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OAKLAND

2014 SEP -3 PM 2: 53

AGENDA REPORT

TO: HENRY L. GARDNER
INTERIM CITY ADMINISTRATOR

FROM: Brooke A. Levin
Director, OPW

SUBJECT: 17th Street and 20th Street Bike Lanes

DATE: August 6, 2014

City Administrator
Approval

Date

9/3/14

COUNCIL DISTRICT: 3

RECOMMENDATION

Staff recommends that the City Council approve a resolution authorizing the removal of travel lanes and the installation of Class II bicycle lanes on 17th Street from Martin Luther King Jr. Way to Telegraph Avenue and on 20th Street from Broadway to Harrison Street.

OUTCOME

Adoption of this resolution will allow the City to implement bikeways on 17th Street from Martin Luther King Jr. Way to Telegraph Avenue and on 20th Street from Broadway to Harrison Street by reconfiguring travel lanes. The projects do not reduce the number of on-street parking spaces. The two projects will be implemented in conjunction with the paving of these roadways scheduled for 2014 and 2015.

BACKGROUND/LEGISLATIVE HISTORY

The City of Oakland's Bicycle Master Plan, part of the Land Use and Transportation Element of the Oakland General Plan, calls for the implementation of a citywide network of bikeways to connect downtown, transit stations, commercial districts, neighborhoods, and the waterfront. The plan was originally adopted in 1999, comprehensively updated in 2007, and reaffirmed by City Council in 2012.

The 17th Street and 20th Street projects would implement the following General Plan policies from the Land Use and Transportation Element (LUTE) and the Bicycle Master Plan (BMP):

LUTE Policy T4.10 – Converting Underused Travel Lanes: Take advantage of existing transportation infrastructure and capacity that is underutilized. For

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example, where possible and desirable, convert underused travel lanes to bicycle or pedestrian paths or amenities.

BMP Policy 1B – Routine Accommodation: Address bicycle safety and access in the design and maintenance of all streets.

BMP Policy 1C – Safe Routes to Transit: Improve bicycle access to transit, bicycle parking at transit facilities, and bicycle access on transit vehicles.

The projects would implement the City's Complete Streets policy direction as codified in the Oakland Municipal Code Chapter 12.02 (Complete Streets Design Standards) and elaborated in City Council Resolution 84204 C.M.S (Complete Streets Policy for the City of Oakland):

The City of Oakland will plan, design, construct, operate, and maintain appropriate facilities for pedestrians, bicyclists, transit users of all abilities, children, the elderly, and people with disabilities as a routine component of new construction, reconstruction, retrofit, and maintenance projects...

Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets...

The City of Oakland will incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users...

The proposed restriping of travel lanes to remove a travel lane and install bike lanes on 17th Street and 20th Street is consistent with the City's General Plan, Bicycle Master Plan, and Complete Streets Policy.

The City's Bicycle Master Plan Policy 3C requires City Council approval of projects that remove travel lanes for the installation of bikeways. On 17th Street, the proposed project would add a bicycle lane by reducing the number of travel lanes from four travel lanes to three travel lanes between Martin Luther King Jr. Way and Clay Street and from three travel lanes to two travel lanes between Clay Street and Telegraph Avenue. (*Attachment A*).

On 20th Street, the proposed project would make minor changes to the variable configuration of this roadway. Specifically, the project would remove the eastbound right only lane from Franklin Street to Webster Street; the third eastbound travel lane from Webster Street to Harrison Street; and the westbound right only lane from Webster Street to Franklin Street. The end result would be a more uniform roadway with two travel lanes and a bike lane in each direction between Franklin Street and Harrison Street. (*Attachment B*).

ANALYSIS

17th Street from Martin Luther King Jr. Way to Telegraph Avenue

The proposed 17th Street bikeway from Martin Luther King Jr. Way to Telegraph Avenue provides an important link in the downtown bikeway network by connecting existing and proposed bikeways on Martin Luther King Jr. Way, Clay Street, and Telegraph Avenue (*Attachment A*). The project would help create a continuous north-south connection through downtown on the west side of Broadway via Telegraph Avenue, 16th Street/17th Street, Clay Street, and Washington Street. The 17th Street bikeway from Clay Street to Telegraph Avenue is part of the proposed network in the Bicycle Master Plan. The project would add 17th Street from Martin Luther King Jr. Way to Clay Street to the City's proposed bikeway network. The project would be implemented in 2014-15 with the resurfacing of 17th Street, a project funded by State Proposition 1C monies.

