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AGENDA REPORT

TO: DEANNA J. SANTANA
CITY ADMINISTRATOR

FROM: Vitaly B. Troyan, P.E.

SUBJECT: Citywide Bikeways, Various Locations

DATE: April 11, 2012

City Administrator
Approval

Date

4/25/12

COUNCIL DISTRICT: 1, 2, 5, 6

RECOMMENDATION

Staff recommends that the City Council adopt all four of the following resolutions; Resolution Authorizing the Installation of Class II Bicycle Lanes on Broadway from 38th Street to Broadway Terrace by Reducing Travel Lanes from Six (6) Through Lanes to Four (4) Through Lanes; Resolution Authorizing the Installation of Class II Bicycle Lanes on East 12th Street from 14th Avenue to Fruitvale Avenue by Reducing Travel Lanes from Six (6) Through Lanes to Four (4) Through Lanes; Resolution Authorizing the Reconfiguration of MacArthur Boulevard from Richards Road to Seminary Avenue Reducing Travel Lanes from Four (4) Through Lanes to Two (2) Through Lanes, Prohibiting Parking along the Frontage of Mills College, and Installing Class II Bicycle Lanes; Resolution to Establish "No Parking Anytime" on the East Side of Ardley Avenue between East 30th Street and Interstate 580.

EXECUTIVE SUMMARY

The City's Bicycle Master Plan, part of the Land Use and Transportation Element of the Oakland General Plan, requires City Council approval of bicycle projects that remove travel lanes or on-street parking. This report explains four such projects on Broadway, East 12th Street, MacArthur Boulevard, and Ardley Avenue. These bikeways will be implemented in coordination with roadway resurfacing projects as per policy direction in the Bicycle Master Plan. This coordination is an efficient and cost-effective means for implementing bikeways and the recommendations in community-based transportation plans. The actions under these resolutions are project approvals and have no direct fiscal impacts. The projects are fully funded through the resurfacing projects and bicycle grants. For environmental clearance, the City is relying on the previously certified environmental impact report for the Bicycle Master Plan.

OUTCOME

Adoption of these resolutions will allow the City to implement bikeways on Broadway from 38th Street to Broadway Terrace, East 12th Street from 14th Avenue to Fruitvale Avenue, and Ardley

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Avenue from MacArthur Boulevard to East 30th Street as proposed by the City's Bicycle Master Plan. It will also allow for the near-term implementation of recommendations in the "Laurel Access to Mills, Maxwell Park, and Seminary" Community-Based Transportation Plan. All four projects will be implemented in conjunction with the repaving of these roadways scheduled for 2012 and 2013.

BACKGROUND/LEGISLATIVE HISTORY

The City of Oakland's Bicycle Master Plan, part of the Land Use and Transportation Element of the Oakland General Plan, calls for the implementation of a citywide network of bikeways to connect downtown, transit stations, commercial districts, and the waterfront. The plan was originally adopted in 1999 and comprehensively updated in 2007. The subject bikeways on Broadway, East 12th Street, and Ardley Avenue are designated as priority projects in the 2007 Bicycle Master Plan. The Alameda Countywide Bicycle Plan completed by the Alameda County Congestion Management Agency in 2006 designates the East 12th Street bikeway as the highest priority bikeway project in Oakland under that plan.

The proposed project on MacArthur Boulevard is recommended by the "Laurel Access to Mills, Maxwell Park, and Seminary" Community-Based Transportation Plan. Known as LAMMPS, this plan was spearheaded by the Maxwell Park Neighborhood Council and Mills College, a partnership with neighborhood stakeholders that coalesced as the LAMMPS Steering Committee. The effort was initiated in 2006 to establish a comprehensive vision for MacArthur Boulevard from High Street to Seminary Avenue. Community concerns include speeding, reckless driving, blight, unsafe conditions for pedestrians and bicyclists, and Interstate 580 as neighborhood barrier. The effort gained focus and momentum from an undergraduate senior thesis completed by Alysha Nachtigall in spring 2007. In partnership with the City, the group received a community-based transportation planning grant from the California Department of Transportation and the LAMMPS Plan was subsequently completed in January 2011. Recommendations from the Plan for the reconfiguration of MacArthur Boulevard from High Street to Buell Street were approved by City Council in May 2011. These improvements are now in construction through coordination with previously scheduled roadway paving projects.

