

FILED
OF THE CITY CLERK
OAKLAND

CITY OF OAKLAND
AGENDA REPORT

2007 AUG 29 AM 11:20

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Community and Economic Development Agency
DATE: September 11, 2007

RE: **Resolution Authorizing Installation Of Class II Bicycle Lanes On West Street By Reducing Travel Lanes From Four (4) Through Lanes To Two (2) Through Lanes And Adding A Continuous Center-Turn Lane In Conjunction With A Resurfacing Project Between 52nd Street And West MacArthur Boulevard**

SUMMARY

A resolution has been prepared for the City Council that approves the design and construction of bicycle lanes on West Street between 52nd Street and West MacArthur Boulevard. The project will remove two travel lanes and add a continuous center-turn lane and bicycle lanes. The project is located in Council District 1. (See Attachment A: Project Area Map, and Attachment B: Existing and Proposed Lane Configuration.) The project will be installed in conjunction with a resurfacing project scheduled for completion by winter 2007.

Per Council policy, staff must seek City Council approval for bicycle projects that require the reduction in the number of travel lanes on a roadway or loss of parking. This roadway segment is currently a bicycle route (Class III) that is recommended for striped bicycle lanes (Class II) by the City of Oakland's Bicycle Master Plan (1999). The project will complete a link in the City's bikeway network and respond to community requests for traffic calming on West Street.

FISCAL IMPACTS

There is no direct fiscal impact for the action under this resolution. Implementation of the street restriping will be done in conjunction with roadway resurfacing work scheduled for this fall. The fiscal impact of the West Street restriping will be addressed in a separate agenda report that authorizes the award of the resurfacing project.

The engineer's estimate for the cost of the West Street resurfacing and restriping project is \$416,400.00. Project funds for the resurfacing and restriping in the amount of \$250,000.00 are available in General Purpose Fund (1010), Heavy Paving Organization (92480), Street Construction Account (57411), Project C293110, Streets and Sidewalks Management and Development Program (IN04). The remaining \$166,400.00 is provided by Proposition 1B Fund (2165), CIP PWC Construction Services Organization (92232), Street Construction Account (57411), Project C317610, Streets and Sidewalks Management and Development Program (IN04).

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The staff costs for the development of the bikeway project are estimated at \$4,100.00 with \$1,010.00 from Multipurpose Reserve Fund (1750), \$2,740.00 from Measure B – ACTIA Fund (2211), and \$350.00 from Traffic Safety Fund (2416). All staff costs are from Transportation Services Organization (30262), Transportation and Pedestrian Safety Program (NB33).

BACKGROUND

West Street from 52nd Street to West MacArthur Boulevard is currently a Class III bicycle route (i.e., an on-street bicycle facility with lanes shared by automobiles and bicycles). The City of Oakland's Bicycle Master Plan (1999) recommends bicycle lanes on this segment as part of the City's bikeway network. The Community and Economic Development Agency is currently updating the Bicycle Master Plan and the Draft Plan reaffirms this recommendation from the 1999 Plan. The project is being developed now because new bikeway projects are prioritized when they can be bundled with resurfacing projects for increased efficiencies in project delivery. This project will connect to existing bicycle lanes on West Street between West MacArthur Boulevard and West Grand Avenue. The project will extend this lane configuration to the north for the remaining portion of West Street. To the north, the project will connect via 52nd Street to the existing bicycle route on Genoa Street.

The project will also respond to community requests by the West Street Watch and Neighborhood Crime Prevention Council Beat 10Y for traffic calming on this segment of West Street. To notify nearby residents, a mailer explaining the project was sent to approximately 950 addresses in proximity of the project area. On August 22, a community meeting was held at Santa Fe Elementary School to explain the project and answer questions from the community. The Neighborhood Crime Prevention Council Beat 10Y hosted the presentation as part of the group's regular meeting schedule.

KEY ISSUES AND IMPACTS

City policy requires Council approval of bicycle lane projects that convert motor vehicle travel lanes to bicycle lanes. The Transportation Services Division evaluated the potential traffic impacts of this proposal by contracting with Dowling Associates to complete a feasibility study of traffic operations. Study intersections included West Street at 52nd Street, 45th Street, 42nd Street, 40th Street, and West MacArthur Boulevard. The analysis by Dowling Associates showed that the project would not result in a significant impact to traffic operations. Their analysis looked at the project impacts under existing conditions, as well as in the year 2030, including projected growth in the future-year scenario. AC Transit does not run bus service on West Street and thus the project will not affect bus operations.

For environmental clearance under the California Environmental Quality Act (CEQA), the City is relying on the previously certified and adopted Mitigated Negative Declaration for the 1999 Bicycle Master Plan. No further environmental review is required to be performed because there are no new impacts or an increase in the severity of impacts. Thus the requirements for further environmental review under CEQA Guidelines Section 15162 have not been met. On a separate and independent basis, the project is categorically exempt pursuant to CEQA Guidelines Sections 15301(c) and/or 15404(h).