The project would install bicycle lanes by removing one travel lane on this one-way street, leaving three travel lanes from Martin Luther King Jr. Way to Clay Street and two travel lanes from Clay Street to Telegraph Avenue. In addition to improving bicycle access, the project is motivated by a history of collisions between motor vehicles at 17th Street and Telegraph Avenue. By reducing the number of travel lanes, the project would promote lower speeds for traffic exiting Interstate 980 and entering downtown via 17th Street. Reducing the number of lanes would also simplify the complicated lane configuration on 17th Street at Telegraph Avenue and Broadway where the roadway currently transitions from three travel lanes to two travel lanes over a short block between two traffic signals. The project will not remove or otherwise affect on-street parking spaces.

20th Street from Broadway to Harrison Street

The proposed 20th Street bikeway from Broadway to Harrison Street would improve a signage-only bike route that was implemented in 2004. The project would provide a key connection between the 19th Street BART Station and the Measure DD improvements at Lake Merritt. It would improve access to transit for employees located in the high-rise office buildings at the northeast corner of downtown and for residents in the Harrison/Oakland, Adams Point, and Grand Lake neighborhoods (*Attachment B*).

The project would install bicycle lanes between Franklin Street and Harrison Street by making minor changes to the lane configuration on 20th Street. Specifically, the project would remove the eastbound right only lane from Franklin Street to Webster Street; one of three eastbound travel lanes from Webster Street to Harrison Street; and one right-only turn lane on westbound 20th Street from Webster Street to Franklin Street. The outcome would be a more uniform roadway with two travel lanes and a bicycle lane in each direction between Franklin Street and Harrison Street. The block of 20th Street between Broadway and Franklin Street is more constrained and thus has more limited opportunities. The project would make more efficient use of the roadway width by relocating the eastbound AC Transit bus stop from Franklin Street to

Broadway and relocating three on-street parking spaces from the north side to the south side of the street. The project will not reduce the number of on-street parking spaces. With these changes, the project would install a westbound bicycle lane on 20th Street from Franklin Street to the 19th Street BART station entrance near Broadway.

PUBLIC OUTREACH/INTEREST

17th Street from Martin Luther King Jr. Way to Telegraph Avenue

In July 2014 staff sent an outreach mailer (**Attachment A**) requesting input on the installation of the 17th Street bikeway and the proposed lane reduction to all addresses within 400 feet of the project – 250 addresses in total. Four percent of recipients (10 individuals) responded with 90% (9) in favor and 10% (1) opposed.

20th Street from Broadway to Harrison Street

In June 2014 staff sent an outreach mailer (**Attachment B**) requesting input on the installation of the 20th Street bikeway to all addresses within 400 feet of the project – 43 addresses in total. The City received no responses to the mailer.

Public Hearing

In accordance with Government Code section 6061, on August 7, 2014, the City published notice of a public hearing on August 21, 2014, to consider the proposed restriping of travel lanes to remove a travel lane and install bike lanes on 17th Street and 20th Street. That notice was published in the Oakland Tribune, a newspaper of general circulation in the area affected by the proposed projects. As required by Public Resources Code section 21080.20.5, on August 21, 2014, the City held a duly noticed public hearing before the City's Bicycle and Pedestrian Advisory Committee to hear and respond to public comments on both bikeway projects. The public hearing took place at Oakland City Hall, which is in close proximity to the areas affected by the projects. Comments received and the City's responses to comments for both bikeway projects are included in **Attachment C**.

COORDINATION

The Public Works Department is responsible for planning, designing, funding, implementing, and maintaining bicycle capital projects. The Planning and Building Department was consulted for the filing of the environmental documents described under "CEQA" below. In addition, the Office of the City Attorney and the City's Budget Office reviewed this report and resolution.

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COST SUMMARY/IMPLICATIONS

The 17th Street project will be constructed in conjunction with the paving of 17th Street, a project funded by State Proposition 1C. The funding is coming from the Measure B Local Streets and Roads Fund (2211); Streets and Structures Organization (92242); Street Construction Account (57411); Citywide Street Resurfacing (C427710); \$3,785,000.00; and, the Vehicle Registration Fee (2215); Streets and Structures Organization (92242); Street Construction Account (57411); Project No. (C458810).