The City's Bicycle Master Plan Policy 3C requires City Council approval of projects that remove travel lanes for the installation of bikeways. This policy also requires City Council approval of projects that remove 10% or more of the on-street parking spaces in the project area. On Broadway and East 12th Street, the proposed projects would install bicycle lanes by converting these six-lane roadways to four-lane roadways with bicycle lanes. On MacArthur Boulevard, the proposed project would reconfigure the four-lane roadway to two lanes plus bicycle lanes and prohibit on-street parking on one side of the street fronting Mills College. On Ardley Avenue, the project would prohibit on-street parking on one side of the street fronting the Central Reservoir, a facility of the East Bay Municipal Utility District.

ANALYSIS

Broadway from 38th Street to Broadway Terrace

The proposed Broadway bikeway from 38th Street to Broadway Terrace completes a section of the City's bikeway network by extending the existing Broadway bikeway into North Oakland (*Attachment A*). The project would install bike lanes by removing one of the three travel lanes in each direction. The project will not remove or otherwise affect on-street parking spaces. Due to congested conditions at the Broadway/51st Street/Pleasant Valley Avenue intersection, the project will not remove travel lanes in this area. At this intersection, shared roadway bicycle markings (known as "sharrows") will fill gaps to form a continuously marked bikeway.

Bike lanes were first installed on Broadway from 25th Street to Interstate 580 in 1999. In January/February 2012, the bikeway was extended to 14th Street in downtown via Webster Street and Franklin Street. The Kaiser Hospital reconstruction project includes the bikeway between Interstate 580 and 38th Street. The subject project completes the 0.9-mile link from 38th Street to Broadway Terrace, creating a continuous bikeway in the Broadway corridor of 2.6 miles in length from 14th Street in downtown Oakland to Broadway Terrace in the Rockridge neighborhood. Project development is underway for extending the Broadway bikeway from Broadway Terrace to the Caldecott Tunnel in coordination with future resurfacing projects and the Caldecott Tunnel mitigation projects.

East 12th Street from 14th Avenue to Fruitvale Avenue

The proposed East 12th Street bikeway from 14th Avenue to Fruitvale Avenue would complete a 1.4-mile section of the City's bikeway network (*Attachment B*). Currently, East 12th Street within the project area has two to three lanes in each direction with multiple transitions between these configurations. The project would create a uniform and consistent roadway with two lanes plus bike lanes in each direction. At the congested intersection of East 12th Street and 22nd Avenue, the project would maintain the current three travel lanes in the eastbound direction. Shared roadway bicycle markings ("sharrows") will fill gaps to form a continuously marked bikeway.

Together with the existing 0.5-mile bikeway on East 12th Street from Fruitvale Avenue to 40th Avenue, the resulting bikeway would be 1.9 miles in length. The project will serve the San Antonio and Fruitvale neighborhoods with direct connections to Fruitvale BART and the Fruitvale Bike Station. It would create new connections to the Dimond District and the City of Alameda via the existing bikeway on Fruitvale Avenue, as well as to the Laurel District via the existing bikeway on 38th Avenue. Connections to the San Francisco Bay Trail, Embarcadero Cove, and San Antonio Park will be created via a new bikeway pending construction on 16th Avenue.

MacArthur Boulevard from Richards Road to Seminary Avenue

MacArthur Boulevard from Richards Road to Seminary Avenue has two lanes in each direction with on-street parking on both sides of the street. Speeding is prevalent in the corridor despite travel lanes and parking lanes of substandard width. Parking occupancy is very low and characterized by vehicles parked with their wheels on the sidewalk.

The LAMMPS Plan proposes to reconfigure the roadway to one travel lane in each direction with parking only on the side of the street with residential frontage. The removal of two travel lanes and parking along the Mills College frontage would allow for the installation of travel lanes and a parking lane of standard widths, bicycle lanes in both directions, and a mixed-use path along the edge of Mills College. The cost to complete the project from High Street to Seminary Avenue is estimated at \$17.5 million, due to the plan's recommendations for a mixed-use path, new traffic signals, new sidewalks, extensive tree plantings, and construction of a dog park under Interstate 580.

