

FILED
OFFICE OF THE CITY CLERK
OAKLAND

CITY OF OAKLAND

AGENDA REPORT

2009 MAY 14 PM 4:19

TO: Office of the City Administrator
ATTN: Dan Lindheim
FROM: Community and Economic Development Agency
DATE: May 26, 2009

RE: **Resolution Authorizing Installation Of Class II Bicycle Lanes On MacArthur Boulevard By Reducing Travel Lanes From Three (3) Through Lanes to Two (2) Through Lanes Between Canon Avenue and Fruitvale Avenue And On East 33rd Street By Reducing Travel Lanes On This One-Way Street From Two (2) Through Lanes To One (1) Through Lane Between Beaumont Avenue And 14th Avenue**

SUMMARY

A resolution has been prepared that approves the removal of travel lanes and the installation of bicycle lanes on MacArthur Boulevard from Canon Avenue to Fruitvale Avenue and on East 33rd Street from Beaumont Avenue to 14th Avenue. The portion on MacArthur Boulevard is two blocks in length and located in the Dimond District. The portion on East 33rd Street is a one-block segment of a one-way street. Both segments are part of the MacArthur Boulevard Bikeway between Park Boulevard and Lincoln Avenue ("Project"). Per Council policy, staff must seek City Council approval for bicycle projects that require the reduction in the number of travel lanes on a roadway.

The project is located in City Council Districts 2, 4, and 5, as shown in *Attachment A: Outreach Flyer, MacArthur Blvd Bikeway Gap Closure Project*. It is designated as a priority project by the City's Bicycle Master Plan (2007). The project will close a gap in the MacArthur Boulevard Bikeway between Park Boulevard and Lincoln Avenue, creating a continuous facility between Lakeshore Avenue and 35th Avenue. The project is scheduled for completion in 2010 as part of a resurfacing project.

FISCAL IMPACTS

The cost estimate for the MacArthur Boulevard Bikeway project from Park Boulevard to Lincoln Avenue is \$175,000.00. The project is funded by a grant from the Bicycle Transportation Account of the California Department of Transportation Fund (2140), Traffic/Parking Organization (92246), Street Construction Account (57411), MacArthur Boulevard Bikeway Project (G258810), Transportation and Pedestrian Safety Program (NB33). The project will be implemented in conjunction with a Street Rehabilitation and Resurfacing Project (C317610).

Item: _____
Public Works Committee
May 26, 2009

BACKGROUND

The City of Oakland's Bicycle Master Plan (2007) recommends the development of a bikeway in the MacArthur Boulevard corridor to serve the Grand Lake, Dimond, and Laurel Districts. Phase I of the project added bicycle lanes to MacArthur Boulevard from Lincoln Avenue to 35th Avenue in 2001. Phase II of the project added bicycle lanes to MacArthur Boulevard from Lakeshore Avenue to Park Boulevard in 2004. Phase III is the current project. It will add a bikeway between Park Boulevard and Lincoln Avenue, connecting Phase I to Phase II and creating a continuous facility between Lakeshore Avenue and 35th Avenue.

As illustrated in *Attachment A*, the project includes a combination of bicycle lanes and bicycle routes on multiple streets in response to the area's topography and street grid. In the eastbound direction, the project includes bicycle lanes on MacArthur Boulevard (Park Boulevard to Beaumont Avenue), East 33rd Street (Beaumont Avenue to 14th Avenue), 14th Avenue (East 33rd Street to MacArthur Boulevard), and MacArthur Boulevard (14th Avenue to Lincoln Avenue). The project will also add left turn pockets on MacArthur Boulevard in both directions at Fruitvale Avenue.

In the westbound direction, the project follows MacArthur Boulevard from Lincoln Avenue to Ardley Avenue. The project continues as a bicycle route on Ardley Avenue (MacArthur Boulevard to Excelsior Avenue), Excelsior Avenue (Ardley Avenue to Kingsley Street), Kingsley Street (Excelsior Avenue to Park Boulevard), and Park Boulevard (Kingsley Street to MacArthur Boulevard). This alignment avoids the steep hills and freeway traffic on Chatham Road while keeping in close proximity to MacArthur Boulevard between Park Boulevard and 14th Avenue. As part of this project, the traffic signal at Excelsior Avenue and Beaumont Avenue was upgraded to detect bicyclists.

Community outreach for the project included review by the City's Bicycle and Pedestrian Advisory Committee (BPAC), a mailer to residents within the project area, and presentations to neighborhood groups. The BPAC reviewed the project at its meetings in October 2007 and January 2008. The committee also toured the project area on a field trip in January 2007. To notify nearby residents, a mailer explaining the project was sent to 1,243 addresses in proximity of the project area. The mailer was timed to coincide with presentations of the project to the Dimond Improvement Association and the Bella Vista NCPC Beat 17Y in May 2008. Input was also solicited through the email discussion list of the Glenview Neighborhood Association. Staff received 80 responses with 83% of respondents in favor of the project.

KEY ISSUES AND IMPACTS

City policy requires Council approval of bicycle lane projects that convert motor vehicle travel lanes to bicycle lanes. The Transportation Services Division evaluated the potential traffic impacts of this proposal by contracting with DMJM Harris and Associates to complete a feasibility study of traffic operations for East 33rd Street at Beaumont Avenue and 14th Avenue.