The 20th Street project will be constructed as part of a citywide paving project that is funded by the Alameda County Measure B and Alameda County Vehicle Registration Fee (2144); Streets and Structures Organizations (92242) Street construction Account (57411); Project C369640.

FISCAL/POLICY ALIGNMENT

Bicycle Master Plan Policy 1B calls for the implementation of bikeway projects in conjunction with paving projects. This coordination is an efficient use of public funds and an effective means for implementing proposed bikeways. By coordinating the reconfiguration of travel lanes with roadway resurfacing, the 17th Street and 20th Street projects implement this policy direction.

SUSTAINABLE OPPORTUNITIES

Economic: Bikeways promote 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. The construction of bikeways creates more jobs than other transportation projects of comparable cost due to the low material costs but high labor costs of installing roadway striping and signs.

Environmental: Bicycling is the most energy efficient form of transportation and creates no emissions. The development of Oakland's bikeway network is a key strategy in the City's efforts to reduce greenhouse gas emissions. Bicycle infrastructure promotes physical activity and good health.

Social Equity: Bicycling is an inexpensive and broadly accessible form of transportation. Bikeways 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.

CEQA

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).

For questions regarding this report, please contact Jason Patton, Bicycle and Pedestrian Program Manager, at (510) 238-7049.

Respectfully submitted,



BROOKE A. LEVIN
Director, Oakland Public Works

Reviewed by:
Michael J. Neary, P.E., Assistant Director
OPW, Bureau of Engineering and Construction

Reviewed by:
Iris Starr, Division Manager
Transportation Planning and Funding Division

Prepared by:
Jason Patton, Bicycle and Pedestrian Program Manager
Transportation Planning and Funding Division

Attachments:

- A. Outreach Flyer (includes diagram) – 17th St Roadway Reconfiguration Project
- B. Outreach Flyer (includes diagram) – 20th St Bikeway Project
- C. Response to Comments Received on the 17th Street and 20th Street Bike Lane Projects

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Attachment A

17th St Roadway Reconfiguration Project

DESCRIPTION

The City of Oakland is proposing to reconfigure 17th St between Martin Luther King Jr Wy and Broadway to address the high rate of motor vehicle collisions, particularly at the intersection of 17th St and Telegraph Ave. The project will remove a travel lane and add a bike lane between Martin Luther King Jr Wy and Telegraph Ave. There are no changes to on-street parking.

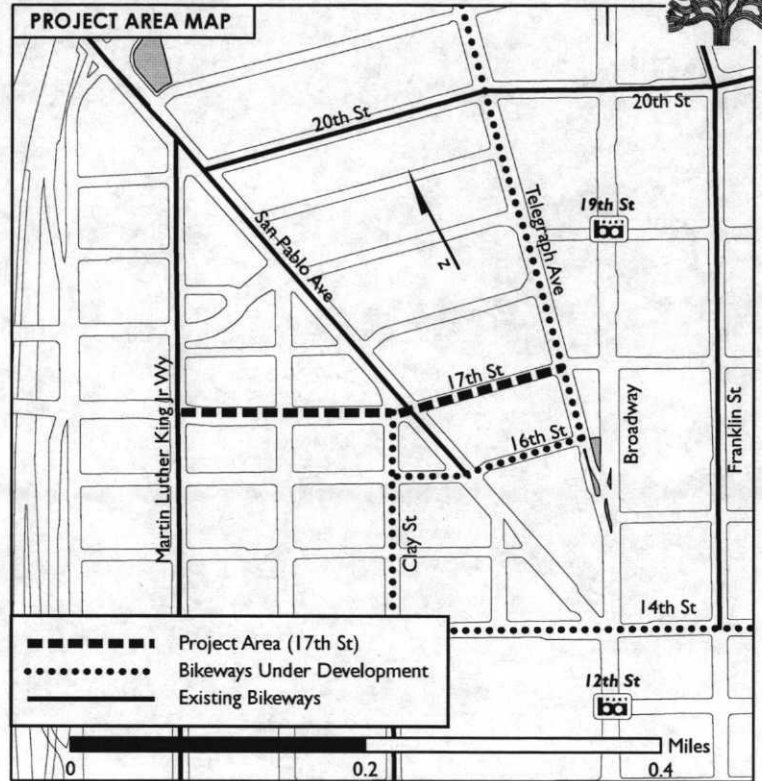
The project will be constructed this fall, part of a larger project funded by a State Proposition 1C infrastructure bond, that includes paving and sidewalk improvements. The limits of the project on 17th St extend from Castro St to Lakeside Dr.

