

CITY OF OAKLAND
AGENDA REPORT

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2011 APR 13 PM 6:17

TO: Office of the City Administrator
ATTN: P. Lamont Ewell
FROM: Public Works Agency
DATE: April 26, 2011

RE: Resolution Authorizing the Installation of Bicycle Lanes on MacArthur Boulevard Between High Street and Buell Street by Reducing Travel Lanes from Three (3) Through Lanes to Two (2) Through Lanes Between High Street and Greenacre Road and by Reducing Travel Lanes from Four (4) Through Lanes to Two (2) Through Lanes Between Greenacre Road and Enos Avenue, and by Prohibiting Parking Adjacent to Interstate 580 Between High Street and Greenacre Road

SUMMARY

Staff has prepared a resolution to authorize: (1) the removal of travel lanes on MacArthur Boulevard between High Street and Enos Avenue; and (2) the removal of on-street, unmetered parking on MacArthur Boulevard between High Street and Greenacre Road for the installation of bicycle lanes on MacArthur Boulevard between High Street and Buell Street (*Attachment A*). Per Council policy, staff must seek City Council approval for bicycle projects that reduce the number of travel lanes or remove more than ten percent of parking within a project's area.

This project was initiated by longstanding community support for safety improvements along MacArthur Boulevard between High Street and Seminary Avenue. It would implement a portion of a larger community-based transportation plan – the Laurel Access to Mills Maxwell Park and Seminary Plan (LAMMPS). Conceptual design and traffic studies for the LAMMPS plan were completed in fall 2010. This project implements a portion of the overall LAMMPS plan. The proposed bikeway on MacArthur Boulevard between High Street and Buell Street is recommended by the City's Bicycle Master Plan, adopted by City Council on December 4, 2007. The bikeway will be implemented as part of a scheduled resurfacing project in summer/fall 2011.

FISCAL IMPACT

There is no direct fiscal impact for the actions under this resolution: City Council approval for the removal of travel lanes and unmetered on-street parking for the installation of bicycle lanes. This project will be constructed as part of the Citywide Street Resurfacing and Slurry Sealing (City Project C317610) and would not add to the construction costs of this project.

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BACKGROUND

The recent community outreach effort addressing safety and access issues on MacArthur Boulevard between High Street and Seminary Avenue (the LAMMPS Community-Based Transportation Plan) resulted in strong support for bikeways along MacArthur Boulevard. Community outreach included four large community meetings involving over 120 residents, business owners, college representatives, and community activists, and five smaller neighborhood and business group meetings. The community meetings were held on March 25, May 8, July 28, and October 7, 2010. Announcements for the community meetings were sent to over 1,000 residents adjacent to the project corridor and in the surrounding neighborhoods, and to community groups and other stakeholders. The public was also notified about the community meetings via email and fliers posted throughout the neighborhoods and business districts. The LAMMPS plan was reviewed by the City's Bicycle and Pedestrian Advisory Committee on September 16, 2010.

One of the overall goals of the LAMMPS plan is to improve the connection between Mills College and the Laurel Commercial District by installing bikeways and improving pedestrian paths, crosswalks, intersections, and landscaping. This project aligns with the City of Oakland's Bicycle Master Plan and is part of continuous bikeways that will connect the Mills College area with the Laurel District, Fruitvale BART (via 38th Avenue), and Lake Merritt (via MacArthur Boulevard). MacArthur Boulevard between Lakeshore Avenue and Seminary Avenue is also included in the Alameda Countywide Bicycle Plan (2006) and the Regional Bicycle Plan for the San Francisco Bay Area (2009).

KEY ISSUES AND IMPACTS

City policy requires Council approval of bikeway projects that reduce the number of motor vehicle travel lanes and/or that remove ten percent or more of the on-street parking spaces in the project area. The effects of the MacArthur Boulevard bikeway on traffic and parking were evaluated as part of the LAMMPS planning and feasibility study completed by the consulting firm Kimley-Horn. The feasibility study is available at www2.oaklandnet.com/oakca/groups/pwa/documents/report/oak026623.pdf (or tinyurl.com/4plaath). The analysis showed that the project would not result in a significant impact to traffic operations under existing conditions nor the future-year scenario that reflects projected growth. The project will not affect the travel lane configuration or the traffic operations at the signalized intersection of MacArthur Boulevard and High Street. The parking study documented 144 on-street, unmetered parking spaces on MacArthur Boulevard between High Street and Buell Street. Peak occupancy was observed to be 5% (seven vehicles). No vehicles (0% occupancy) were observed in the 27 on-street spaces fronting Interstate 580 between High Street and Greenacre Road that are proposed for removal. These 27 spaces amount to 19% of the on-street parking spaces in the project area.