Staff completed an analysis of the lane reconfiguration on MacArthur Boulevard from Canon Avenue to Fruitvale Avenue. The resulting design allows for the completion of two other projects that overlap with the bikeway: (1) the relocation of AC Transit's eastbound bus stop at Fruitvale Avenue as part of the Fruitvale Avenue streetscape project; and (2) the installation of a protected left turn phase from westbound MacArthur Boulevard onto southbound Fruitvale Avenue.

These studies were undertaken and completed in cooperation with AC Transit to ensure that the recommended project would not adversely affect bus operations, particularly the lines NL and 57. These analyses showed that the project would not result in a significant impact to traffic operations under existing conditions and the future-year scenario that included projected growth. AC Transit staff reviewed the studies and the project design following the protocol specified by the Bicycle Master Plan (2007) and the Transit Streets Cooperative Agreement (Oakland City Council Resolution No. 80566 C.M.S.).

For environmental clearance under the California Environmental Quality Act (CEQA), the City is relying on the previously certified and adopted Environmental Impact Report for the Bicycle Master Plan (2007). No further environmental review is required to be performed because there are no new impacts or an increase in the severity of impacts (*Attachment B: Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan*). Thus the requirements for further environmental review under CEQA Guidelines Section 15162 have not been met. On a separate and independent basis, the project is categorically exempt pursuant to CEQA Guidelines Sections 15301(c) and/or 15404(h).

PROJECT DESCRIPTION

The project will add a bikeway on MacArthur Boulevard between Park Boulevard and Lincoln Avenue. For one block of East 33rd Street between Beaumont Avenue and 14th Avenue, the project will add a bicycle lane by reducing the number of motor vehicle travel lanes from two (2) through lanes to one (1) through lane on this one-way street. For two blocks of MacArthur Boulevard between Canon Avenue and Fruitvale Avenue, the project will add bicycle lanes by reducing the number of motor vehicle travel lanes from three (3) through lanes to two (2) through lanes. *Attachment A* shows the existing and proposed lane configurations as well as bikeways on the connecting streets. The project will add left turn pockets on eastbound and westbound MacArthur Boulevard at Fruitvale Avenue.

SUSTAINABLE OPPORTUNITIES

Economic: Bicycle facilities 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 project will improve access to the Grand Lake, Dimond, and Laurel commercial districts.

Environmental: Bicycling is the most energy efficient form of transportation and it has no emissions. As part of Oakland's bikeway network, the project will improve access to Lake Merritt and the Measure DD funded projects. The project will 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 project will improve pedestrian safety by reducing the number of conflict points between motor vehicles and pedestrians at two crosswalks. The project will have a traffic calming effect on MacArthur Boulevard by replacing wide travel lanes with standard width travel lanes and bicycle lanes. These changes will provide an overall benefit for senior citizens and persons with disabilities.

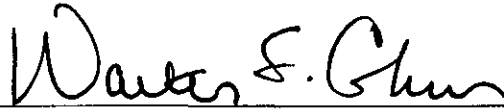
RECOMMENDATION AND RATIONALE

Staff recommends that the City Council approve the installation of bicycle lanes on MacArthur Boulevard from Canon Avenue to Fruitvale Avenue and on East 33rd Street from Beaumont Avenue to 14th Avenue by reducing the number of motor vehicle travel lanes. The project will complete a link in the City's bikeway network and create a continuous facility in the MacArthur Boulevard corridor between Lakeshore Avenue and 35th Avenue.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,



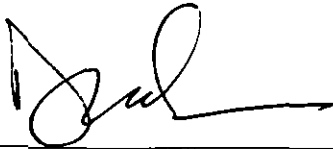
Walter S. Cohen, Director
Community and Economic Development Agency

Reviewed by:
Michael J. Neary, P.E.
Deputy Director
Community and Economic Development Agency

Wladimir Wlassowsky, P.E.
Transportation Services Manager
Transportation Services Division

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

APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:



Office of the City Administrator

ATTACHMENTS

- A. Outreach Flyer, MacArthur Blvd Bikeway Gap Closure Project
- B. Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan

Item: _____
Public Works Committee
May 26, 2009

MacArthur Blvd Bikeway Gap Closure Project



City of Oakland, Transportation Services Division
 Bicycle/Pedestrian Facilities Program
 (510) 238-3983 | bikeped@oaklandnet.com
 www.oaklandbikes.info
 March 2009 (rev)