GEOGRAPHIC CONTEXT

17th St is a one-way road that runs through Oakland's Uptown District. Over the last several years, this area has experienced an influx of pedestrians patronizing the variety of restaurants and entertainment venues that followed the refurbishment of the Fox Theater and the construction of several high-density residential developments. The road is also a proposed bikeway (per Oakland's Bicycle Master Plan, 2007), and intersects with other existing and proposed bikeways in the area (see Project Area Map).

SAFETY & ACCESS

There is a history of collisions between motor vehicles at 17th St and Telegraph Ave. Furthermore, cars have crashed into the buildings on the east



side of the intersection on several occasions, causing significant property damage.

To address these issues cost-effectively, the project will reduce the number of travel lanes to encourage travel at or under the speed limit. Buffered bike lanes will be installed on the right side of the street. The number of lanes will be reduced from four to three between Martin Luther King Jr Wy and San Pablo Ave, and from three to two between San Pablo and Telegraph Aves. Three travel lanes will remain on the short block between Telegraph Ave and Broadway.



SUBMIT COMMENTS

Please provide your input one of the following ways:

1. Use this form, write your comments below and your return address on the reverse, cut along the dotted line, stamp and mail, or fax to (510) 238-7415 by August 6, 2014. Make sure to include your name and street address and indicate you are commenting on the **17th St Roadway Reconfiguration Project**.

Please check one of the following three boxes, and provide supporting comments if desired.

- I support the project.
- I do not support the project.
- I have no opinion.

Signature: _____
(Also write name and address on reverse before mailing.)

2. Email bikeped@oaklandnet.com by August 6, 2014. Make sure to include your name and street address and indicate you are commenting on the **17th St Roadway Reconfiguration Project**.
3. Attend a Public Hearing about the project at the Thursday, August 21, 2014 meeting of Oakland's Bicycle & Pedestrian Advisory Committee, 5:30-7:30pm, in City Hall Hearing Room 4. See www.oaklandbikes.info/bpac for agenda.

REQUIRED INFORMATION

Name: _____

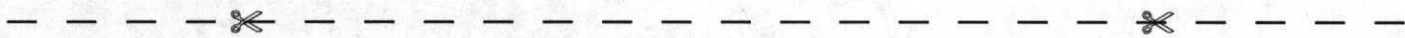
Address: _____

Oakland, CA _____

(Zip Code)

**\$0.49
stamp
required**

City of Oakland, Public Works Department
Attn: Bicycle & Pedestrian Facilities Program
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612

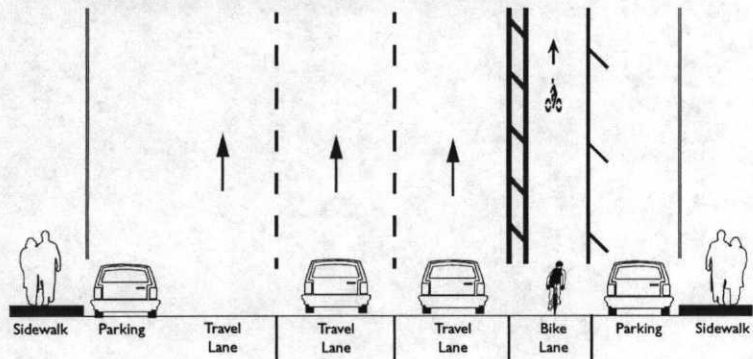


City of Oakland, Public Works Department
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Oakland, CA 94612

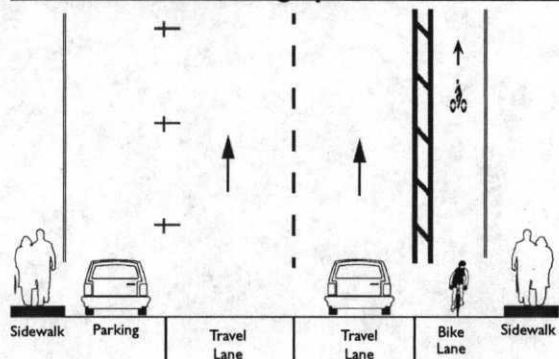
The City welcomes your input on the 17th St Roadway Reconfiguration Project by mail, e-mail, or fax by Wednesday, August 6, 2014. Or attend public hearing on August 21, 2014 (details on the reverse). Please feel free to share this flyer; it is also online at www2.oaklandnet.com/n/OAK048024.