The scheduled roadway resurfacing of MacArthur Boulevard from Millsview Avenue to Seminary Avenue provides an opportunity to reconfigure the roadway at no additional cost to the resurfacing project. The proposed project implements the LAMMPS recommendations to the extent feasible given the scope of the resurfacing project: reconfiguration of the roadway to one lane and a bicycle lane in each direction plus a parking lane of standard width along the residential frontage (*Attachment C*). The project prohibits on-street parking along the Mills College frontage from Seminary Avenue to Richards Road. This frontage has no sidewalk and limited opportunities for pedestrians to cross MacArthur Boulevard. The parking occupancy study for the LAMMPS Plan determined that there is no demand for parking along this frontage.

Ardley Avenue from MacArthur Boulevard to East 30th Street

The proposed Ardley Avenue bikeway from MacArthur Boulevard to East 30th Street is a 0.3-mile section in a new bikeway of 2.9 miles in length that will connect MacArthur Boulevard to the San Francisco Bay Trail along the Embarcadero (*Attachment D*). The project will serve the neighborhoods of Glenview, Dimond, Highland, San Antonio Park, and Embarcadero Cove. It is funded by a \$90,000 grant of State Transportation Development Act Article 3 funds that was accepted by City Council on May 18, 2010.

The project includes the removal of 40 on-street parking spaces on Ardley Avenue between East 31st Street and Interstate 580. The spaces front the Central Reservoir, a facility of the East Bay Municipal Utility District. The removal of on-street parking spaces on one side of the street over a length of 800 feet will allow for the installation of bicycle lanes in both directions of 2,100 feet in length. Bicycle lanes are the preferred bikeway treatment for collector and arterial streets like Ardley Avenue to improve safety and operations for all roadway users.

To evaluate the feasibility of the parking removal, staff completed a parking occupancy survey to determine how often this parking is used and, if the parking were removed, where people would

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park. The survey found that these spaces were 10% to 22% occupied. Following the proposed removal of parking to accommodate the bikeway, the remaining spaces would be 24% to 52% occupied. In other words, roughly half to three-quarters of the remaining spaces would still be available after the parking removal. Staff provided an explanation of the project and a notice of the proposed parking removal to all residences within one block of the project area – 46 addresses in total. Staff received three responses opposing the parking removal. Based on careful consideration of the concerns and extensive investigation of possible alternatives, staff has determined that the proposal to remove parking and install bicycle lanes provides an overall public benefit and should be constructed.

PUBLIC OUTREACH/INTEREST

Broadway from 38th Street to Broadway Terrace

In January 2012 staff sent an outreach mailer (*Attachment A*) requesting input on the installation of the bikeway and the proposed lane reduction to all addresses within 400 feet of the project – 496 addresses in total. Thirteen percent of recipients (64 individuals) responded with 87% (56) in favor, 11% (7) opposed, and 2% (1) with no opinion. The Broadway bikeway project was reviewed by the City's Bicycle and Pedestrian Advisory Committee on February 16, 2012.

East 12th Street from 14th Avenue to Fruitvale Avenue

In January 2012 staff sent an outreach mailer (*Attachment B*) requesting input on the installation of the bikeway and the proposed lane reduction to all addresses within 400 feet of the project – 196 addresses in total. Three percent of recipients (6 individuals) responded with 83% (5) in favor and 17% (1) opposed. The East 12th Street bikeway project was reviewed by the City of Oakland's Bicycle and Pedestrian Advisory Committee on January 19, 2012.

MacArthur Boulevard from Richards Road to Seminary Avenue

The community outreach effort for the LAMMPS Plan resulted in strong support for the reconfiguration of MacArthur Boulevard. Community outreach included four large community meetings involving over 120 residents, business owners, college representatives, and community activists, and five smaller neighborhood and business group meetings. The community meetings were held on March 25, May 8, July 28, and October 7, 2010. Announcements for the community meetings were sent to over 1,000 residents adjacent to the project corridor and in the surrounding neighborhoods, and to community groups and other stakeholders. The public was also notified about the community meetings via email and fliers posted throughout the neighborhoods and business districts. The LAMMPS plan was reviewed by the City's Bicycle and Pedestrian Advisory Committee on September 16, 2010.

Ardley Avenue from MacArthur Boulevard to East 30th Street

In June 2011 staff sent an outreach mailer (*Attachment D*) requesting input on the 16th Avenue/Ardley Avenue and East 21st Street Bikeways Project to all addresses within 400 feet of the project – 1,204 addresses in total. Three percent of recipients responded with 64% (27

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individuals) in favor, 26% (11 individuals) opposed, and 10% (4 individuals) with no opinion. In September 2011, staff provided an explanation of the project and a notice of the proposed parking removal to all residences within one block of the proposed parking prohibition – 46 addresses in total. Staff received three responses opposing the parking removal.

