

OFFICE OF THE CITY CLERK  
7700 17th

2011 APR 13 PM 6:17

Approved as to Form and Legality

Oakland City Attorney's Office

## OAKLAND CITY COUNCIL

Resolution No. 83322 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,           MAY 3 2011          

**PASSED BY THE FOLLOWING VOTE:**

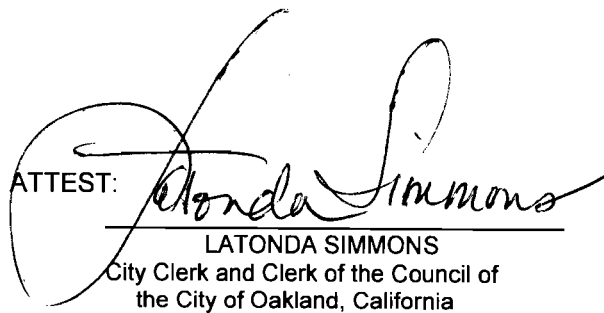
AYES - BROOKS, BRUNNER, DE LA FUENTE, ~~WILLIAMS~~, KERNIGHAN, NADEL, SCHAAF, AND PRESIDENT REID - 7

NOES - 0

ABSENT - 0

ABSTENTION - 0

Excused - Kaplan - 1

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