PROJECT DESCRIPTION

The project will stripe two motor vehicle travel lanes, a continuous center turn lane, and bicycle lanes (Class II) on West Street between 52nd Street and West MacArthur Boulevard in conjunction with a resurfacing project. The project will reduce the number of motor vehicle travel lanes from four (4) through lanes to two (2) through lanes and a two-way center turn lane. The resurfacing project is a 1.5-inch asphalt concrete (AC) overlay and the boundaries match those of the bikeway project: West Street between 52nd Street and West MacArthur Boulevard. Attachment B shows the existing and proposed lane configuration.

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.

Environmental: Bicycling is the most energy efficient form of transportation and it has no emissions. As part of Oakland's bikeway network, the project will improve access to the MacArthur BART Station. The project will facilitate bicycle travel and thereby contribute to the City's efforts in reducing 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 reconfiguration of West Street will improve pedestrian safety by reducing the number of conflict points between vehicles and pedestrians at crosswalks. The project will have a traffic calming effect by reducing vehicle speeds, and thus provide an overall benefit for senior citizens and persons with disabilities.

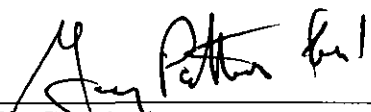
RECOMMENDATION AND RATIONALE

Staff recommends that the City Council approve the design and construction of bicycle lanes on West Street by reducing the number of motor vehicle travel lanes from four (4) through lanes to two (2) through lanes and adding a continuous center turn lane from 52nd Street to West MacArthur Boulevard. The project will complete a link in the City's bikeway network and respond to community requests for traffic calming on West Street.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,



Claudia Cappio
Development Director
Community & Economic Development Agency

Reviewed by:
Michael J. Neary, P.E.
Deputy Director
Community & Economic Development Agency

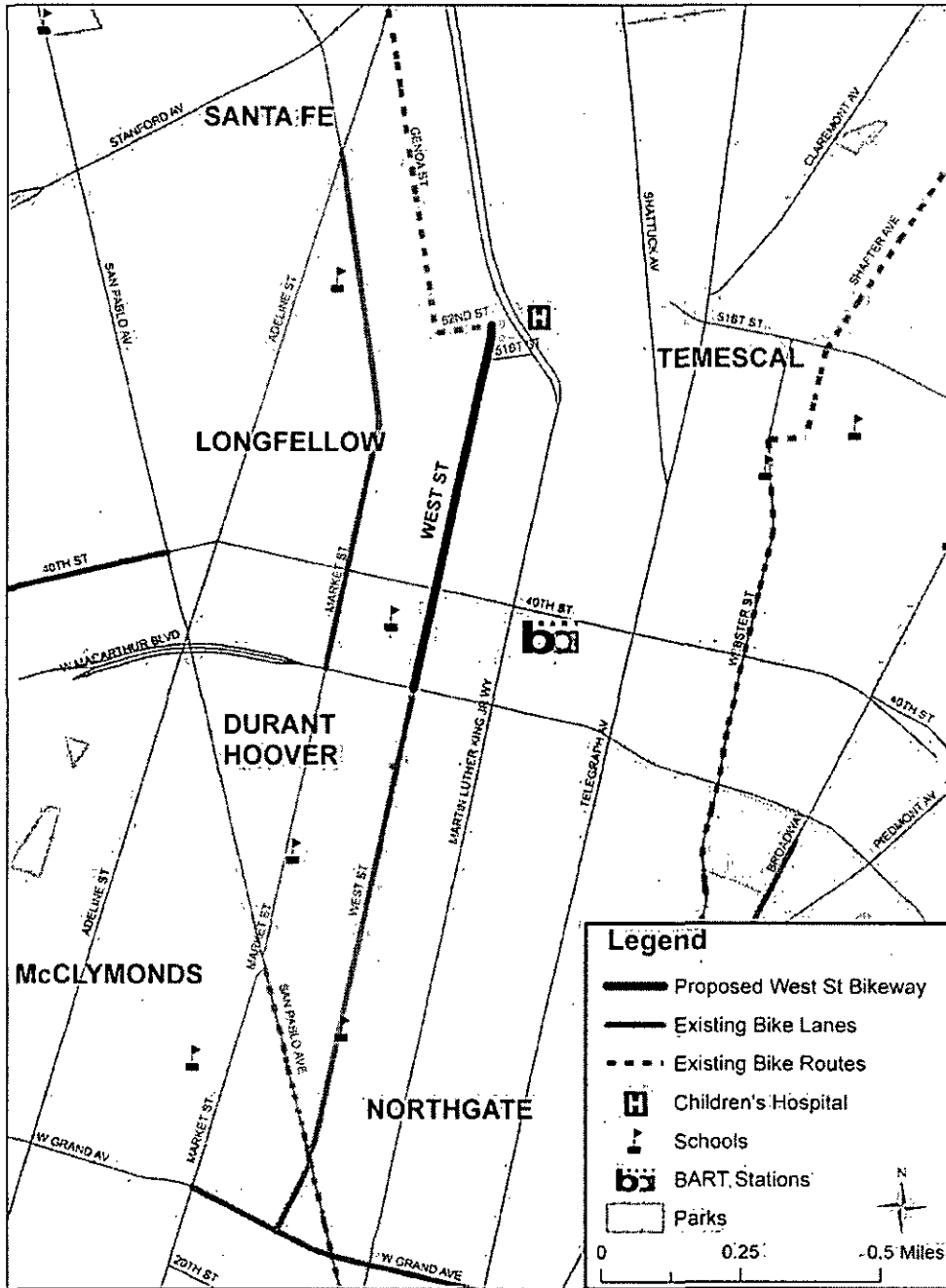
Prepared by:
Jason Patton, Bicycle/Pedestrian Program Manager
Transportation Services Division

APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:



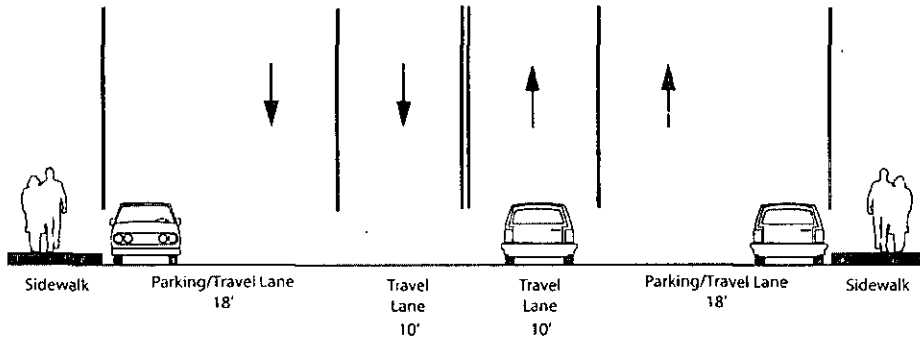
Office of the City Administrator

ATTACHMENT A: Project Area Map
Proposed West Street Bicycle Lanes (52nd Street to West MacArthur Boulevard)

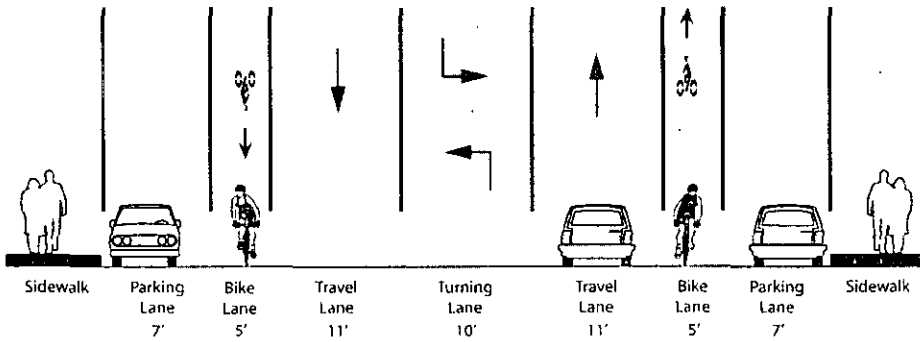


ATTACHMENT B: Existing and Proposed Lane Configuration
Proposed West Street Bicycle Lanes (52nd Street to West MacArthur Boulevard)

Existing Configuration



Proposed Configuration



FILED
OFFICE OF THE CITY CLERK
OAKLAND

OAKLAND CITY COUNCIL


City Attorney

2007 AUG 29 AM 11:21 RESOLUTION NO. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING INSTALLATION OF CLASS II BICYCLE LANES ON WEST STREET BY REDUCING TRAVEL LANES FROM FOUR (4) THROUGH LANES TO TWO (2) THROUGH LANES AND ADDING A CONTINUOUS CENTER-TURN LANE IN CONJUNCTION WITH A RESURFACING PROJECT BETWEEN 52ND STREET AND WEST MACARTHUR BOULEVARD

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

WHEREAS, the Bicycle Master Plan recommends Class II bike lanes on West Street as part of the City's bikeway network; and

WHEREAS, a current resurfacing project provides the opportunity to install bike lanes on the section of West Street between 52nd Street and West MacArthur Boulevard; and

WHEREAS, the installation of bicycle lanes on West Street between 52nd Street and West MacArthur Boulevard will require the reduction of travel lanes from four (4) through lanes to two (2) through lanes and a center turn lane ("Project"); 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 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; and

WHEREAS, the City is relying on the previously certified and adopted Mitigated Negative Declaration for the 1999 Bicycle Master Plan and no further environmental review is required to be performed under the California Environmental Quality Act (CEQA) because there are no new impacts or an increase in the severity of impacts, and thus the requirements for further environmental review under CEQA Guidelines section 15162 have not been met.

As a separate and independent basis, the Project is categorically exempt pursuant to CEQA Guidelines Sections 15301(c) and/or 15404(h); now, therefore, be it

RESOLVED: That this resolution complies with CEQA for the reasons stated above; and, be it

FURTHER RESOLVED: That the City Council authorizes the installation of Class II bicycle lanes on West Street by reducing travel lanes from four (4) through lanes to two (2) through lanes and adding a continuous center-turn lane between 52nd Street and West MacArthur Boulevard.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20__

PASSED THE FOLLOWING VOTE:

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

NOES –

ABSENT –

ABSTENTION –

ATTEST: _____

LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California