COORDINATION

The Public Works Agency is responsible for planning, designing, funding, implementing, and maintaining bicycle capital projects. The Planning & Neighborhood Preservation Department was consulted for the filing of the environmental documents described under “CEQA” below.

COST SUMMARY/IMPLICATIONS

There is no direct fiscal impact for the action under these resolutions: City Council approval for the removal of travel lanes, the prohibition of on-street parking, and the installation of bicycle lanes. The Broadway and East 12th Street projects will be constructed as part of a federally funded citywide resurfacing project (City Project G427410). By including the East 12th Street bikeway as part of the paving project, the City received an additional \$435,000 for the paving project from the Metropolitan Transportation Commission’s Regional Bicycle Program. The MacArthur Boulevard project will be constructed as part of a citywide resurfacing project (City Project C369630) funded by State Proposition 1B. The Ardley Avenue project, part of the 16th Avenue/Ardley Avenue and East 21st Street bikeways project, is funded by a \$90,000 grant in State Transportation Development Act Article 3 funds.

FISCAL/POLICY ALIGNMENT

Bicycle Master Plan Policy IB calls for the implementation of bikeway projects in conjunction with resurfacing projects. This coordination is an efficient use of public funds and an effective means for implementing proposed bikeways. By coordinating the reconfiguration of travel lanes with roadway resurfacing, the Broadway, East 12th Street, MacArthur Boulevard, and Ardley Avenue projects implement this policy direction.

SUSTAINABLE OPPORTUNITIES

Economic: Bikeways 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. The construction of bikeways creates more jobs than other transportation projects of comparable cost due to the low material costs but high labor costs of installing roadway striping and signs.

Environmental: Bicycling is the most energy efficient form of transportation and creates no emissions. The development of Oakland’s bikeway network is a key strategy in the City’s efforts

to reduce greenhouse gas emissions. Forty percent of the leading causes of death in Oakland are related to sedentary lifestyles. Bicycle infrastructure promotes physical activity and good health.

Social Equity: Bicycling is an inexpensive and broadly accessible form of transportation. Bikeways 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.

CEQA

CEQA: Environmental Impact Report, Resolution No. 80959 C.M.S.

For environmental clearance under the California Environmental Quality Act (CEQA), the City is relying on the previously certified and adopted Environmental Impact Report for the 2007 Bicycle Master Plan as documented in the following project evaluations and feasibility studies:

- Broadway from 38th Street to Broadway Terrace (***Attachment E***): See Appendix C of the Bicycle Master Plan EIR at www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPcdestrianProgram/OAK024597#environ.
- East 12th Street from 14th Avenue to Fruitvale Avenue (***Attachment F***): See the feasibility study at <http://www2.oaklandnet.com/n/OAK034256>.
- MacArthur Boulevard from Richards Road to Seminary Avenue (***Attachment G***): See the feasibility study at <http://www2.oaklandnet.com/n/OAK026623>.

The analyses show that the projects would not result in significant impacts to traffic operations under existing conditions nor under the future-year scenario that reflects projected growth. The removal of parking is not an impact under CEQA.

The monitoring and reporting of CEQA mitigation measures will be conducted in accordance with the Mitigation Monitoring and Reporting Program (***Attachment H***). The adoption and implementation of this program constitutes fulfillment of the CEQA monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA.

The Bicycle Master Plan EIR can be applied to this set of proposed actions and no additional environmental review is required as set forth by the criteria in CEQA Guidelines Section 15162. Specifically, and without limitation, the project would not result in any new or more severe significant impacts; there is no new information of substantial importance that would result in any new or more severe significant impacts; there are no substantial changes in circumstances that would result in any new or more severe significant impacts; and there is no feasible mitigation measure or alternative that is considerably different from others previously analyzed that has not been adopted. On a separate and independent basis, the project is exempt from CEQA review pursuant to CEQA Guidelines Sections 15183, 15301(c), and/or 15304(h).

For questions regarding this report, please contact Jason Patton, Bicycle and Pedestrian Program Manager, at 510-238-7049.

