

**CITY OF OAKLAND
AGENDA REPORT**

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Public Works Agency
DATE: September 21, 2004

RE: **SUPPLEMENTAL REPORT TO THE RESOLUTION AUTHORIZING THE
CITY OF OAKLAND TO DESIGN AND CONSTRUCT THE FOOTHILL
BIKEWAY FROM 36TH AVENUE TO 41ST AVENUE**

SUMMARY

This supplemental report responds to a question raised at the September 21, 2004 Public Works Committee regarding why assessment of the City's 1.5 percent Public Art Fee cannot be charged to Measure B funds for the Foothill Bikeway Project. The Alameda County Transportation Improvement Authority (ACTIA) administers the countywide Measure B ½ cent sales tax for transportation. ACTIA's Finance Manager, upon the advice of legal counsel, advised Oakland staff in March 2004 that the public art assessment is only permissible if the transportation project incorporates a public art element that directly ties to the transportation project being funded. If the assessment is transferred to the general fund, or to another special revenue fund for expenditure on unrelated art projects, then the cost/assessment will not be allowable. The Foothill Bikeway project does not include a public art element. Thus, the City's Public Art Fee cannot be assessed to cover unrelated public art overhead costs.

Respectfully submitted,

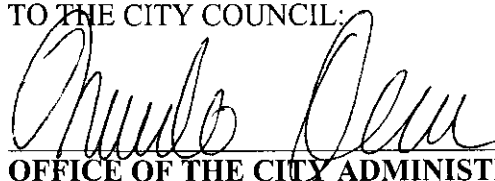


RAUL GODINEZ II, P.E.
Director, Public Works Agency

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

Prepared by:
Shanna O'Hare
Senior Transportation Planner

APPROVED AND FORWARDED
TO THE CITY COUNCIL:



OFFICE OF THE CITY ADMINISTRATOR

CITY OF OAKLAND
AGENDA REPORT

FILED
OFFICE OF THE CITY CLERK
OAKLAND

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Public Works Agency
DATE: September 14, 2004

04 SEP -1 PM 1:49

RE: RESOLUTION AUTHORIZING THE CITY OF OAKLAND TO DESIGN AND CONSTRUCT THE FOOTHILL BIKEWAY FROM 36TH AVENUE TO 41ST AVENUE, BY RECONFIGURING THE TRAVEL LANES FROM FOUR TO THREE WITH A CENTER TURN LANE, AS PART OF THE FOOTHILL RESURFACING PROJECT

SUMMARY

A resolution has been prepared for the City Council that authorizes the design and construction of a Class III (wide outer lane) bikeway on Foothill Boulevard from 36th to 41st Avenues. The proposed project includes a lane reduction from four to three lanes, with two through lanes and a center two-way left turn lane, where feasible, to improve both pedestrian and bicycle access. (See attached project map).

This project is consistent with the Mayor and City Council Goals to Improve Oakland's Neighborhoods, Develop a Sustainable City, and Maintain and Enhance Oakland's Physical Assets.

FISCAL IMPACTS

The estimated cost of the bikeway design, striping and signage is \$25,000, which is available in Measure B Fund 2211, Project C234930, Account 57411 (\$20,000) and Transportation Fund for Clean Air Fund 2166, Project G226610 (\$5,000). No local match funds are being requested or allocated as a result of this resolution. Coordinating the bikeway striping with the scheduled resurfacing on Foothill Boulevard will minimize the project cost and disruption.

The City's three percent contract compliance fee was deducted from the Foothill resurfacing contract. The project is exempt from the 1.5 percent public art fee because public art is not a project component, and none of the funding sources will cover a public art fee.

BACKGROUND

This project responds to community requests for traffic calming and better bicycle access on a section of Foothill Boulevard near schools, residential neighborhoods and light commercial activity. The City's bicycle master plan identifies the Bancroft/Foothill corridor from Lake

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Merritt to the San Leandro City limits as a priority bike facility. This corridor provides the only direct, connecting bike link at the foot of the hill area through East Oakland into the Lake Merritt area.

Two (2) community group meetings were held recently in the project area. About 20 residents and 10 merchants attended the first meeting, consisting of the following local groups: The Unity Council, Patten University, Harrington Avenue Neighborhood Association, Upper Fruitvale Merchants Association, and the Fruitvale/Foothill Merchants Association. At least 10 people recommended the lane reduction at this meeting. At the second meeting, attendees unanimously supported the street design proposal, based on feedback from the first meeting. The City's Bicycle Pedestrian Advisory Committee, the East Bay Bicycle Coalition and the Oakland Yellow Jackets Cycling Club also support the installation of bicycle facilities on Foothill Boulevard. This corridor is used frequently by local bicycle clubs doing long distance rides to and from Lake Merritt.