DESCRIPTION

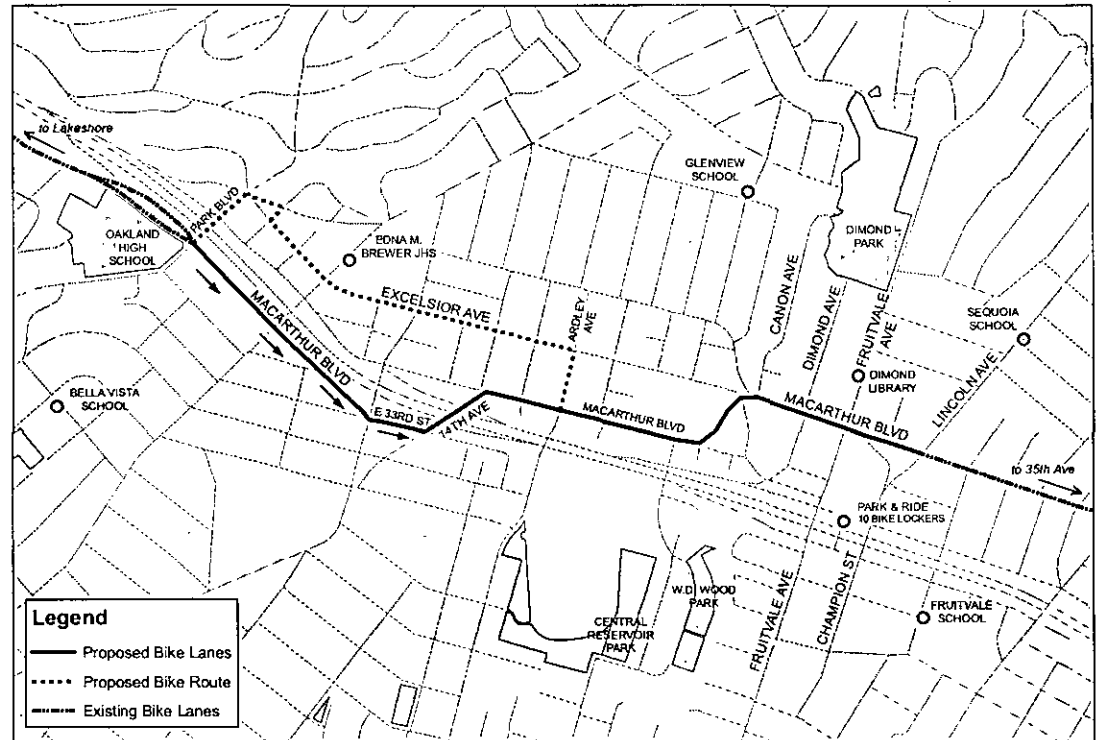
The City of Oakland is seeking public input on a proposed project to improve bicycle access along MacArthur Blvd between Park Blvd and Lincoln Ave. The project, recommended in the City's Bicycle Master Plan (BMP), would close a gap between two existing bike lane segments to form a continuous three-mile bikeway between Lake Merritt and the Laurel District. Work is planned for completion in 2010.

The proposed design of the 1.2 mile bikeway includes bike lanes and bike routes enhanced with the shared use lane marking ("sharrow"). (See proposed cross-sections on the reverse.) A two-block segment of MacArthur Blvd between Canon Ave and Fruitvale Ave would be converted from three travel lanes to two travel lanes plus bike lanes. A one-block segment of eastbound E33rd St between Beaumont and 14th Aves would be converted from two travel lanes to one travel lane plus a bike lane. No other travel lanes and no parking spaces would be affected.

The BMP calls for the installation of bikeways throughout Oakland to encourage bicycling as a healthy, non-polluting and affordable transportation option, helping Oakland to realize its sustainability and livability goals.

FEASIBILITY

The City conducted a traffic feasibility study to determine whether a lane of traffic could be removed on two, short segments to provide continuous bike lanes: (1) MacArthur, Canon to Fruitvale Ave; and (2) E 33rd St, Beaumont to 14th Ave. The study showed that the lanes could be removed without significant impacts to traffic flow. Learn more about Oakland's Bike Feasibility Studies at <http://tinyurl.com/ywbpuw>.



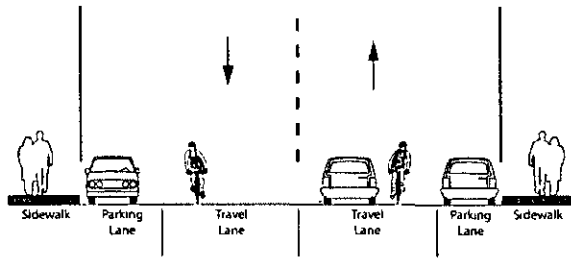
CONTEXT

The *MacArthur Bikeway Gap Closure Project* would complete a 1.2 mile link in the City's bikeway network. The project would connect the commercial districts of Grand Lake, Dimond, and Laurel as well as improve access to Lake Merritt and the forthcoming Measure DD-funded projects. Due to the area's irregular street grid and hilly terrain, MacArthur Blvd is an important corridor for bicyclists, drivers and buses. The proposed project would improve bicyclist safety and access while avoiding adverse effects on other modes of travel.

In the eastbound direction, the project would follow MacArthur Blvd (including short connections on E 33rd St and 14th Ave). In the westbound direction, the project would follow MacArthur Blvd and then jog on Ardley Ave to Excelsior Ave (to avoid the hills and freeway traffic on Chatham Rd).

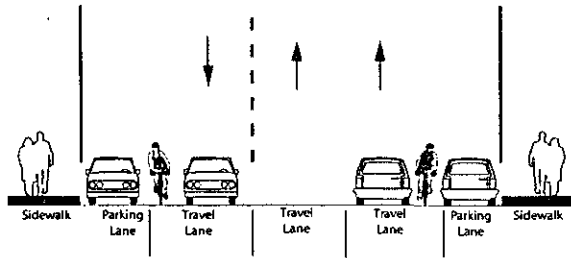
MacArthur Bikeway Gap Closure Project: Sample Cross-Sections

The following cross sections illustrate the most common roadway configurations in the project area.