Respectfully submitted,

Vitaly B. Troyan

VITALY B. TROYAN, P.E.
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Prepared by:

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Infrastructure Plans and Programming Division

Attachments

- A. Outreach Flyer – Broadway Bikeway Project
- B. Outreach Flyer – East 12th Street Bikeway Project
- C. Context Map and Cross-sections – MacArthur Boulevard Bikeway Project
- D. Outreach Flyer, 16th Avenue/Ardley Avenue and E 21st Street Bikeways Project
- E. Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan – Broadway Bikeway Project
- F. Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan – East 12th Street Bikeway Project
- G. Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan – MacArthur Boulevard Bikeway Project
- H. Mitigation Monitoring and Reporting Program

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Broadway Bikeway Project, 38th St to Broadway Terrace

DESCRIPTION

The City of Oakland is proposing to install a new bikeway on Broadway from 38th St to Broadway Terrace as part of a federally-funded street resurfacing project planned for completion in 2013. Bicycle wayfinding signs will also be installed, directing bicyclists to key destinations along the corridor (see example on the reverse).

The bikeway project is recommended in the City's Bicycle Master Plan (BMP). The BMP

calls for the installation of bikeways throughout Oakland to encourage bicycling as a healthy, non-polluting and affordable transportation option, helping Oakland to realize its sustainability and livability goals.

FEASIBILITY & SAFETY

The project would install bike lanes by removing one of the three travel lanes in each direction. The project will not remove or otherwise affect any parking spaces. Due to congested

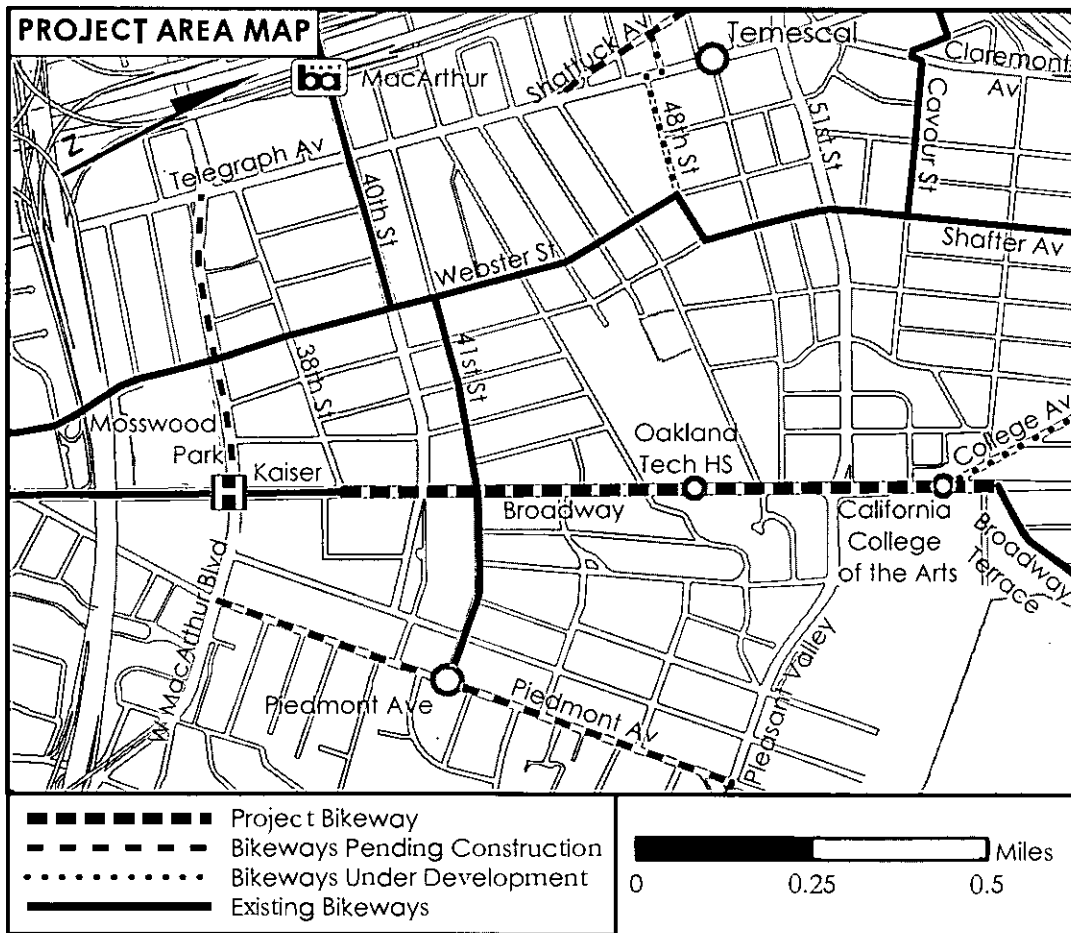
conditions at the Broadway/51st St/Pleasant Valley Ave intersection, the project will not remove travel lanes in this area. At this intersection, shared roadway bicycle markings (aka "sharrows," see reverse) will fill gaps to form a continuously marked bikeway.