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AC Transit provides bus service along this segment of MacArthur Boulevard with the Lines NL, 57, and 58L. In the westbound direction, buses use the segment of MacArthur Boulevard between Enos Avenue and High Street that is proposed for a reduction in the number of travel lanes. In the eastbound direction, buses use the one-way frontage road on the south side of Interstate 580. In the westbound direction, the project will improve safety by replacing two narrow travel lanes with one travel lane that is more appropriately sized for bus operations. While the project is expected to reduce speeding, it will not cause delay to bus operations. The posted speed limit is 30 miles per hour while the prevailing speed is 44 miles per hour. The reconfiguration to one lane per direction will likely lower the prevailing speed. For the roadway segment that will be converted to a single lane, there are no traffic signals, stop signs, or other sources of roadway friction that would cause delay for bus operations.

For environmental clearance under the California Environmental Quality Act (CEQA), the City is relying on the previously certified and adopted EIR for the 2007 Bicycle Master Plan (*Attachment B*). The monitoring and reporting of CEQA mitigation measures will be conducted in accordance with the Mitigation Monitoring and Reporting Program (*Attachment C*). The adoption and implementation of this program constitutes fulfillment of the CEQA monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA.

The Bicycle Master Plan EIR can be applied to this set of proposed actions and no additional environmental review is required as set forth by the criteria in CEQA Guidelines Section 15162. Specifically, and without limitation, 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. On a separate and independent basis, the project is exempt from CEQA review pursuant to CEQA Guidelines Sections 15301(c), 15183 and/or 15304(h).

PROJECT DESCRIPTION

This project will install bicycle lanes on MacArthur Boulevard between High Street and Buell Street. Installation of this bikeway requires reducing the number of travel lanes from three (3) through lanes to two (2) through lanes between High Street and Greenacre Road and from four (4) through lanes to two (2) through lanes between Greenacre Road and Buell Street. Installation of this bikeway also requires the prohibition of on-street parking adjacent to Interstate 580 between High Street and Greenacre Road (27 spaces).

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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. As part of Oakland's bikeway network, the project will improve access from Mills College, Maxwell Park, and Beulah Heights to the Laurel commercial district, Fruitvale BART, and Lake Merritt.

Environmental: Bicycling is the most energy efficient form of transportation and creates no emissions. The project facilitates bicycle travel, thereby contributing to the City's efforts to reduce 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 on MacArthur Boulevard between High Street and Buell Street by reducing the number of travel lanes at four uncontrolled crosswalks. These changes are expected to reduce speeding, which will provide an overall benefit for senior citizens and persons with disabilities.


RECOMMENDATIONS AND RATIONALE

Staff recommends that the City Council approve the installation of bicycle lanes on MacArthur Boulevard between High Street and Buell Street by reducing travel lanes from three (3) through lanes to two (2) through lanes between High Street and Greenacre Road and from four (4) through lanes to two (2) through lanes between Greenacre Road and Enos Avenue, and by prohibiting parking along Interstate 580 between High Street and Greenacre Road. This resolution will allow the City to implement bicycle access improvements per the policies and priorities of the City's Bicycle Master Plan and the priorities expressed in the LAMMPS Community-Based Transportation Plan.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,



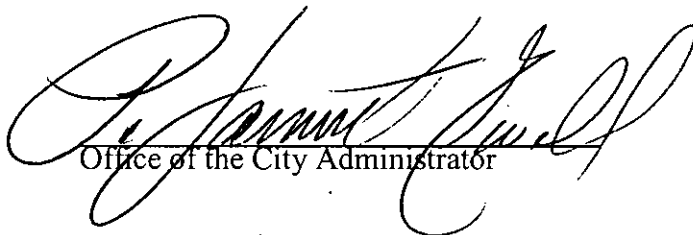
Vitaly B. Troyan, Director
Public Works Agency

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

Iris Starr, AICP
Infrastructure Plans and Programming Division Manager

Prepared by:
Jason Patton, Bicycle and Pedestrian Program Manager
Infrastructure Plans and Programming Division