17th St Roadway Reconfiguration Project, Proposed Cross Sections

Martin Luther King Jr Wy to San Pablo Ave



San Pablo Ave to Telegraph Ave



Attachment B

20th St Bikeway Project, Broadway to Harrison St

DESCRIPTION

The City of Oakland is upgrading the existing, signage-only bikeway on 20th St between Broadway and Harrison St. The upgrade features bikeway pavement stripes and markings, which will be installed in late 2014 as part of a multi-street paving contract.

The paving contract is funded by Oakland's share of Measure B, Alameda County's half-cent transportation sales tax, and Vehicle Registration Fees, both administered by the Alameda County Transportation Commission.

The bikeway project is recommended in the City's Bicycle Master Plan (BMP). The BMP calls for the installation of bikeways throughout Oakland to encourage bicycling as a healthy, non-polluting and affordable transportation option, helping Oakland



achieve City Council-adopted sustainability and livability goals.



GEOGRAPHIC CONTEXT

The bikeway striping will be installed along three blocks in downtown Oakland. The 20th St route links downtown workplaces, Uptown, the 19th St BART Station (with access on 20th St), and the AC Transit bus mall on 20th St (Broadway to Telegraph Ave), to Lake Merritt and neighborhoods to the east, including Harrison/Oakland, Adams Point, and Grand-Lake. A Measure DD-funded project, currently in design, will expand Snow Park and reconfigure the roadway, completing the intersecting bikeway on Harrison St/Lakeside Dr.

DESIGN

The bikeway design features bike lanes and shared roadway bicycle markings (aka "sharrows"). The typical cross section includes two travel lanes in each direction. Between Franklin and Harrison Sts, the project includes bike lanes with buffers to provide additional separation between cyclists and motorists. Between Broadway and Franklin St, there will be some shared lanes with sharrows due to the narrower right-of-way. On this block, one bus stop will be relocated and some parking stalls consolidated to make the most efficient use of available roadway width. The number of on-street parking spaces will remain the same.

SUBMIT COMMENTS

Please provide your input by Thursday, July 24, 2014. To use this form, write your comments below and your return address on the reverse, cut along the dotted line, stamp and mail. Or, you may e-mail (bikeped@oaklandnet.com) or fax (238-7415) your comments. Make sure to include your name and street address and indicate you are commenting on the 20th St Bikeway Project. For answers to frequently asked questions, please go to www2.oaklandnet.com/OAK024652#answers.

Please check one of the following three boxes, and then provide supporting comments.

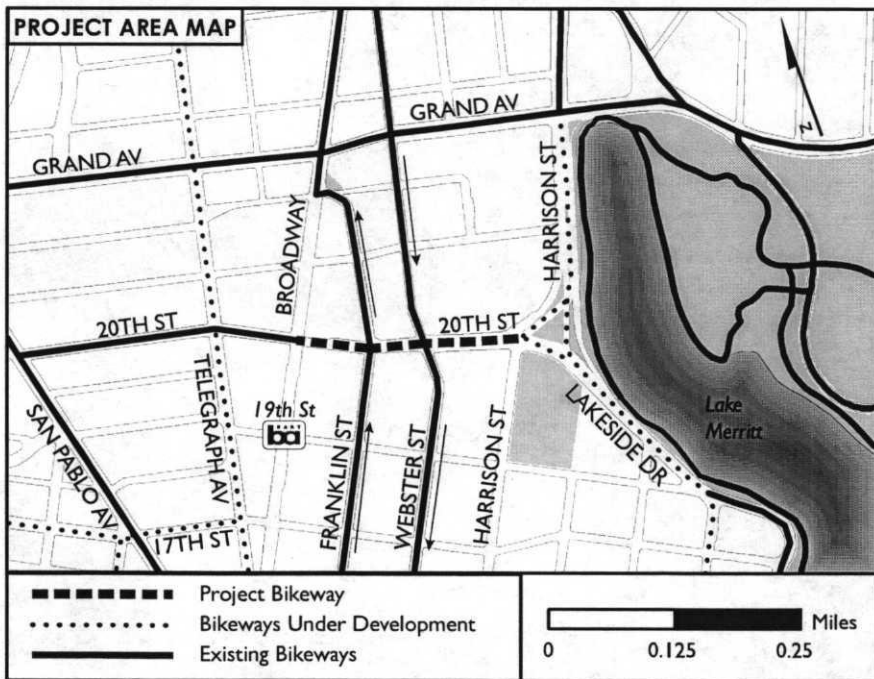
- I support the bikeway project.
- I do not support the bikeway project.
- I have no opinion.

