

CITY OF OAKLAND

AGENDA REPORT

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2008 JUN 26 PM 4:19

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Community & Economic Development Agency
DATE: July 8, 2008

RE: Resolution Authorizing The City Administrator To Enter Into An Agreement With The City Of Alameda To Provide Ten Thousand Dollars (\$10,000.00) In City Of Oakland Measure B Bike Design And Implementation Funds For The Oakland/Alameda Bicycle and Pedestrian Estuary Crossing Feasibility Study

SUMMARY

A resolution has been prepared authorizing the City Administrator to enter into an Agreement with the City of Alameda to provide \$10,000.00 in City of Oakland Measure B Bike Design and Implementation Funds for the Oakland/Alameda Bicycle and Pedestrian Estuary Crossing Feasibility Study. Led by the City of Alameda, this study is evaluating alternatives for improving bicycle and pedestrian access across the Oakland Estuary in the vicinity of Jack London Square. Currently, access is provided by a four-foot walkway in the Posey Tube that is not conducive to walking or bicycling. Improving this connection is a priority in the City of Oakland's Bicycle Master Plan and the City of Alameda's Bicycle Master Plan.

FISCAL IMPACTS

The resolution will authorize the City Administrator to disburse \$10,000.00 to the City of Alameda. There are sufficient funds in the project budget for the agreement from Measure B Bicycle and Pedestrian Fund (2212), Transportation Services Capital Projects Organization (92246), Bicycle Facility 07-09 Project (C318310). This project is funded through the FY 07-12 Capital Improvement Program.

BACKGROUND

The Oakland Estuary is a significant barrier to pedestrian and bicyclist travel between the cities of Oakland and Alameda. In the vicinity of downtown Oakland, two-way access is provided by a four-foot walkway in the Posey Tube that is not conducive to walking or bicycling. Pedestrians and bicyclists are not allowed in the Webster Tube. Access is also provided by AC Transit, primarily with the Line 51. However, each bus is limited to carrying two bicycles and this creates a bottleneck, especially at peak hours. The next available crossing for pedestrians and bicyclists is the Park Street Bridge, approximately two miles east of the Posey Tube. Also within two miles of the Posey Tube are approximately 66,000 residential dwellings and 117,000 jobs. Both the

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center of downtown Oakland and Alameda's Webster Street commercial district are within one mile of the Posey Tube, along with 21,000 residential dwellings and 70,000 jobs. Despite the proximity of these destinations, there is no safe, direct, and pleasant connection in this area for pedestrians and bicyclists.

The City of Oakland's Bicycle Master Plan (2007) identified an improved estuary crossing as a priority project. An improved crossing is the highest priority project in the City of Alameda's Bicycle Master Plan (2002). An estuary crossing is also part of the proposed San Francisco Bay Trail. A wide range of alternatives exist for improving this connection, including bridge options, ferry service options, modifications to the Webster/Posey Tubes, and bus service enhancements. There are also significant design challenges associated with the Oakland Estuary as a navigable waterway and the existing land uses on the Oakland and Alameda shorelines. The feasibility study being completed by the City of Alameda is a key step in evaluating a long list of possible alternatives to develop consensus on the recommended alternative(s) for improving this connection.

The FY 07-12 Capital Improvement Program (CIP) approved by City Council in June 2007 includes Project C318310, "Bike Facility Design and Implementation," that was established to design, study, and implement priority bicycle projects. This project includes studying "the feasibility of the Oakland/Alameda Estuary Bike/Ped Crossing, a project that will be led by the City of Alameda" (page G-1). However, the CIP does not specify the amount of funding that the City of Oakland would provide to the City of Alameda for the completion of this study. This resolution specifies that amount at \$10,000.00 and provides authorization for the City Administrator to enter into an Agreement with the City of Alameda.

KEY ISSUES AND IMPACTS

This City Council resolution would authorize the City Administrator to enter into a Memorandum of Understanding (MOU) with the City of Alameda, allowing the City of Oakland to contribute \$10,000.00 towards the Estuary Crossing Feasibility Study. The City of Alameda has received Measure B Bicycle/Pedestrian Countywide Discretionary Funds from the Alameda County Transportation Improvement Authority (ACTIA) totaling \$100,000.00 for the study. The City of Alameda has also committed another \$100,000.00 in local matching funds towards the study. The City of Alameda would invoice the City of Oakland for up to \$10,000.00 in staff time expended in the completion of the study. City of Oakland staff is serving on the Technical Advisory Committee convened to guide the study. The public outreach and scoping phases began in April 2008. Two public meetings were held in Oakland (April and May 2008) with extensive noticing to Oakland residents.