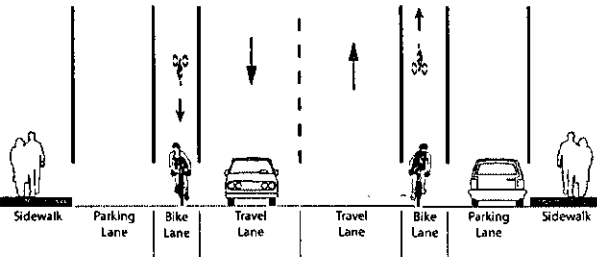


Existing:

- 1—MacArthur (14th Ave to Canon & Fruitvale to Lincoln)
- 2—Ardley (MacArthur-Excelsior)
- 3—Excelsior (Ardley to Kingsley)



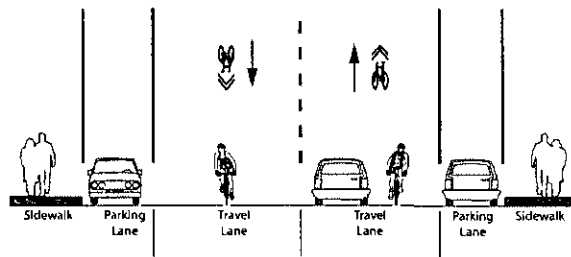
4—MacArthur (Canon to Fruitvale)



Proposed:

bike lanes

- 1, 4—MacArthur (14th Ave to Lincoln)



bike route w/sharrows

- 2—Ardley (MacArthur-Excelsior)
- 3—Excelsior (Ardley to Kingsley)

Overview of other cross-sections

MacArthur Blvd is one-way, eastbound, between Park Blvd and Beaumont Ave. For this section, bike lanes would be added to the current two-lane+parallel parking configuration. The short jog on Kingsley would be marked with sharrows and signage as would the segment on Park Blvd. Bicycle warning signs on Park Blvd. would advise motorists to watch for bicyclists.

SHARROW

The shared roadway bicycle marking (aka "sharrow," pictured right), is a new statewide pavement marking intended to (1) encourage bicyclists to ride clear of the "door zone," and (2) advise motorists to expect bicyclists. Sharrows provide this additional guidance on streets where bicycle lanes are not feasible.



To learn more about sharrows, download Answers to Frequently Asked Questions from the Bike/Ped Program website at <http://tinyurl.com/36s6ms>.

Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan (2007)

Complete this form for each project relying upon the 2007 Bicycle Master Plan Programmatic EIR for environmental clearance. If the project requires City Council approval, attach the draft form to the City Council agenda report and complete Part V following project approval. For projects approved at the staff level, completion of this form constitutes project approval.

Part I: Project Information *(all projects)*

Project Name:	MacArthur Blvd Bikeway, Park Blvd to Lincoln Ave
Project Location:	MacArthur Blvd (Park Blvd to Beaumont Ave), E 33 rd St (Beaumont Ave to 14 th Ave), 14 th Ave (E 33 rd St to MacArthur Blvd), MacArthur Blvd (14 th Ave to Lincoln Ave), Ardley Ave (MacArthur Blvd to Excelsior Ave), Excelsior Ave (Ardley Ave to Kingsley St), Park Blvd (Kingsley St to MacArthur Blvd)
Project Description:	The project will add bikeways to the street segments listed above and reduce the number of motor vehicle travel lanes on E 33 rd St (Beaumont Ave to 14 th Ave) from two (2) eastbound through lanes to one (1) eastbound through lane and on MacArthur Blvd (Canon Ave to Fruitvale Ave) from three (3) through lanes to two (2) through lanes.
Project Manager:	Jason Patton, Transportation Services Division (CEDA)
Project Planner:	Christina Ferracane, Planning & Zoning Division (CEDA)
Project Type:	<input checked="" type="checkbox"/> Bikeway <input type="checkbox"/> Parking <input type="checkbox"/> Education <input type="checkbox"/> Policy

Part II: Requirements for Bikeway Feasibility Studies *(bikeway projects only)*

Source: City of Oakland, Bicycle Master Plan (2007), Appendix G, "Requirements for Bikeway Feasibility Studies"

Requirement	Applicable?	Meets Requirements?
1. Data Collection: Base Information	Yes	Yes
2. Analysis of Travel Lane Removal	Yes	Yes
a. Data Collection: Traffic Counts	Yes	Yes
b. Intersection Operations Analysis	Yes	Yes
c. MTS Analysis	Yes	Yes
d. Transit Streets Analysis	Yes	Yes
3. Analysis of Parking Space Removal	No	NA
4. Analysis of Bicycle Path Alignment	No	NA
5. Comparative Analysis of Alternatives	Yes	Yes
6. Conceptual Plans	Yes	Yes
7. Reporting	Yes	Yes

Part III: Mitigation Monitoring and Reporting Program *(all projects)*

Source: City of Oakland, Bicycle Master Plan (2007), Appendix J, "Mitigation Monitoring and Reporting Program"

Mitigation Measures or Standard Conditions	Applicable?
A.3a Travel Lane Removal: Redesign for acceptable LOS	No
A.4a MTS Analysis: Redesign for acceptable V/C ratio	No
A.7a Transit Streets Analysis: Redesign for acceptable LOS	No
A.7b Transit Streets Analysis: Redesign for acceptable V/C ratio	No

