

OAKLAND CITY COUNCIL

RESOLUTION No. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION APPROVING THE 14TH STREET SAFETY PROJECT; APPROVING THE 14TH STREET SAFETY PROJECT PARKING MANAGEMENT PLAN; AND ADOPTING CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

WHEREAS, Oakland's first Bicycle Master Plan in 2007, part of the Land Use and Transportation Element of the General Plan, first identified 14th Street as a priority bike route street; and

WHEREAS, improvements to 14th Street in Downtown Oakland were further solidified in the 2014 Lake Merritt Station Area Plan which called for bicycle, pedestrian, and transit improvements on the corridor; and

WHEREAS, in 2015, a design charrette led by the Department of Planning & Building identified feasible designs to incorporate a continuous protected bikeway on 14th Street; and

WHEREAS, in early 2016, AC Transit, Oakland's surface transit operator, approved a system-wide improvement plan that increased service frequency on the Line 14 on 14th Street; and

WHEREAS, in 2016, The Office of Public Works (OPW) Transportation Planning & Funding staff identified the 14th Street Safety Project (Project) as a potential application toward Caltrans' Active Transportation Program (ATP) grant funding and successfully applied for ATP Cycle 3 funding; and

WHEREAS, following the formation of the Oakland Department of Transportation (OakDOT) in late 2016, Caltrans in 2017 informed OakDOT of their award of \$10,578,000 in Design and Construction funding for the Project; and

WHEREAS, in October 2018, the City Council passed Resolution No. 87373 C.M.S which authorized the City Administrator to accept and appropriate the ATP grant funding; and

WHEREAS, the 2019 Let's Bike Oakland Bike Plan Update, adopted in July 2019 via Resolution No. 87808 C.M.S, further underscored the recommendation to improve 14th Street for people biking, calling for fully protected Class IV bicycle lanes on 14th Street from Oak Street to Mandela Parkway; and

WHEREAS, in 2017, OakDOT's High Injury Network Analysis which used data from 2012 to 2016 identified 14th Street in Downtown as a Multimodal, Pedestrian, and Bicycle High Injury Corridor; and

WHEREAS, in the 5 years since the City applied for this grant funding for safety improvements in 2016, 191 people have been injured by traffic collisions on 14th Street and two seniors were stuck and killed in crosswalks by drivers while crossing 14th Street; and

WHEREAS, the improvements proposed by this Project are specifically designed to respond to the root causes of collisions on 14th Street and make the roadway slower, calmer, and more intuitive for people walking, biking, taking transit, and driving; and

WHEREAS, OakDOT engaged in a robust public engagement process, involving stakeholders, business-owners, residents, and cultural and civic institutions on 14th Street with a series of public meetings, walk-throughs, interviews, surveys, and other outreach events from 2019 to present; and

WHEREAS, in response to comments gathered from the public engagement process in 2019, OakDOT upgraded the design of the Project to meet local priorities, created a Parking Management Plan to meet the parking and loading needs of the public, and is coordinating with the Economic and Workforce Development Department to initiate a Public Art Process to solicit and install community-led artistic elements on the corridor; and

WHEREAS, the improvements proposed by this Project align with the City of Oakland General Plan, Transit First Policy (73036 C.M.S.) and Complete Streets Policy (13153 C.M.S.); and

WHEREAS, improvements that make bicycling and walking safer and make transit more reliable benefit Oakland's most vulnerable and underserved residents; and

WHEREAS, 14th Street between Brush Street and Oak Street is prioritized for pavement rehabilitation and maintenance as part of the adopted 2019 3-Year Paving Plan (87673 C.M.S.); and

WHEREAS, this project is fully funded in the Fiscal Year 2021-2023 Capital Improvement Program through a combination of Active Transportation Program, Measure KK, Transportation for Clean Air, and Coronavirus Response and Relief Supplemental Appropriations Act funds; and

WHEREAS, The Oakland Bicycle Master Plan Final Environmental Impact Report (EIR), initially certified in 2007 and reaffirmed in 2019 via Addendum, found the recommendations of the Plans—including a protected bicycle facility on 14th Street between Brush Street and Oak Street—would result in less than significant impacts under CEQA. The project would have no new or substantially more severe impacts, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, there are no previously identified significant effects determined to have a more severe adverse impact than those discussed in previous environmental documents; and

WHEREAS, the Project is exempt from CEQA pursuant to CEQA Guidelines Sections 15183 (Projects Consistent with a Community Plan, General Plan or Zoning), 15301(c) (Existing

Facilities, Highways and Streets), 15302 (Replacement or Reconstruction), 15303 (Small Structures), 15304(h) (minor alterations to land), and/or 15061(b)(3) (No Significant Effect on the Environment). Each of the above exemptions provides a separate and independent basis for CEQA compliance; now, therefore be it

RESOLVED, The City Council of the City of Oakland hereby approves the 14th Street Safety Project which includes a vehicle travel lane reduction, pedestrian crossing improvements, transit operational improvements, bus stop upgrades, and protected bicycle lanes on 14th Street from Brush Street to Oak Street; and be it

FURTHER RESOVLED, The City Council of the City of Oakland directs staff to implement the recommendations of the Parking Management Plan described in the staff report attached to this resolution; and be it

FURTHER RESOLVED: that the Council finds that the Oakland Bicycle Master Plan Final Environmental Impact Report (EIR), initially certified in 2007 and reaffirmed in 2019 via Addendum, which found that the recommendations of the Plans—including a protected bicycle facility on 14th Street between Brush Street and Oak Street—would result in less than significant impacts under CEQA. The project would have no new or substantially more severe impacts, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, there are no previously identified significant effects determined to have a more severe adverse impact than those discussed in previous environmental documents; and be it

FURTHER RESOLVED, that the proposed Project is exempt from CEQA pursuant to CEQA Guidelines Sections 15183 (Projects Consistent with a Community Plan, General Plan or Zoning), 15301(c) (Existing Facilities, Highways and Streets), 15304(h) (minor alterations to land), and/or 15061(b)(3) (No Significant Effect on the Environment); each of the aforementioned provides a separate and independent basis for CEQA compliance; and be it

FURTHER RESOLVED, that this Resolution complies with CEQA and the City Administrator or designee shall file a Notice of Exemption with appropriate agencies.

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