PROJECT DESCRIPTION

The study will evaluate a broad range of alternatives for improving bicycle and pedestrian access across the Oakland/Alameda Estuary in the vicinity of Jack London Square. In Oakland, the study area is between the Oakland Ferry Terminal and Estuary Park. In Alameda, the study area is between the Main Street Ferry Terminal and the Marina Village Shopping Center. Study

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alternatives include bridge options, ferry service options, modifications to the Webster/Posey Tubes, and bus service enhancements. Based on the results of a “fatal flaw” analysis, three alternatives will be studied in greater detail to determine the final preferred alternative(s). The study is scheduled for completion in January 2009 after which time capital funding will be sought to implement the selected alternative(s).

SUSTAINABLE OPPORTUNITIES

Economic: A direct pedestrian and bicycle route between Alameda Landing and Jack London Square will allow Alameda residents to more easily access Oakland’s shopping and employment opportunities, strengthening Oakland’s economy. Encouraging people to bicycle and walk to Oakland’s central business district reduces the need for costly parking facilities in the downtown.

Environmental: An improved estuary crossing would encourage people to walk and bicycle the short distance across the Estuary. Due to the existing conditions, these trips are predominantly made by private motor vehicles. These short trips are high-polluting trips because of the car’s “cold start” and the associated inefficient operation of the engine’s catalytic converter. This study is consistent with City policies to promote walking and bicycling and thus reduce the 47% of Oakland’s greenhouse gas emissions that are created by motor vehicles.

Social Equity: Bicycling and walking are inexpensive and broadly accessible forms of transportation. Bicycle and pedestrian facilities provide added freedom and independence for people who cannot drive or cannot afford car ownership.

DISABILITY AND SENIOR CITIZEN ACCESS

As part of the study, alternatives will be evaluated by the requirements of the Americans with Disabilities Act (ADA) to ensure that the recommended alternatives would be accessible to senior citizens and persons with disabilities.

RECOMMENDATION AND RATIONALE

Staff recommends that the City Council approve the resolution authorizing the City Administrator, or her designee, to enter into an Agreement with the City of Alameda to provide \$10,000.00 in the City of Oakland Measure B Bike Design and Implementation Funds for the Oakland/Alameda Bicycle and Pedestrian Estuary Crossing Feasibility Study. Completion of the study will contribute to the implementation of the City of Oakland’s Bicycle Master Plan and Pedestrian Master Plan.

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ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,



Dan Lindheim, 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

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Approved as to Form and Legality


City Attorney

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO ENTER INTO AN AGREEMENT WITH THE CITY OF ALAMEDA TO PROVIDE \$10,000.00 IN CITY OF OAKLAND MEASURE B BIKE FACILITY DESIGN AND IMPLEMENTATION FUNDS FOR THE OAKLAND/ALAMEDA BICYCLE AND PEDESTRIAN ESTUARY CROSSING FEASIBILITY STUDY

WHEREAS, Project C318310, Bike Facility Design and Implementation, was established as part of the City of Oakland's FY 07-12 Capital Improvement Program; and

WHEREAS, Project C318310 specifically included approval "to study the feasibility of the Oakland/Alameda Estuary Bike/Ped Crossing [Study], a project that will be led by the City of Alameda;" and

WHEREAS, the City of Oakland's Bicycle Master Plan, adopted in December 2007, lists the Estuary Crossing as a priority project; and

WHEREAS, the City of Alameda has received Measure B Bicycle/Pedestrian Countywide Discretionary Funds from the Alameda County Transportation Improvement Authority (ACTIA) totaling \$100,000.00 and the City of Alameda has committed another \$100,000.00 in local matching funds towards the Study; and

WHEREAS, there are sufficient funds in the project budget from Measure B Bicycle and Pedestrian Fund (2212), Transportation Services Capital Projects Organization (92246), Bicycle Facility 07-09 Project (C318310); and

WHEREAS, pursuant to the City of Oakland Charter, Section 504. Duties, the City Administrator "shall have the power and it shall be his/her duty . . . when directed by the Council, to represent the City in its intergovernmental relations and to negotiate contracts for joint governmental actions, subject to Council approval;" and

WHEREAS, a Memorandum of Understanding (MOU) has been prepared for the City Administrator's signature authorizing the transfer of funds and setting forth expenditure requirements; and

WHEREAS, the MOU has been reviewed by the City Attorney's Office and been approved for form and legality; now, therefore, be it

RESOLVED: That the City Administrator is hereby directed to enter into an Agreement with the City of Alameda to provide funding in the amount of \$10,000.00 to the City of Alameda for the Oakland/Alameda Bicycle and Pedestrian Estuary Crossing Feasibility Study.

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