A.12a	Coordination with other roadway projects	Yes
	Standard Conditions (see attached, if applicable)	Yes

Part IV: Project Evaluation (all projects)

- No further environmental review is required to be performed because (a) this action is within the scope of the program examined in the 2007 Bicycle Master Plan Programmatic EIR; (b) the project would not result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; (c) there is no new information of substantial importance that would result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; (d) there are no substantial changes in circumstances that would result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; and (e) there is no feasible mitigation measure or alternative that is considerably different from others previously analyzed in the 2007 Bicycle Master Plan Programmatic EIR that has not been adopted.
- Additional environmental review is required to address potential impacts that were not addressed by the 2007 Bicycle Master Plan Programmatic EIR. Prior to commencing further CEQA review, consult the City Attorney's Office and the Planning Division to determine the scope and form of the necessary environmental review.

Discussion:

The Transportation Services Division evaluated the potential impacts of this project by completing the study requirements established by the Bicycle Master Plan (2007), "Requirements for Bikeway Feasibility Studies" (Appendix G of Plan). The applicable tasks are identified in Part II (above). The resulting studies are identified under "References" below. The studies included the analysis of (1) intersection operations at eight signalized intersections; (2) bus operations on MacArthur Blvd and E 33rd St; and (3) the segment volume-to-capacity ratio for MacArthur Blvd (Canon Ave to Fruitvale Ave), part of the Metropolitan Transportation System (MTS).

As per Mitigation Measure A.12a, the project will be implemented in coordination with roadway resurfacing as part of the Citywide Street Resurfacing and Slurry Sealing Project C317610. The resurfacing contracts follow the "Standard Specifications for Public Works Construction" ("Greenbook") and the City's Special Provisions which contain modifications to the Greenbook. These specifications are functionally equivalent to the applicable Standard Conditions of Approval that are attached to the City Council resolution.

References

- Bicycle Master Plan (4-Dec-07)
- Bicycle Master Plan Programmatic EIR (4-Dec-07)
- MacArthur Boulevard (Park to Lincoln & 35th to High) Bikeway Feasibility Study (Dowling Associates, 12-Mar-03)
- MacArthur Boulevard (Park to Lincoln) Bikeway Feasibility Study (DMJM Harris, 6-Apr-07)
- MacArthur Bikeway, Feasibility Study Addendum: Potential Lane Reduction on E 33rd St, Beaumont to 14th Ave (DMJM Harris, 3-Dec-07)
- MacArthur Bikeway, Feasibility Study Addendum: Potential Lane Reduction on MacArthur Blvd, Canon Ave to Fruitvale Ave (25-Mar-09)

Part V: Project Approval *(all projects)*

Source: City of Oakland, Bicycle Master Plan (2007), Action 3C.4 – City Council Approval (p. 60)

- This project requires City Council approval for:
 - Reducing the number of motor vehicle travel lanes.
 - Removing 10% or more of on-street parking in the project area.
- This project is discretionary at the staff level based on City Council approval of the 2007 Bicycle Master Plan.


Prepared by: Jason Patton
Date Prepared: 25-Mar-09

Date of Project Approval: [pending]
City Council Resolution (if applicable): [pending]

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2009 MAY 14 PM 4:20

Approved as to Form and Legality


Oakland City Attorney's Office

OAKLAND CITY COUNCIL

Resolution No. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING INSTALLATION OF CLASS II BICYCLE LANES ON MACARTHUR BOULEVARD BY REDUCING TRAVEL LANES FROM THREE (3) THROUGH LANES TO TWO (2) THROUGH LANES BETWEEN CANON AVENUE AND FRUITVALE AVENUE AND ON EAST 33RD STREET BY REDUCING TRAVEL LANES ON THIS ONE-WAY STREET FROM TWO (2) THROUGH LANES TO ONE (1) THROUGH LANE BETWEEN BEAUMONT AVENUE AND 14TH AVENUE

WHEREAS, installing bicycle lanes meets the goals of the City of Oakland's Bicycle Master Plan to provide safe and direct bicycle access to key areas and on key corridors in Oakland; and

WHEREAS, the Bicycle Master Plan identifies MacArthur Boulevard from Canon Avenue to Fruitvale Avenue and East 33rd Street from Beaumont Avenue to 14th Avenue as part of the MacArthur Boulevard Bikeway from Park Boulevard to Lincoln Avenue ("Project"); and

WHEREAS, the MacArthur Boulevard Bikeway from Park Boulevard to Lincoln Avenue is designated as a priority project by the Bicycle Master Plan; and

WHEREAS, the installation of bicycle lanes on MacArthur Boulevard between Canon Avenue and Fruitvale Avenue will require the reduction of travel lanes from three (3) through lanes to two (2) through lanes; and

WHEREAS, the installation of bicycle lanes on East 33rd Street between Beaumont Avenue and 14th Avenue will require the reduction of travel lanes from two (2) through lanes to one (1) through lane on this one-way street; 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 Project has been studied for feasibility and both short- and long-term environmental impacts have been evaluated; and

WHEREAS, the Project is designed to, and will, have less than significant impacts; now, therefore, be it

