

CITY OF OAKLAND

AGENDA REPORT

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2004 SEP 30 AM 8:04

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Public Works Agency
DATE: October 12, 2004

RE: RESOLUTION AUTHORIZING THE INSTALLATION OF A CLASS II BIKEWAY ON MARKET STREET FROM WEST MACARTHUR BOULEVARD TO 57TH STREET BY REDUCING TRAVEL LANES FROM FOUR (4) THROUGH LANES TO TWO (2) THROUGH LANES AND A CENTER LEFT TURN LANE, AT A COST OF FIFTY THOUSAND DOLLARS (\$50,000) FROM THE MEASURE B FUNDS ALREADY ALLOCATED TO THE MARKET STREET RESURFACING PROJECT

SUMMARY

A resolution has been prepared for the City Council that authorizes the installation of a Class II bikeway (two 5 ft. bike lanes in each direction) on Market Street from West MacArthur Boulevard to 57th Street. The bikeway project includes the reduction of traffic lanes from four (4) through lanes to two (2) lanes with a center left turn lane. (See attached project map).

City Council has directed staff to prepare reports for their approval when bicycle projects require the reduction of parking or travel lanes on a roadway.

This project is consistent with the Mayor and City Council Goals to Improve Oakland's Neighborhoods and Develop a Sustainable City; and, with the Bicycle Master Plan of the Oakland General Plan.

FISCAL IMPACTS

Approval of the attached resolution will authorize allocation of already-appropriated funds to the installation of a bikeway on Market Street between West MacArthur Boulevard and 57th Street. The estimated cost for the bikeway design, striping, and signage is \$50,000. Funds are available in the Measure B Reimbursable Grant Fund (2214), Street Rehabilitation 03-04 Project (C234930) to complete the work. Conducting the bikeway striping with the resurfacing work will minimize the project cost and eliminate the need to slurry and re-stripe in the future.

Measure B funds are ineligible for the 1.5 percent local art allocation. No public art is incorporated as part of the project, since it is exclusively a roadway resurfacing and restriping project. Funds have been set aside in the resurfacing project for Contract Compliance.

BACKGROUND

Market Street has been designated a preferred location for a Class II (designated bike lanes) Bikeway under the Bicycle Master Plan. This bikeway will serve the West and North Oakland residents by providing a safe, inexpensive, and enjoyable means to access jobs, shopping, and recreation by connecting them to numerous schools, parks, and to Downtown and Jack London Square.

Item: _____
Public Works Committee
October 12, 2004

The proposed bikeway installation on Market Street is consistent with the City's Bicycle Master Plan and recommended as a Class II (designated bicycle lanes) Bikeway corridor. Market Street is further cited in the Master Plan as one of the top ten highest accident streets for bicyclists. A Class II Bikeway will provide a separated lane for cyclists from motor vehicles.

Market Street between West MacArthur and 57th Street has been scheduled for resurfacing in 2004 as part of the citywide resurfacing project no. C234930. As part of the Market Street resurfacing, new pavement striping and painting will be installed. This resolution will authorize the modification of the traffic lanes and striping to accommodate the installation of two designated bicycle lanes (5 ft. wide) for each direction of travel on Market Street for the length of the resurfacing with some exceptions. The designated bike lanes would be dropped near the following intersections: West MacArthur, 53rd Street, 55th Street, and 57th Street (Adeline Street) based the Market Street Feasibility Study. In order to accommodate the addition of bike lanes, the existing travel lane configuration would be changed from four lanes to three lanes. Currently, Market Street has two through lanes in each direction of travel. The proposed configuration is for one through lane in each direction and a center left turn lane.

Lane reconfiguration from four (4) lanes to three (3) lanes has been shown to reduce average speeds on the roadway and accidents. Pedestrians also prefer the three-lane configuration when crossing a roadway because the left turn lane can provide temporary refuge from through moving traffic.

Two public meetings were held to present the proposal of a bikeway for the entire Market Street Corridor from 3rd Street to Stanford Avenue. Petitions given to Public Works staff have substantiated the support of the public for the bikeways at these meetings. The petitions equal 100 signatures in support of modifying the existing traffic lanes from four (4) to three (3) as a measure to reduce speeds and accidents along Market Street. The petitions further cited the City resurfacing program as an economical means to install a bikeway. In addition, staff has received individual letters in support of establishing a bikeway along the entire corridor of Market Street.

Market Street is approximately 3 miles in length running along the northwest side of the City. It connects and provides a direct route to the following key areas of the City: Jack London/Waterfront, Port of Oakland, West Oakland, North Oakland, City of Berkeley and Emeryville. It is primarily residential and carries from 7,500 to 16,000 average daily traffic (ADT) vehicles. At the southerly end it connects to 3rd Street, which will become a Class II Bikeway and part of the San Francisco Bay Trail later this year.