**APPROVED AND FORWARDED TO THE
PUBLIC WORKS COMMITTEE:**



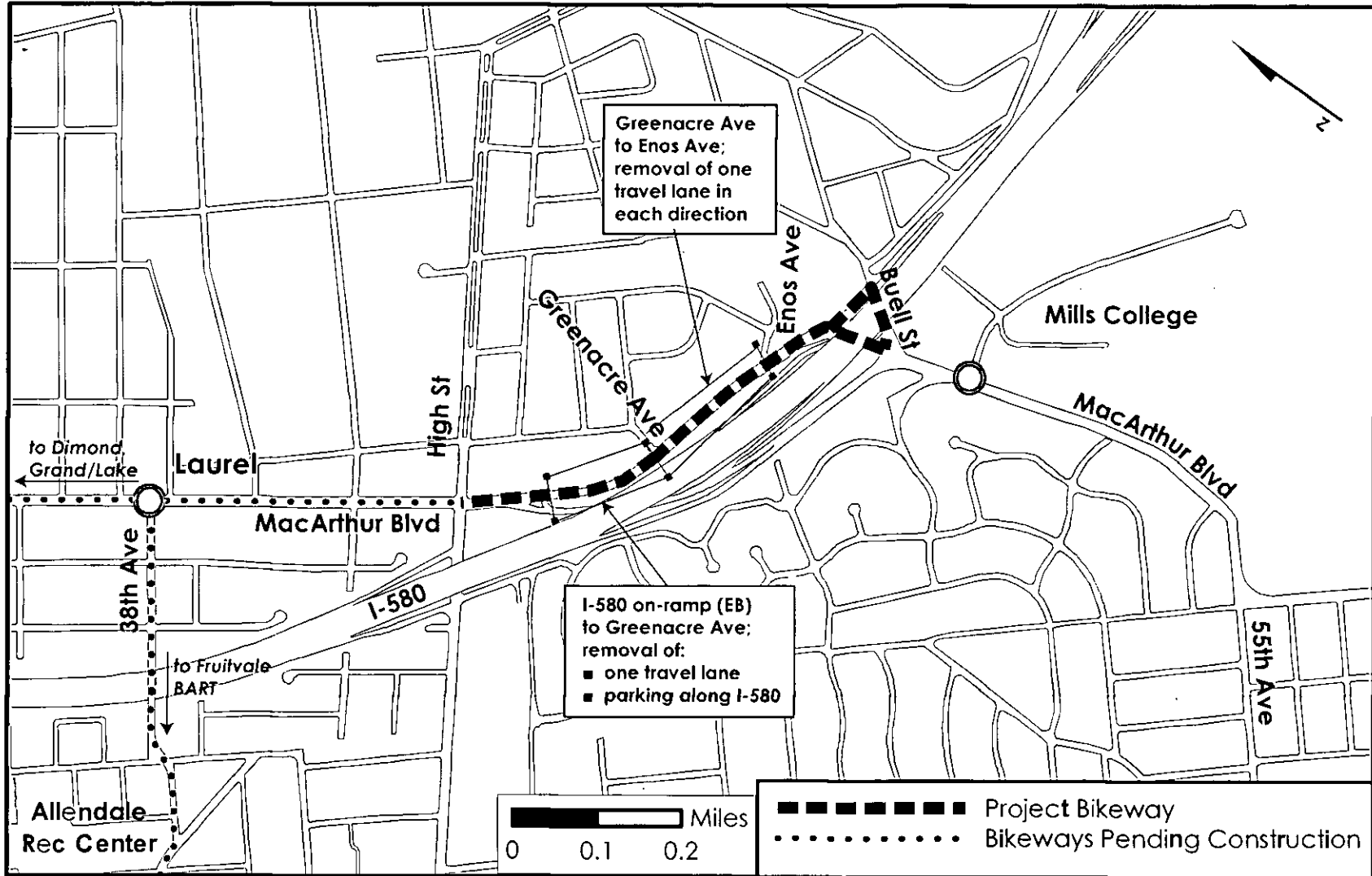
Office of the City Administrator

ATTACHMENTS

- A. Context Map and Roadway Cross-sections
- B. Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan
- C. Mitigation Monitoring and Reporting Program

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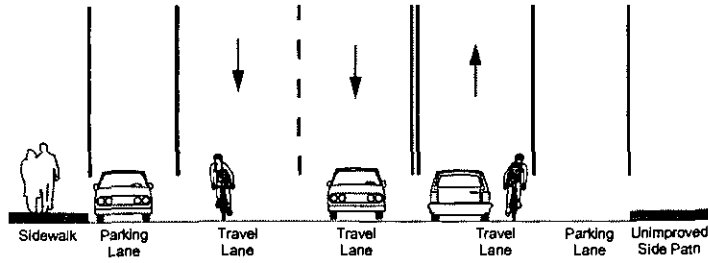
Attachment A: Context Map and Roadway Cross-sections



