); and be it

**FURTHER RESOLVED:** That the City Council authorizes installation of buffered bicycle lanes between 29<sup>th</sup> Street and 41<sup>st</sup> Street (the exact limits to be determined on the basis of design considerations); and be it

**FURTHER RESOLVED:** That the City Council authorizes the City Administrator, Director of Public Works or City Traffic Engineer to seek re-designation of Telegraph Avenue from Broadway to 40<sup>th</sup> Street as a “Minor Arterial” (currently “Principal Arterial”) as part of the next scheduled street re-classification effort, to reflect its character as a neighborhood-serving commercial street; and be it

**FURTHER RESOLVED:** That the City Council authorizes relocation and consolidation of bus stops, and reconfiguration of on-street parking, parking meters and loading zones (including designation of time-of-day loading zones) as needed to effectively implement design and improve efficiency of bus operations; and be it

**FURTHER RESOLVED:** That the City Council authorizes prohibition of on-street parking between 55<sup>th</sup> Street and Aileen Street under SR24 on one or both sides to connect existing Telegraph Avenue bicycle lanes to 55<sup>th</sup> Street and Shattuck Avenue bicycle routes; and be it

**FURTHER RESOLVED:** That the City Council directs staff to evaluate the effectiveness of Phase 1 improvements to allow the City to seek funding for future capital improvements on Telegraph Avenue from 20<sup>th</sup> Street to 57<sup>th</sup> Street; and be it

**FURTHER RESOLVED:**

That the City Council ~~intends to create a~~ ~~commits to future study of~~ a continuous bikeway for the area from 41<sup>st</sup> Street to 57<sup>th</sup> Street, ~~including the~~ and reconfiguration of the Telegraph Avenue/Shattuck Avenue intersection, and ~~directs staff to study, perform environmental review and conduct extensive community outreach on how best to implement the bikeway and reconfiguration to become a complete street, and to seek all potential funding sources to support technical design assistance and a focused community outreach program on this matter~~ and return to City Council to consider the recommendation for this area; and be it

**FURTHER RESOLVED:** That the City Administrator or designee shall file a Notice of Determination/Notice of Exemption with the clerk of the County of Alameda and the Office of Planning and Research.

IN COUNCIL, OAKLAND, CALIFORNIA, \_\_\_\_\_

**PASSED BY THE FOLLOWING VOTE:**

AYES - BROOKS, GALLO, GIBSON MCELHANEY, KALB, KAPLAN, REID, SCHAAF and PRESIDENT KERNIGHAN

NOES -

ABSENT -

ABSTENTION -

ATTEST: \_\_\_\_\_

LaTonda Simmons  
City Clerk and Clerk of the Council  
of the City of Oakland, California