RESOLVED: That, the City Council, as the CEQA Lead Agency, has independently reviewed, analyzed, and considered the 2007 Bicycle Master Plan EIR and the Feasibility Study undertaken for the project prior to acting on the approvals, and based upon such independent review, analysis, and consideration, and exercising its independent judgment, the City Council confirms that the 2007 Bicycle Master Plan EIR can be applied to this set of proposed actions because the criteria of CEQA Guidelines Section 15162 requiring additional environmental review have not been met, and that, specifically, and without limitation, the City Council finds and determines that the project would not result in any new or more severe significant impacts, there is no new information of substantial importance that would result in any new or more severe significant impacts, there are no substantial changes in circumstances that would result in any new or more severe significant impacts, and there is no feasible mitigation measure or alternative that is considerably different from others previously analyzed that has not been adopted; and be it

FURTHER RESOLVED: That cost estimate for the MacArthur Boulevard Bikeway project from Park Boulevard to Lincoln Avenue is \$175,000.00. The project is funded by a grant from the Bicycle Transportation Account of the California Department of Transportation Fund (2140), Traffic/Parking. Organization (92246), Street Construction Account (57411), MacArthur Boulevard Bikeway Project (G258810), Transportation and Pedestrian Safety Program (NB33); and be it

FURTHER RESOLVED: That the City Council adopts the Mitigation Monitoring and Reporting Program (MMRP), as set forth in Exhibit A, attached hereto and incorporated by herein by reference, and that the monitoring and reporting of CEQA mitigation measures in connection with the project shall be conducted in accordance with the MMRP, and that adoption of this program shall constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA, and that all proposed mitigation measures are capable of being fully implemented, and shall be implemented, by the efforts of the City of Oakland or other identified public agencies or entities of responsibility as set forth in the conditions of approval and the MMRP; and be it

FURTHER RESOLVED: That the City Council authorizes the installation of bicycle lanes on MacArthur Boulevard between Canon Avenue and Fruitvale Avenue by reducing the number of travel lanes from three (3) through lanes to two (2) through lanes and on East 33rd Street between Beaumont Avenue and 14th Avenue by reducing the number of travel lanes on this one-way street from two (2) through lanes to one (1) through lane.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED THE FOLLOWING VOTE:

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

NOES –

ABSENT –

ABSTENTION –

ATTEST:

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

**OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM**

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
A. Transportation, Circulation, and Parking					
A.1: Implementation and use of new off-street bikeways, as proposed in the Bicycle Master Plan, could cause potential environmental impacts within the Plan area.	Standard Condition A.1: The project shall incorporate all of the City's uniformly-applied Standard Conditions (provided as Attachment F and incorporated in this Standard Condition by reference).		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	Prior to project completion
A.2: Adding bikeway signage and striping to existing roadways in the Plan area, as proposed in the Bicycle Master Plan, could affect traffic operations.	None required.		Beneficial		
A.3: Removing a travel lane within the Plan area to accommodate on-street bikeways, as proposed in the Bicycle Master Plan, could increase traffic congestion on local roadways.	Mitigation Measure A.3a: If the removal of a travel lane would cause an intersection on a proposed bikeway to operate at an unacceptable level of service, the project shall be redesigned to maintain the operating conditions at an acceptable level of service on the affected intersection approach. Otherwise, the City shall prepare further environmental review that identifies significant and unavoidable impacts for which the City must adopt a statement of overriding considerations.		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	Prior to project completion

¹ This column describes the Level of Significance resulting from the implementation of the Plan, together with imposition of all reasonably feasible mitigation measures. For purposes of this Mitigation Monitoring and Reporting Program, Mitigated to Less than Significant means that, under Public Resources Code section 21081(a)(1) and CEQA Guidelines sections 15091(a)(1) and 15092(b)(2)(A), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. Mitigated to Less than Significant Other Agency means that, under Public Resources Code section 21081(a)(2) and CEQA Guidelines section 15091(a)(2) and 15092(b)(2)(A), all or part of the mitigation measures are within the responsibility and jurisdiction of another public agency (including situations which require the cooperation of another public agency), and such changes either have been adopted by the other agency or can and should be adopted by such other agency. Significant and Unavoidable means that, under Public Resources Code section 21081(a)(3) and (b), and CEQA Guidelines section 15091(a)(3) and 15092(b)(2)(B) and 15093, no mitigation measures are available.

² Compliance date, and inspection or field survey dates to be noted in this column by the responsible agency.

**OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM**

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance¹	Monitoring Responsibility²	Monitoring Timeframe
	Standard Condition A.3b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
A.4: Removing a travel lane within the Plan area to accommodate on-street bikeways, as proposed in the Bicycle Master Plan, could increase traffic congestion on CMP MTS segments.	Mitigation Measure A.4a: If the removal of a travel lane would cause a roadway segment on the Metropolitan Transportation System to operate at an unacceptable volume-to-capacity ratio, the project shall be redesigned to maintain the operating conditions at an acceptable volume-to-capacity ratio on the affected roadway segment. Otherwise, the City shall prepare further environmental review that identifies significant and unavoidable impacts for which the City must adopt a statement of overriding considerations.		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division, Alameda Congestion Management Agency	Prior to project completion
	Standard Condition A.4b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions). None required.		Less than Significant		
A.5: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network and support facilities, as proposed in the Bicycle Master Plan, could affect pedestrian facilities.			Beneficial		
A.6: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could affect existing bikeways.	None required.		Beneficial		
A.7: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could affect transit	Mitigation Measure A.7a: Implement Mitigation Measure A.3a (Redesign to maintain acceptable levels of service).		Less Than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	Prior to project completion

**OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM**

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
service.	Mitigation Measure A.7b: Implement Mitigation Measure A.4a (Redesign to maintain acceptable volume-to-capacity ratios).		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division, Alameda Congestion Management Agency	Prior to project completion
	Standard Condition A.7c: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
A.8: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, would cause construction impacts.	<p>Standard Condition A.8: Prior to commencing any construction or alterations related to the project, the construction contractor shall meet with the Transportation Services Division and other appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion that may result during construction of this project and other nearby projects that could be simultaneously under construction. Specifically:</p> <ul style="list-style-type: none"> • The construction contractor shall not block roadways or sidewalks so that adjacent residents or occupants would be adversely affected from getting to and from their respective property. Notify adjacent property owners and public safety personnel regarding when major (temporary) detours and or lane closures will occur due to construction activities. Notification shall occur not less than 48 hours before commencing such activities. • The construction contractor shall locate construction staging areas 		Less than Significant		

**OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM**

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
	<p>for materials, equipment, and vehicles in areas as to not impede safe pedestrian and vehicular traffic.</p> <ul style="list-style-type: none"> • The construction contractor shall identify haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety. • The construction contractor shall remove trash generated by project construction activity. • The construction contractor shall clearly display contractor contact information pertaining to construction activity, including identification of an on-site complaint manager, for the purpose of tracking any complaints regarding construction activity impacts. 				
A.9: Requiring and erecting bicycle parking and support facilities in the Plan area, as proposed in the Bicycle Master Plan, could affect bicycle ridership.	None required.		Beneficial		
A.10: Implementing bicycle education programs, as proposed in the Bicycle Master Plan, could increase bicycle awareness.	None required.		Beneficial		
A.11: Implementing policies, as proposed in the Bicycle Master Plan, could increase bicycling in the City of Oakland.	None required.		Beneficial		
A.12: Implementing the Proposed Bikeway Network, as proposed in the	Mitigation Measure A.12a: The City shall integrate proposed bikeway projects into overlapping and		Less than Significant	City of Oakland Transportation Services Division and Planning	During construction phase of project

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MITIGATION MONITORING AND REPORTING PROGRAM**

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
Bicycle Master Plan, could cause cumulative impacts.	<p>concurrent roadway projects such that the construction staging occurs as a single project. Where the integration of such projects is not feasible, the City shall schedule the implementation of the projects to avoid any cumulative impacts to transportation that would be caused by the simultaneous staging of multiple projects.</p> <p>Standard Condition A.12b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).</p>		Less than Significant	and Zoning Division	
B. Air Quality					
B.1: Construction activities associated with the implementation of the Bicycle Master Plan could generate short-term emissions of criteria pollutants.	<p>Standard Condition B.1: Dust Control Measures – During all construction activities, applicable dust control measures shall be instituted and maintained during construction to minimize air quality impacts. The measures are consistent with, but are not limited to, the BAAQMD Basic and Enhanced dust control measures recommended for sites larger than 4 acres and include:</p> <ul style="list-style-type: none"> • Watering all active construction areas at least twice daily to control dust; • Covering stockpiles of debris, soils, or other material if blown by the wind; • Sweeping adjacent public rights of way and streets daily if visible soil material or debris is carried onto these areas; • Sweeping daily all paved access 		Less than Significant	City of Oakland Building Services Division	During construction phase of project

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Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
	<p>roads, parking areas, and staging areas at the construction site;</p> <ul style="list-style-type: none"> • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard; • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas; • Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.); • Install sandbags or other erosion control measures to prevent silt runoff onto public roadways; • Replant vegetation in disturbed areas as quickly as possible; • Limit traffic speeds on unpaved roads/driveways to 15 miles per hour; • Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the construction site; • Install wind breaks at the windward sides of the construction areas; and • Suspend excavation and grading activities when wind (as instantaneous gusts) exceed 25 miles per hour. • Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50 				

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Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
	horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) should be performed for such equipment used continuously during the <i>construction period</i> .				
B.2: The implementation of proposed bikeways within the Plan area, as proposed in the Bicycle Master Plan, could affect traffic operations and thereby affect emissions at sensitive receptor locations.	None required.		Beneficial		
B.3: Implementing the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could cause cumulative impacts.	None required.		Less than Significant		

STANDARD CONDITIONS OF APPROVAL (UNIFORMLY APPLIED DEVELOPMENT STANDARDS UNDER CEQA GUIDELINES SECTION 15183)

AIR QUALITY

Dust Control

Prior to issuance of a demolition, grading or building permit

During construction, the project applicant shall require the construction contractor to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic and enhanced dust control procedures required for construction sites. These include:

BASIC (Applies to ALL construction sites)

- a) Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- c) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- d) Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites.
- e) Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads.

ENHANCED (Applies to construction sites greater than 4 acres)

- a) All "Basic" controls listed above, plus
- b) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).
- c) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).
- d) Limit traffic speeds on unpaved roads to 15 miles per hour.
- e) Install sandbags or other erosion control measures to prevent silt runoff to public roadways
- f) Replant vegetation in disturbed areas as quickly as feasible.