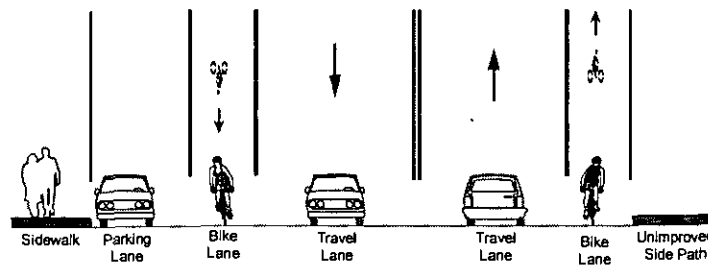
The MacArthur Boulevard bikeway from High Street to Buell Street would modify travel lanes and on-street parking as indicated in the notes above. All other segments of the Project Bikeway and Bikeways Pending Construction included on this map do not reconfigure travel lanes or on-street parking.

MacArthur Boulevard (eastbound Interstate 580 on-ramp to Greenacre Road)

Existing

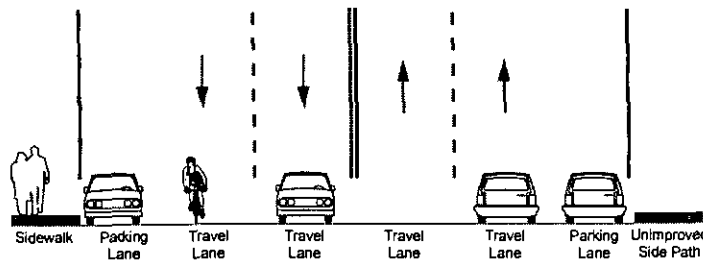


Proposed

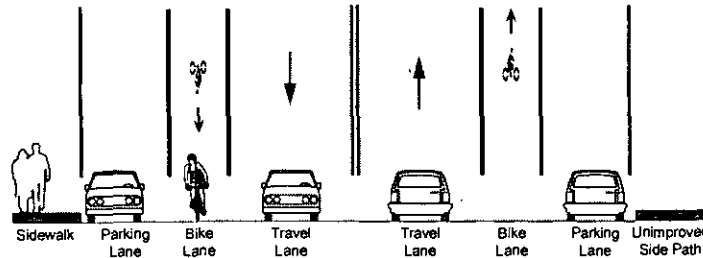


MacArthur Boulevard (Greenacre Road to Enos Avenue)

Existing



Proposed



Note: All other segments of the Project Bikeway on MacArthur Boulevard from High Street to Buell Street do not reconfigure travel lanes or on-street parking.

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 Boulevard Bikeway Project
Project Location:	MacArthur Boulevard (High Street to Buell St)
Project Description:	The project includes the installation of bikeway striping and signage on MacArthur Boulevard from High St to Buell St.
Project Manager:	Jason Patton, Infrastructure Plans and Programming Division (PWA)
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/No	Yes/No/NA*
d. Transit Streets Analysis	Yes	Yes
3. Analysis of Parking Space Removal	Yes	Yes
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.7a Transit Streets Analysis: Redesign for acceptable LOS	No
A.12a Coordination with other roadway projects	Yes
Standard Conditions	Yes

* This study requirement was erroneously included in the Bicycle Master Plan and Programmatic EIR. See the memorandum on "Metropolitan Transportation System and Bicycle Master Plan EIR" (March 14, 2011).

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 Department of Engineering and Construction 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 the Plan). The applicable tasks are identified in Part II (above). The relevant documents are identified under references below. The studies included: (1) the analysis of intersection operations at the signalized intersection of MacArthur Boulevard and High Street; (2) the analysis of segment operations on MacArthur Boulevard between High Street and Buell St; and (3) the removal of on-street parking adjacent to Interstate 580 on MacArthur Boulevard between High Street and Greenacre Road.

The bikeway will reduce the number of travel lanes from three (3) through lanes to two (2) through lanes between High Street and Greenacre Road and from four (4) through lanes to two (2) through lanes between Greenacre Road and Buell Street. Installation of this bikeway also requires the prohibition of on-street parking adjacent to Interstate 580 between High Street and Greenacre Road (27 spaces). In order to avoid traffic impacts at MacArthur Boulevard and High Street, the project conforms to the existing travel lane configuration for all approaches to this signalized intersection. Based the analysis summarized in the City Council agenda report, the bikeway will not adversely affect AC Transit operations.