A traffic and impact study was performed by Korve Engineering, a traffic engineering firm, to analyze the impacts of bike lanes on the entire corridor of Market Street and a small portion of Adeline Street between Market and Stanford Avenue in April of 2004. The study showed that traffic flow along the corridor would not be significantly impacted as the result of the lane reduction, except at four signal or stop controlled intersections. The project will, therefore, drop the bike lanes at these intersections and retain the existing lane configuration. These intersections are: West Mac Arthur Boulevard, 53rd Street (stop controlled), 55th Street, and 57th Street.

KEY ISSUES AND IMPACTS

The Market Street bikeway project takes advantage of the scheduled Market Street resurfacing and saves the City funds and reduces disruption to reconfigure traffic lanes over existing striped and pavement.

The bikeway project has been determined to be categorically exempt pursuant to California Environmental Quality Act (CEQA) Section 15301, Class 1 (c), changes in the traffic and parking regulations where such changes do not result in more than a negligible increase in the use of the street. Bike lanes will be dropped at certain intersections.

Approval of this project will allow the City to address the goals of the City's Bicycle Master Plan, which identifies this corridor as a high priority.

DESCRIPTION

The project will restripe Market Street from West MacArthur Boulevard to 57th Street as part of the Citywide Resurfacing Program to accommodate a Class II Bikeway. The project will reduce the existing four (4) through lanes to two (2) through lanes and a center left turn lane. Caltrans standards will be used for all of the striping including the bike lanes and the bikeway signs. City standard pavement markings will be used to mark the bike lanes.

No automobile parking will be removed as part of this project.

SUSTAINABLE OPPORTUNITIES

Economic: Not applicable.

Environmental: The Market Street Bikeway will enable and encourage the use of alternative methods of travel including bicycles and promote walking on Market Street as well as connecting streets. Increased bicycle traffic promotes cleaner air and less parking demand. Staff will explore the options of using preformed tape for striping and stencils to reduce maintenance and extend the life span of the project.

Social Equity: The project will enable Oakland residents to reach jobs, shopping, school, and recreational facilities in a safe, inexpensive, enjoyable, and timely manner.

DISABILITY AND SENIOR CITIZEN ACCESS

This project improves pedestrian and bicycle access to senior centers located along this corridor. The reduction of travel lanes in certain circumstances has been shown to reduce average speeds on roads and accidents. Left turn lanes can serve as refuge areas for pedestrians while crossing a street.

RECOMMENDATIONS AND RATIONALE

Staff recommends that the City Council authorize design and construction of this project. The approval will allow the City to complete this project in a timely manner as part of the current resurfacing contract.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,



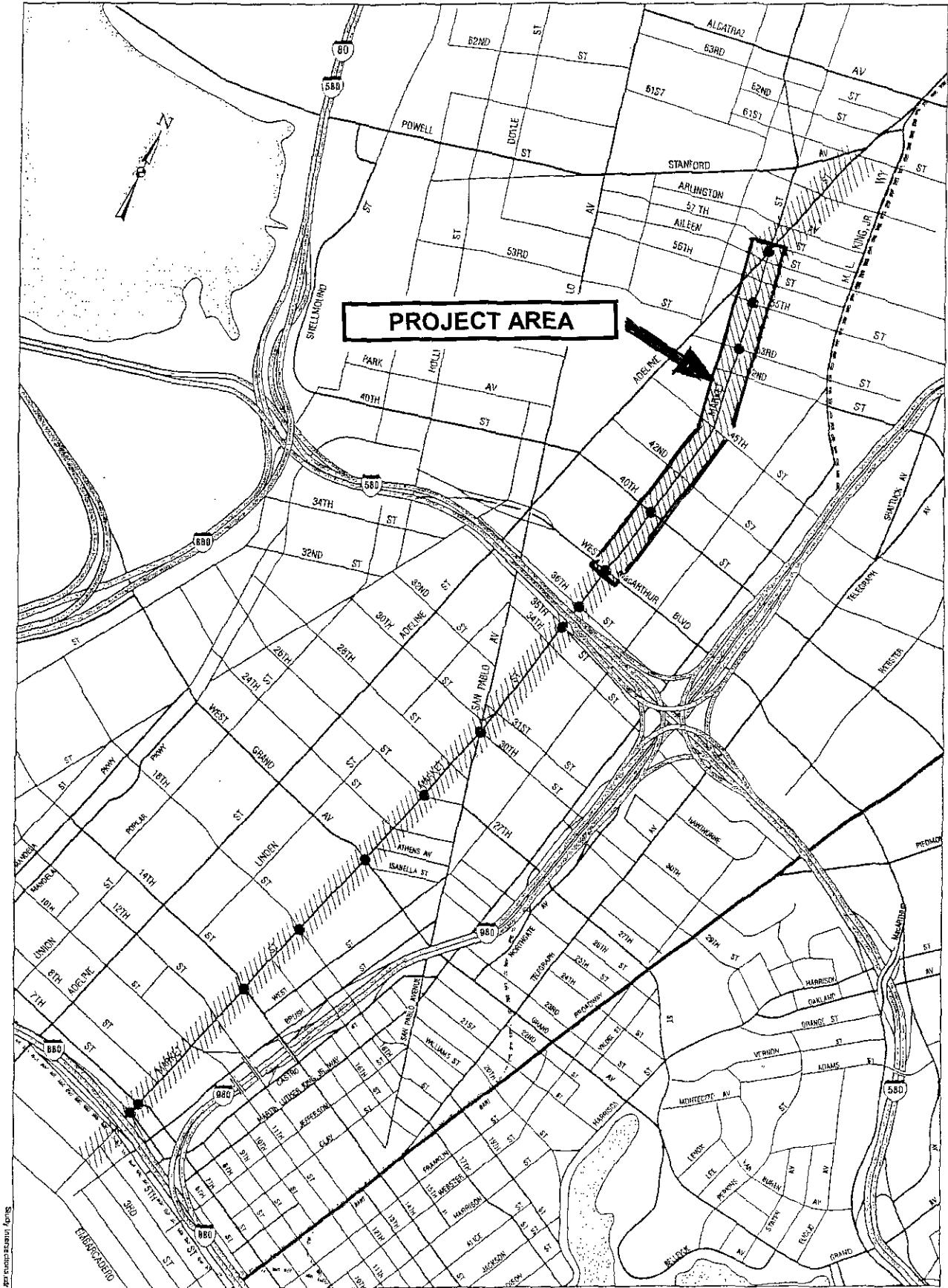
RAUL GODINEZ II, P.E.
Director, Public Works Agency