Signature: _____
 (Also write name and address on reverse before mailing.)

OAKLAND

By writing my email address below, I am requesting to have my name added to the bicycle program contact list so I can receive occasional updates on City of Oakland bikeway improvement projects.

Email address: _____



REQUIRED INFORMATION

Name: _____

Address: _____

Oakland, CA _____

(Zip Code)

**\$0.49
stamp
required**

City of Oakland, Public Works Department
Attn: Bicycle & Pedestrian Facilities Program
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612



City of Oakland, Public Works Department
Bicycle & Pedestrian Facilities Program
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612



The City welcomes your input on the 20th St Bikeway Project by mail, e-mail, or fax by Thursday, July 24, 2014. Please feel free to share this flyer with others in your neighborhood. This flyer is available online at www2.oaklandnet.com/n/OAK047696.



Sharrows encourage bicyclists to ride clear of the “door zone,” and advise motorists to expect and share the road with bicyclists. The markings also help create continuously marked bikeways where bike lanes are not feasible. Learn more about sharrows at www2.oaklandnet.com/n/OAK025000.

DESIGN DETAIL

The width of 20th Street in the project area varies from block to block. To maximize efficient use of space while maintaining traffic flow, both bike lanes and sharrows will be installed.

Bike lanes will be installed by striping the wide travel lanes to standard widths. Bike lanes help motorists and bicyclists to share the road and encourage bicyclists to ride in the street, not on the sidewalk. Narrower travel lanes provide better guidance to motorists and will also discourage speeding.



OAKLAND
City of Oakland, Public Works Department

(510) 238-3983
bikeped@oaklandnet.com
www.oaklandbikes.info

Attachment C

Response to Comments Received on the 17th Street and 20th Street Bike Lane Projects

On August 7, 2014, the City published notice of a public hearing on August 21, 2014, to consider the proposed restriping of travel lanes to remove a travel lane and install bike lanes on 17th Street and 20th Street. No written comments were received in response to the August 7 notice. The public hearing on August 21 was held in City Hall at the monthly meeting of the City of Oakland's Bicycle and Pedestrian Advisory Committee (BPAC). Staff presented the projects as described in the agenda report. The following provides a summary of the comments received and responses given at the meeting.

Carol Levine (BPAC member): The drop off zone on westbound 20th St between Franklin St and Broadway, is likely to cause a conflict with the bike lane.

Response: Parking is currently prohibited in this location and will remain prohibited with the 20th St Bike Lane project. There is demand for a pick-up/drop-off area serving 19th St BART. However, it is difficult to accommodate this in the central business district due to the multiple demands for curb space.

Kenya Wheeler (BPAC member): Recommends that the conflict Ms Levine outlined be addressed, perhaps by removing the curb cut.

Response: The curb cut serves the parking lot of the California Bank & Trust and the removal of the curb cut would require the consent of the property owner. The curb cut works well with the 20th St Bike Lane project by enabling bicyclists to exit the roadway and access the nearby BART entrance.

Robert Prinz (BPAC member): Consider adding sharrows on 20th St in the westbound left turn lane onto southbound Webster St.

Response: The City will add sharrows to this left turn lane to support the connection to Webster St, a designated bikeway.

Robert Prinz (BPAC member): On eastbound 20th St, Franklin St to Webster St, the Union Bank driveway is hard to see. The bike lane treatment needs more emphasis here.