Potential traffic impacts were studied as part of the Bicycle Master Plan. The evaluation showed that the proposed design will not have significant impacts on motor vehicle traffic flow, either now or in the future (year 2025). Learn about how lane reduction proposals are evaluated at www2.oaklandnet.com/n/OAK031984.

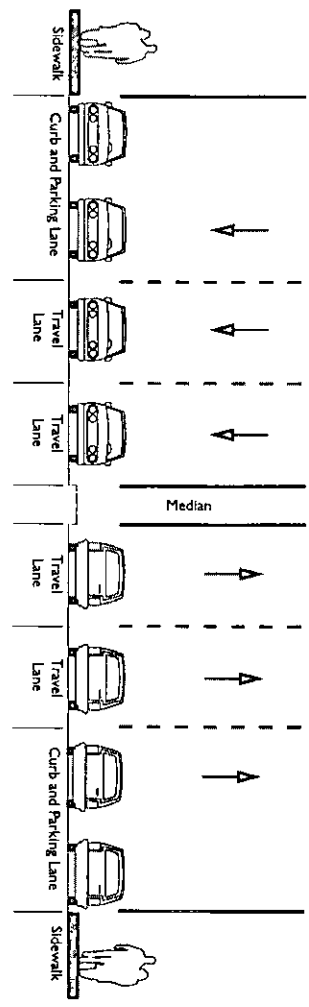
See proposed roadway cross sections on the reverse.

GEOGRAPHIC CONTEXT

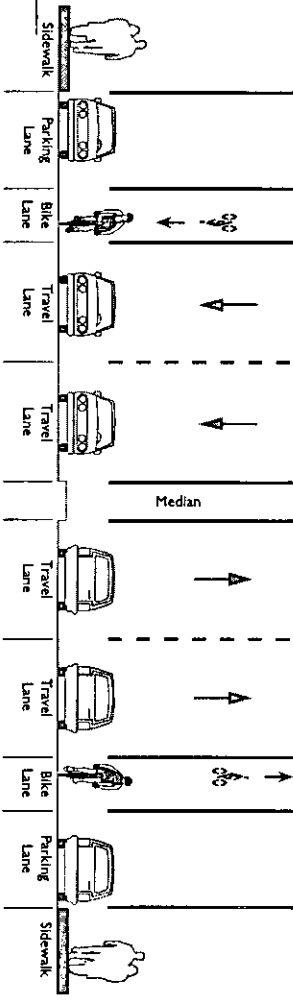
The Broadway Bikeway Project, 38th St to Broadway Terrace, completes a section of the City's bikeway network by extending the existing Broadway bikeway into North Oakland. Bike lanes were installed on Broadway from 25th St to Interstate 580 in 1999. Currently, the bikeway is being extended to 14th St in downtown via Webster St and Franklin St. The Kaiser Hospital reconstruction project includes the bikeway between Interstate 580 and 38th St. The subject project completes the 0.9-mile link from 38th St to Broadway Terrace, creating a continuous bikeway in the Broadway corridor of 2.6 miles in length from 14th St in downtown Oakland to Broadway Terrace in the Rockridge neighborhood.




TYPICAL CROSS SECTION



PROPOSED





BIKE ROUTE

Oakland Tech HS 0.1


H Kaiser 0.7

Downtown 2.1

Example wayfinding sign

ABOUT SHARROWS

Sharrows encourage bicyclists to ride clear of the "door zone," and advise motorists to expect and share the road with bicyclists. The markings also help create continuously striped bikeway facilities where bike lanes are not feasible. Learn more at www2.oaklandnet.com/n/OAK025000.