Reviewed by:
Wladimir Wlassowsky, P.E.
Manager, Transportation Services Division

Prepared by:
Peter Chun, T.E.
Transportation Engineer

APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:


OFFICE OF THE CITY ADMINISTRATOR



- Study Intersections
- //// Study Corridor

MARKET STREET BICYCLE LANES FEASIBILITY STUDY

Figure 1
STUDY INTERSECTIONS

OAKLAND CITY COUNCIL

RESOLUTION NO. _____

C.M.S.

FILED
OFFICE OF THE CITY CLERK
OAKLAND
2004 SEP 30 AM 8:06

INTRODUCED BY COUNCILMEMBER _____

RESOLUTION AUTHORIZING THE INSTALLATION OF A CLASS II BIKEWAY ON MARKET STREET FROM WEST MACARTHUR BOULEVARD TO 57TH STREET BY REDUCING TRAVEL LANES FROM FOUR (4) THROUGH LANES TO TWO (2) THROUGH LANES AND A CENTER LEFT TURN LANE, AT A COST OF FIFTY THOUSAND DOLLARS (\$50,000) FROM THE MEASURE B FUNDS ALREADY ALLOCATED TO THE MARKET STREET RESURFACING PROJECT

WHEREAS, the Market Street Bikeway project meets the goals of the City’s Master Bicycle Plan to provide safe and direct bicycle access to key areas and corridors in Oakland; and

WHEREAS, the Master Bicycle Plan recommends a Class II Bikeway on Market Street as part of the City’s Bikeway Network; and

WHEREAS, Market Street connects the Jack London/ West Oakland area to residential areas throughout North Oakland and to the City of Berkeley; and

WHEREAS, the Market Street Bikeway will reduce the travel lanes from four (4) through lanes to two (2) through lanes and a center left turn lane; and

WHEREAS, City Council has directed staff to prepare reports for their approval when bicycle projects require the reduction of parking or travel lanes on a roadway; and

WHEREAS, the estimated cost for the bikeway installation between West MacArthur Boulevard and 57th Street is \$50,000 and the funds are available in Project C234930; and

WHEREAS, Market Street (including the project area) has been studied for feasibility and long-term transportation impacts of the bikeway and the project as designed to have insignificant long-term impacts; and

WHEREAS, the project has been determined to be categorically exempt pursuant to California Environmental Quality Act (CEQA) Section 15301, Class 1 (c), changes in the traffic and parking regulations where such changes do not result in more than a negligible increase in the use of the street; now, therefore be it

RESOLVED: That the City Council authorizes the installation of a Class II Bikeway on Market Street from West MacArthur Boulevard to 57th Street by reducing the travel lanes from four (4) through lanes to two (2) through lanes with a center left turn lane.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20__

PASSED THE FOLLOWING VOTE:

AYES – BROOKS, BRUNNER, CHANG, NADEL, QUAN, REID, WAN AND PRESIDENT DE LA FUENTE

NOES –

ABSENT –

ABSTENTION –

ATTEST: _____
CEDA FLOYD
City Clerk and Clerk of the Council
of the City of Oakland, California