ADDITIONAL AS DETERMINED BY CITY STAFF

- a) Limit the amount of the disturbed area at any one time, where feasible.
- b) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- c) Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.

- d) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the BAAQMD prior to the start of construction as well as posted on-site over the duration of construction.
- e) Clean off the tires or tracks of all trucks and equipment leaving any unpaved construction areas.
- f) Install appropriate wind breaks at the construction site to minimize wind blown dust.

Construction Emissions

Prior to issuance of a demolition, grading or building permit

To minimize construction equipment emissions during construction, the project applicant shall require the construction contractor to:

- a) Demonstrate compliance with Bay Area Air Quality Management District (BAAQMD) Regulation 2, Rule 1 (General Requirements) for all portable construction equipment subject to that rule. BAAQMD Regulation 2, Rule 1, requires an authority to construct and permit to operate certain types of portable equipment used for construction purposes (e.g., gasoline or diesel-powered engines used in conjunction with power generation, pumps, compressors, and cranes) unless such equipment complies with all applicable requirements of the "CAPCOA" Portable Equipment Registration Rule" or with all applicable requirements of the Statewide Portable Equipment Registration Program. This exemption is provided in BAAQMD Rule 2-1-105.
- b) Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) should be performed for such equipment used continuously during the construction period.

HAZARDS AND HAZARDOUS MATERIALS

Handling Misuse

Prior to commencement of demolition, grading, or construction

The project applicant and construction contractor shall ensure that construction best management practices are implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following:

- a) Follow manufacture's recommendations on use, storage, and disposal of chemical products used in construction;
- b) Avoid overtopping construction equipment fuel gas tanks;
- c) During routine maintenance of construction equipment, properly contain and remove grease and oils;
- d) Properly dispose of discarded containers of fuels and other chemicals.

Fire Safety

Prior to and ongoing throughout demolition, grading, and/or construction

The project applicant and construction contractor will ensure that during project construction, all construction vehicles and equipment will be fitted with spark arrestors to minimize accidental ignition of dry construction debris and surrounding dry vegetation.

HYDROLOGY

Erosion and Sedimentation Control [when no grading permit required]

Ongoing throughout demolition grading, and/or construction activities

Pursuant to Chapter 13.16 of the Oakland Municipal Code, the project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. At a minimum, the project applicant shall provide filter materials at nearby catch basins to prevent any debris and dirt from flowing into the city's storm drain system.

NOISE

Days/Hours of Construction Operation

Ongoing throughout demolition, grading, and/or construction

The project applicant shall require construction contractors to limit standard construction activities as required by the City Building Department.

- a) Such activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, with pile driving and/or other extreme noise generating activities greater than 90 dBA limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday.
- b) Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 pm Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division.
- c) Construction activity shall not occur on Saturdays, with the following possible exceptions:
 - I. Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division. No extreme noise generating activities shall be allowed on Saturdays, with no exceptions.
 - II. After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division, and only then within the interior of the building with the doors and windows closed.
- d) No extreme noise generating activities shall be allowed on Saturdays, with no exceptions.
- e) No construction activity shall take place on Sundays or Federal holidays.
- f) For clarification, construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.

Noise Control

Ongoing throughout demolition, grading, and/or construction

To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to city review and approval, which includes the following measures:

- a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).
- b) Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.
- c) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.
- d) If feasible, the noisiest phases of construction (such as pile driving) shall be limited to less than 10 days at a time.

Noise Complaint Procedures

Ongoing throughout demolition, grading, and/or construction

Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the City Building Department a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:

- a) A procedure and phone numbers for notifying the City Building Services Division staff and Oakland Police Department; (during regular construction hours and off-hours);
- b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);
- c) The designation of an on-site construction complaint and enforcement manager for the project;
- d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of pile-driving activities about the estimated duration of the activity; and
- e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise mitigation and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

TRAFFIC / TRANSPORTATION

Construction Traffic and Parking

Prior to the issuance of a demolition, grading or building permit

The project applicant and construction contractor shall meet with the Transportation Services Division of the Public Works Agency and other appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. The project applicant shall develop a construction management plan for review and approval by the City Transportation Services Division. The plan shall include at least the following items and requirements:

- a) A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.
- b) Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.
- c) Location of construction staging areas for materials, equipment, and vehicles (must be located on the project site).
- d) A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Planning and Zoning Division shall be informed who the Manager is prior to the issuance of the first permit issued by Building Services.
- e) Provision for accommodation of pedestrian flow.
- f) Provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces.
- g) Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety; and provision for monitoring surface streets used for truck haul routes so that any damage and debris or loss of expected life to the public street attributable to the haul trucks can be identified and corrected by the project applicant.

UTILITIES AND SERVICES SYSTEMS

Waste Reduction and Recycling

Prior to issuance of demolition, grading, or building permit

The project applicant will submit a demolition/construction waste diversion plan and operational waste reduction plan for review and approval by the Public Works Agency. The plan will specify the methods by which the development will make a good faith effort to divert 50% of the demolition/construction waste generated by the proposed project from landfill disposal. After approval of the plan, the project applicant will implement the plan. The operational diversion plan will specify the methods by which the development will make a good faith effort to divert 50% of the solid waste generated by operation of the proposed project from landfill disposal. After approval of the plan, the project applicant will implement the plan. Contact the City of Oakland Environmental Services Division of Public Works at (510) 238-7283 for information.