Three (3) years ago, the City retained the services of Korve Engineering to conduct a feasibility study for bike lanes along Foothill Boulevard. As part of this study, traffic counts on Foothill Boulevard were conducted and a level of service analysis performed. City engineers recently conducted additional simulation studies to confirm Korve's analysis showing that a lane reduction would have no significant impacts on traffic flow. These studies showed that a lane reduction was not feasible from 41st to 42nd Avenues, or from 35th Avenue to High Street, as originally proposed. Based on the feasibility studies, the project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) Section 15301(c), as a minor alteration to an existing road or highway involving no expansion of use.

Recently, Class II (bicycle lanes) and Class III (signed route) facilities were constructed on Bancroft Avenue between San Leandro Boulevard and 42nd Avenue, completing a major section of this bikeway. The City's Bicycle Master Plan identifies a connection between Bancroft Avenue and Foothill Boulevard at 42nd Avenue/High Street to provide a continuous bikeway to Lake Merritt. The current proposed project constructs the first section of Foothill Boulevard, filling in the first piece from 36th to 41st Avenues.

The City's Pedestrian Master Plan also identifies Foothill Boulevard as a priority street targeted for pedestrian improvements and identifies the lane reconfiguration planned on this project as a potential measure for calming traffic.

When completed, the Foothill Bikeway will connect with Lake Merritt and new bicycle and pedestrian facilities under construction around the lake, improving access to recreation and exercise for residents living east of Lake Merritt.

KEY ISSUES AND IMPACTS

The Foothill Bikeway takes advantage of a resurfacing project between Fruitvale and 55th Avenue scheduled for this fall. Coordinating the restriping with the resurfacing project reduces maintenance costs and avoids grinding out of lane striping.

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The Foothill corridor has high potential for increasing school, recreational and commuter bicycling east of Lake Merritt. There are no level bikeway options above this boulevard. With proposed future connections to 35th and Fruitvale Avenue, the Foothill Bikeway will improve access to the Fruitvale BART. Express AC Transit buses on this corridor operate between the Eastmont Town Center, downtown Oakland and San Francisco, and are equipped with bicycle racks. Improving bicycle facilities on a bus corridor improves and enhances alternative travel options, by providing more than one means of making a trip without using a car.

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 Foothill Boulevard from 36th Avenue to 41st Avenue, reducing four (4) through lanes to three (3), to provide one (1) lane per direction, a center two-way left turn lane and a Class III (signed but unstriped) bicycle route. It will also install signs to guide cyclists along the route, as well as to connect onto the existing bicycle lanes on lower Bancroft.

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

SUSTAINABLE OPPORTUNITIES

Economic: Not applicable.

Environmental: The Foothill Bikeway will help reduce air pollution by encouraging residents to bicycle to work and local shopping. Staff will explore the options of using thermoplastic or tape for striping and stencils to reduce maintenance and extend the life span of the project.

Social Equity: The project will provide greater accessibility to persons who depend on alternative modes of transportation to access jobs and services.

DISABILITY AND SENIOR CITIZEN ACCESS

This project improves pedestrian and bicycle access to senior centers located along this corridor. The reduction of travel lanes will make Foothill Boulevard easier for seniors and disabled persons to cross the street.

RECOMMENDATIONS AND RATIONALE

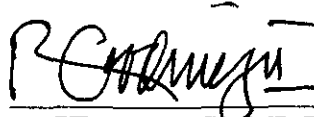
Staff recommends that the City Council authorize design and construction of this project. The approval will allow the City to complete this project in a timely manner as part of the current resurfacing contract.

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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:
Kathryn Hughes
Bicycle/Pedestrian Program Manager

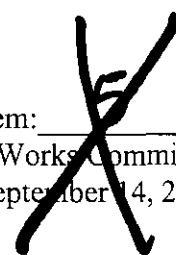
APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:



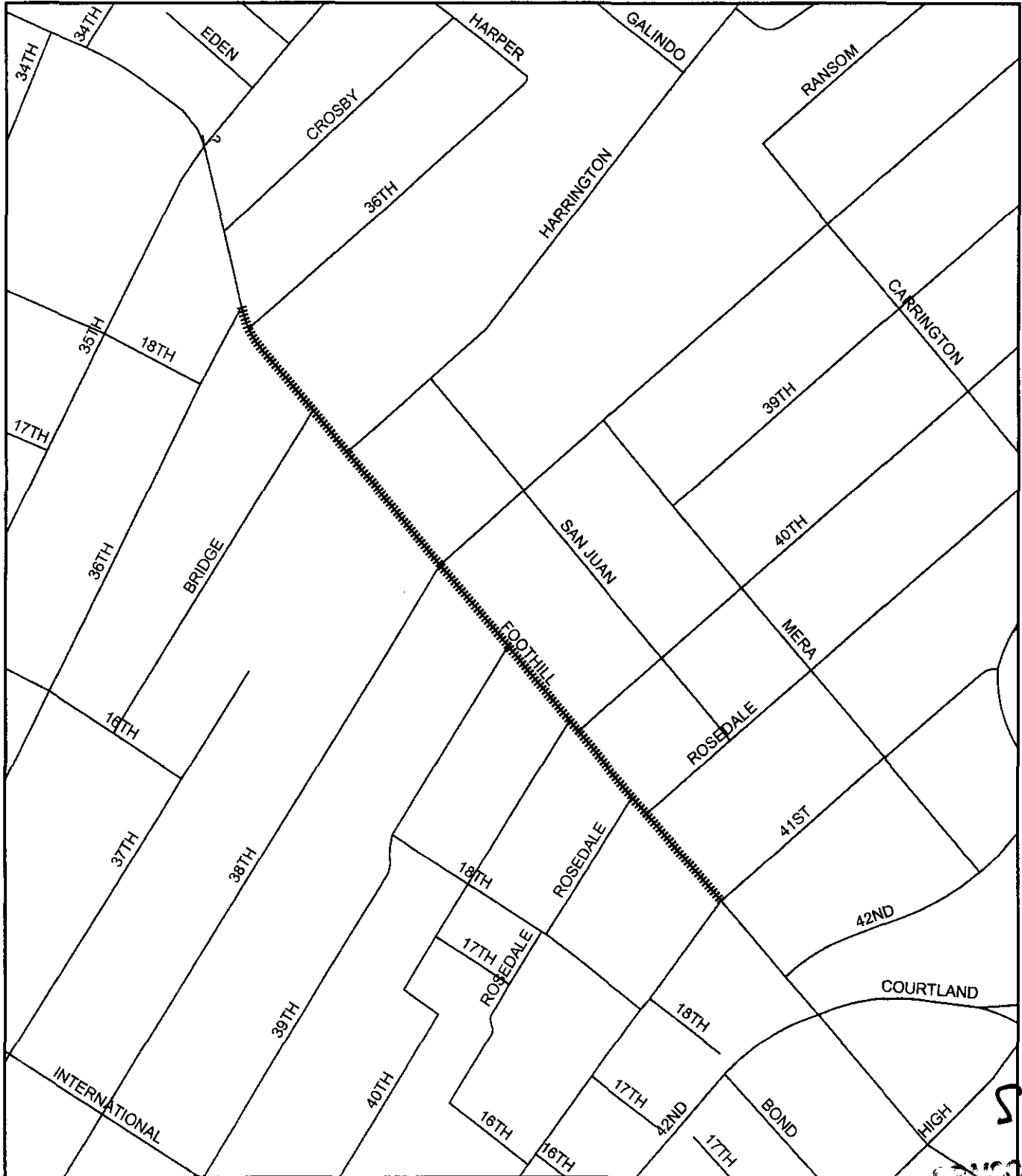
OFFICE OF THE CITY ADMINISTRATOR

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COUNCIL
SEP 21 2004

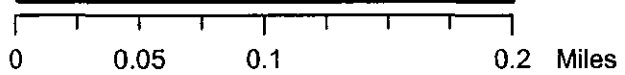
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City of Oakland Foothill Bikeway



==== New 3 lane configuration:
wide outer lane each direction
and center turn lane.



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COUNCIL
~~SEP 2/1 2004~~
PUBLIC WORKS CMTE.
~~SEP 1 2004~~
Revised 08/05/04

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

FILED
OFFICE OF THE CITY CLERK
OAKLAND

INTRODUCED BY COUNCILMEMBER _____

04 SEP - 1 PM 1:51

RESOLUTION AUTHORIZING THE CITY OF OAKLAND TO DESIGN AND CONSTRUCT THE FOOTHILL BIKEWAY FROM 36TH AVENUE TO 41ST AVENUE, BY RECONFIGURING THE TRAVEL LANES FROM FOUR TO THREE WITH A CENTER TURN LANE, AS PART OF THE FOOTHILL RESURFACING PROJECT

WHEREAS, the City of Oakland wishes to take advantage of a current resurfacing project to reconfigure travel lanes on Foothill Boulevard to improve bicycle access; and

WHEREAS, project costs will be primarily covered by a current resurfacing project on Foothill Boulevard, funded by Fund 2211, Project C234930, Account 57411, and an additional \$25,000 will be needed to cover the costs of the bikeway: \$20,000 for the design and striping, available in Measure B (Fund 2212, Project C232910), and \$5,000 for bicycle signage available from the Transportation Fund for Clean Air (Fund 2166, Project G226610); and

WHEREAS, this project offers an environmental opportunity to reduce air pollution by encouraging residents living east of Lake Merritt to bicycle to work and local shopping; and

WHEREAS, construction of bicycle facilities on Foothill Boulevard is consistent with the City Bicycle and Pedestrian Master Plans; and

WHEREAS, this project does not involve removal of on-street parking for motor vehicles; and

WHEREAS, the Class III bicycle facilities to be constructed on Foothill Boulevard are categorically exempt pursuant to California Environmental Quality Act (CEQA) Section 15301(c), Class I categorical exemption (Existing Facilities) for minor alteration to an existing road or highway involving no expansion of use; now, therefore be it

RESOLVED: That the City Council authorizes the design and construction of the Foothill Bikeway from 36th Avenue to 41st Avenue, by reconfiguring the travel lanes from four (4) to three (3) with a center 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

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CITY COUNCIL

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