Response: The City will add a bike lane symbol and arrow in the bike lane at this driveway.

Robert Prinz (BPAC member): On 20th St, consider a bike box treatment for the left turn onto Webster St; there is no right turn conflict here.

Response: The bike box is an experimental treatment that's use requires approval from the Federal Highway Administration (FHWA) and the California Traffic Control Devices Committee (CTCDC). The effort required for approval is beyond the scope of the current project.

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John T. ...
for City Attorney

OAKLAND CITY COUNCIL

RESOLUTION No. C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE REMOVAL OF TRAVEL LANES AND THE INSTALLATION OF CLASS II BICYCLE LANES ON 17TH STREET FROM MARTIN LUTHER KING JR. WAY TO TELEGRAPH AVENUE AND ON 20TH STREET FROM BROADWAY TO HARRISON 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 17th Street from Clay Street to Telegraph Avenue and 20th Street from Broadway to Harrison Street as proposed bikeways; 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 bicycle lanes in reconstruction and maintenance projects to create a connected network of facilities for bicyclists; 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, 17th Street from Martin Luther King Jr Way to Telegraph Avenue and 20th Street from Broadway to Harrison Street will be resurfaced and have been designed to include useful bikeway connections; and

WHEREAS, the installation of bicycle lanes on 17th Street will reduce the number of travel lanes from four (4) through lanes to three (3) through lanes from Martin Luther King Jr Way to Clay Street and from three (3) through lanes to two (2) through lanes from Clay Street to Telegraph Avenue; and

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WHEREAS, the installation of bicycle lanes on 20th Street will remove the eastbound right turn only lane between Franklin Street and Webster Street; reduce the number of travel lanes from three (3) through lanes to two (2) through lanes in the eastbound direction between Webster Street and Harrison Street; and remove the westbound right turn only lane between Webster Street and Franklin Street; and

WHEREAS, installation of bicycle lanes on 17th Street and 20th Street 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 when bicycle projects require the reduction of travel lanes on a roadway; and

WHEREAS, the 17th Street project will be constructed in conjunction with the paving of 17th Street, a project funded by State Proposition 1C, funded by Measure B Local Streets and Roads Fund (2211); Streets and Structures Organization (92242); Street Construction Account (57411); Citywide Street Resurfacing (C427710); \$3,785,000.00; and, the Vehicle Registration Fee (2215); Streets and Structures Organization (92242); Street Construction Account (57411); Project No. (C458810); and

WHEREAS, the 20th Street project will be constructed as part of a citywide paving project that is funded by Alameda County Measure B and Alameda County Vehicle Registration Fee (2144); Streets and Structures Organizations (92242) Street construction Account (57411); Project C369640; and

WHEREAS, in accordance with Government Code section 6061, on August 7, 2014, the City published notice of a public hearing on August 21, 2014, to consider the proposed restriping of travel lanes to remove a travel lane and install bike lanes on 17th Street (Martin Luther King Jr. Way to Telegraph Avenue) and 20th Street (Franklin Street to Harrison 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 August 21, 2014, the City held a duly noticed public hearing before the Bicycle and Pedestrian Advisory Committee to hear and respond to public comments on both projects; the hearing was held at Oakland City Hall, which is in close proximity to areas affected by the projects; and

WHEREAS, after a duly noticed public meeting on September 16, 2014, the Public Works Committee voted to recommend the proposal to the City Council; and

WHEREAS, on September 23, 2014, the City Council considered the proposed restriping of travel lanes to remove travel lanes and install bicycle lanes on 17th Street and 20th Street; and

WHEREAS, the City has prepared an assessment of traffic and safety impacts of the two projects, 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 17th Street by reducing the number of travel lanes from four (4) through lanes to three (3) through lanes from Martin Luther King Jr. Way to Clay Street and from three (3) through lanes to two (2) through lanes from Clay Street to Telegraph Avenue; and be it

FURTHER RESOLVED: That the City Council authorizes the installation of bicycle lanes on 20th Street by removing the eastbound right turn only lane between Franklin Street and Webster Street; reducing the number of travel lanes from three (3) through lanes to two (2) through lanes in the eastbound direction between Webster Street and Harrison Street; and removing the westbound right turn only lane between Webster Street and Franklin Street; and be it

FURTHER RESOLVED: That the City Administrator or his 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

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