

# MISSING EXECUTED LEGISLATION FORM

Resolution / Ordinance Number: 88743

City Council Meeting Date JUL 06 2021

Agenda Item No. S13

Recorded Vote 8 Ayes

## Status of Resolution/Ordinance:

- Filed without signature  No signed version will be filed
- Council amended legislation  No signed version will be filed

## Author Contact Information:

Department Transportation Department

Contact Person/Ext. E. Entlers / 2259

Notes (if any)

Adopted the Permanent Protected Bike Lanes  
Reso.

FILED  
OFFICE OF THE CITY CLERK  
OAKLAND

21 JUL 14 PM 3:45

City Attorney's Office

# OAKLAND CITY COUNCIL

RESOLUTION NO. \_\_\_\_\_ C.M.S.

## RESOLUTION TO MODIFY TELEGRAPH AVENUE FROM 20<sup>TH</sup> STREET TO 29<sup>TH</sup> STREET WITH ENHANCED BUFFERED BIKE LANES WITH CURB MANAGEMENT AND TO ADOPT CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

**WHEREAS**, on December 9, 2014, the City Council passed Resolution No. 85323 C.M.S., which authorized (1) 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, (2) the installation of parking-protected bike lanes between Thomas L. Berkeley Way (20<sup>th</sup> Street) and 29<sup>th</sup> Street, and (3) the installation of buffered bike lanes between 29<sup>th</sup> Street and 41<sup>st</sup> Street; and

**WHEREAS**, on June 1, 2015, the City of Oakland applied for and received an Active Transportation Program (ATP) grant to fund the Telegraph Avenue Complete Street Project to implement pedestrian, bicycle, transit and vehicular traffic safety improvements on Telegraph Avenue between Thomas L. Berkeley Way (20<sup>th</sup> Street) and 29<sup>nd</sup> Street; and

**WHEREAS**, on January 19, 2016, the City Council passed Resolution No. 85955 C.M.S., which authorized the City Administrator to accept and appropriate the ATP grant for the Project; and

**WHEREAS**, in 2016, the City of Oakland repaved Telegraph Avenue between 20<sup>th</sup> Street and 29<sup>th</sup> Street and implemented an interim protected bike lane; and

**WHEREAS**, since 2016, the City of Oakland has implemented several strategies to alleviate safety concerns on the corridor, including initiating an educational campaign, installing two types of plastic bollards to better delineate the bike lane, placing traffic-grade planters to demarcate the pedestrian safety zones, and providing modular bus boarding islands to address conflicts between bikes and buses; and

**WHEREAS**, on July 28, 2020, the City Council passed Resolution No. 88270 C.M.S., directing the City Administrator to engage residents and merchants along Telegraph between 20<sup>th</sup> Street and 29<sup>th</sup> Street in the Koreatown-Northgate (KONO) business district and co-create improvements to the street design; and

**WHEREAS**, in 2020, the City Administrator convened leaders from the Department of Race and Equity, the Department of Transportation, Walk Oakland Bike Oakland, Bike East Bay,

KONO Business Improvement District, and Northgate Neighborhood Council to develop and evaluate alternatives to improve Telegraph Avenue; and

**WHEREAS**, the key stakeholders' representatives and City of Oakland staff identified five street design options; and

**WHEREAS**, the key stakeholders' representatives and City of Oakland staff developed a 10-criteria framework for evaluating the five design options, with safety receiving the highest priority weighting; and

**WHEREAS**, the City Traffic Engineer deems the design option of Enhanced Buffered Bike Lanes with Curb Management and the design option of Permanent Protected Bike Lanes the safest alternatives; and

**WHEREAS**, leaders from the Department of Race and Equity, the Department of Transportation, Walk Oakland Bike Oakland, Bike East Bay, KONO Business Improvement District, and local Northgate Neighborhood Council evaluated the design alternatives; and

**WHEREAS**, this group found that Enhanced Buffered Bike Lanes with Curb Management received the highest average score; and

**WHEREAS**, in order to maintain access to businesses and deter illegal and potentially dangerous parking behavior such as double parking and bike lane obstruction, active management of the curb is an essential component of the Enhanced Buffered Bike Lanes with Curb Management design option; and

**WHEREAS**, the Department of Transportation will return to the City Council prior to constructing the Telegraph Complete Streets Project to award the construction contract; and

**WHEREAS**, the requirements of the California Environmental Quality Act (CEQA) have been satisfied; now, therefore be it

**RESOLVED**, the Department of Transportation is hereby directed to develop and implement curb management strategies within the project area, which may include night and weekend metering, demand-responsive parking rates and additional on-street metered parking and return to the City Council with an Ordinance to amend the Oakland Municipal Code to extend parking meter hours to 8 PM and on Sundays on Telegraph Avenue between 20<sup>th</sup> Street and 29<sup>th</sup> Street; and be it

**FURTHER RESOLVED**, that the City Council authorize Enhanced Buffered Bike Lanes with Curb Management on Telegraph Avenue from 20<sup>th</sup> Street to 29<sup>th</sup> Street; and be it

**FURTHER RESOLVED**, that the Oakland Department of Transportation is hereby directed to work with the Metropolitan Transportation Commission and California Transportation Commission to review the design modification from Protected Bike Lanes to Enhanced Buffered Bike Lanes with Curb Management.

IN COUNCIL, OAKLAND, CALIFORNIA,

PASSED BY THE FOLLOWING VOTE:

AYES - FIFE, GALLO, KALB, KAPLAN, REID, TAYLOR, THAO, AND PRESIDENT  
FORTUNATO BAS

NOES -

ABSENT -

ABSTENTION -

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

ASHA REED  
City Clerk and Clerk of the Council of the  
City of Oakland, California