As per Mitigation Measure A.12a, the project will be implemented in coordination with a roadway resurfacing project. 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.

References

- Bicycle Master Plan (December 4, 2007)
- Bicycle Master Plan Programmatic EIR (December 4, 2007)
- Laurel Access to Mills, Maxwell Park, & Seminary: A Community-Based Transportation Plan for MacArthur Boulevard (January 2011)
- MacArthur Boulevard (High Street to Buell Street) striping plan (February 2011)

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: March 14, 2011

Date of Project Approval: _____
City Council Resolution (if applicable): _____

**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 1³: 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		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.

³ City of Oakland public works construction projects 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.

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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
	considerations.				
	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).		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.	None required.		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		

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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
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 service.	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
	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. 		Less than Significant		

**OAKLAND BICYCLE MASTER PLAN
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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>Notification shall occur not less than 48 hours before commencing such activities.</p> <ul style="list-style-type: none"> • The construction contractor shall locate construction staging areas for materials, equipment, and vehicles in areas as to not impede safe pedestrian and vehicular traffic. • 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	None required.		Beneficial		

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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
Oakland.					
A.12: Implementing the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could cause cumulative impacts.	<p>Mitigation Measure A.12a: The City shall integrate proposed bikeway projects into overlapping and 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	City of Oakland Transportation Services Division and Planning and Zoning Division	During construction phase of project
			Less than Significant		
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; 		Less than Significant	City of Oakland Building Services Division	During construction phase of project

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	<ul style="list-style-type: none"> • 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 roads, parking areas, and staging areas at the construction site; • 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 				

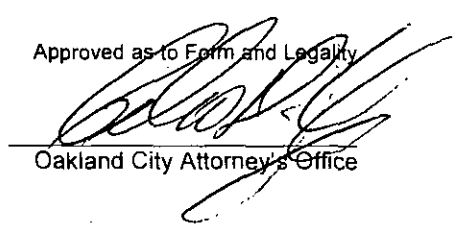
**OAKLAND BICYCLE MASTER PLAN
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Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
	<p>activities when wind (as instantaneous gusts) exceed 25 miles per hour.</p> <ul style="list-style-type: none"> 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. 				
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		

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OAKLAND

2011 APR 13 PM 6:17

Approved as to Form and Legality


Oakland City Attorney's Office

OAKLAND CITY COUNCIL

Resolution No. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE INSTALLATION OF BICYCLE LANES ON MACARTHUR BOULEVARD BETWEEN HIGH STREET AND BUELL STREET BY REDUCING TRAVEL LANES FROM THREE (3) THROUGH LANES TO TWO (2) THROUGH LANES BETWEEN HIGH STREET AND GREENACRE ROAD AND BY REDUCING TRAVEL LANES FROM FOUR (4) THROUGH LANES TO TWO (2) THROUGH LANES BETWEEN GREENACRE ROAD AND ENOS AVENUE, AND BY PROHIBITING PARKING ADJACENT TO INTERSTATE 580 BETWEEN HIGH STREET AND GREENACRE ROAD

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

WHEREAS, the installation of bicycle lanes on MacArthur Boulevard between High Street and Buell Street will require the reduction of travel lanes from three (3) through lanes to two (2) through lanes between High Street and Greenacre Road and from four (4) through lanes to two (2) through lanes between Greenacre Road and Enos Avenue; 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 installation of bicycle lanes on MacArthur Boulevard between High Street and Buell Street will require the prohibition of on-street parking adjacent to Interstate 580 between High Street and Greenacre Road; and

WHEREAS, City Council has directed staff to prepare reports for their approval when bicycle projects require the removal of over ten percent of parking in a project area; 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, and that the City Council adopts the Mitigation Monitoring and Reporting Program (MMRP), as set forth in Attachment C to the Agenda Report, and incorporated herein by reference; and be it

FURTHER RESOLVED, that the City Council authorizes the installation of bicycle lanes on MacArthur Boulevard between High Street and Buell Street by reducing the number of travel lanes from three (3) through lanes to two (2) through lanes between High Street and Greenacre Road and from four (4) through lanes to two (2) through lanes between Greenacre Road and Enos Avenue; and be it

FURTHER RESOLVED, that the City Council authorizes the prohibition of on-street parking on MacArthur Boulevard adjacent to Interstate 580 between High Street and Enos Avenue.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, BRUNNER, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, SCHAAF, AND PRESIDENT REID

NOES -

ABSENT -

ABSTENTION -

ATTEST:

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