City of Oakland, Public Works Agency
 Bicycle & Pedestrian Facilities Program
 (510) 238-3983 | bikeped@oaklandnet.com
www.oaklandbikes.info
 January 2012

 City of Oakland, Public Works Agency
 Bicycle & Pedestrian Facilities Program
 250 Frank Ogawa Plaza, Suite 4344
 Oakland, CA 94612



The City welcomes your input on the Broadway Bikeway Project by mail, e-mail, or fax by Wednesday, February 22, 2012. Please feel free to share this flyer with others in your neighborhood. This flyer is available online at www2.oaklandnet.com/n/OAK032906.

E 12th St Bikeway Project, 14th Ave to Fruitvale Ave



DESCRIPTION

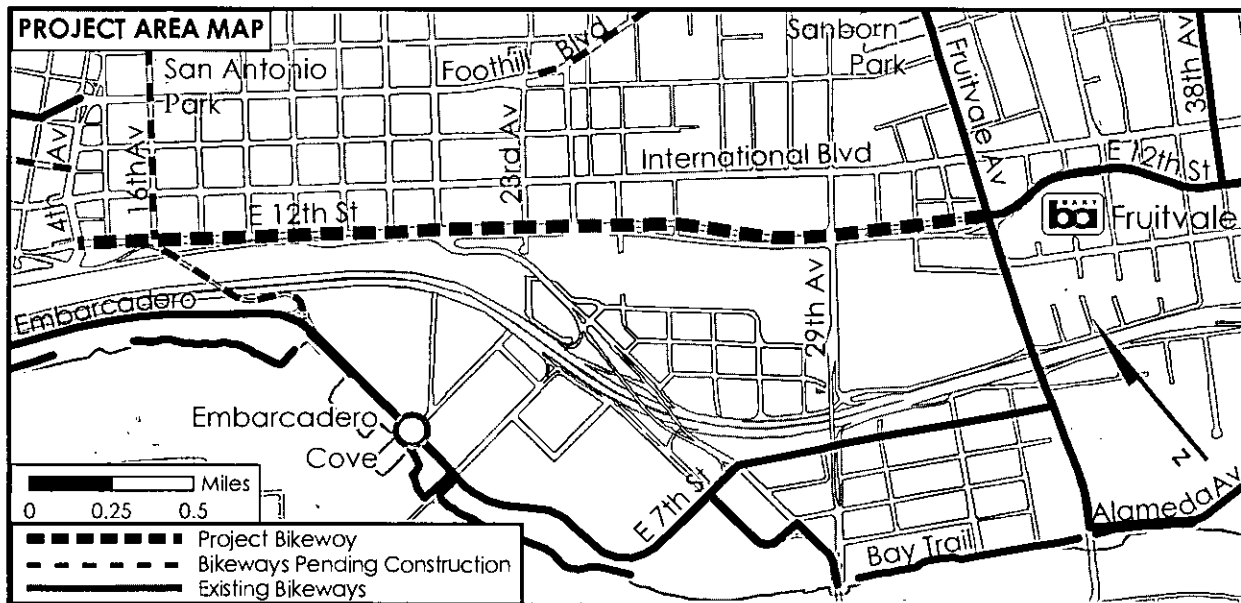
The City of Oakland is proposing to install a new bikeway on E 12th St, 14th Ave to Fruitvale Ave, as part of a federally-funded street resurfacing project planned for completion in 2013. The project would extend the recently installed bikeway on E 12th St, Fruitvale Ave to 40th Ave.

The bikeway project is recommended in the City's Bicycle Master Plan (BMP) and is Oakland's highest priority project in the Alameda Countywide Bicycle Plan. These plans call for the installation of bikeways throughout Oakland and Alameda County to encourage bicycling as a healthy, non-polluting and affordable transportation option. Bikeways help Oakland realize its sustainability and livability goals.

See the reverse for information on project feasibility and safety.

GEOGRAPHIC CONTEXT

The E 12th St Bikeway Project, 14th Ave to Fruitvale Ave, would complete a 1.4-mile section of the City's bikeway network. Together with the existing 0.5-mile bikeway on E 12th St, Fruitvale Ave to 40th Ave, the resulting bikeway would be almost two miles in length. The project will serve the San Antonio and Fruitvale neighborhoods with direct connections to Fruitvale BART and the Fruitvale Bike station. It would create new connections to the Dimond District and the city of Alameda via the existing bikeway on Fruitvale Ave, as well as to the Laurel District via the existing bikeway on 38th Ave. Connections to the San Francisco Bay Trail, Embarcadero Cove, and San Antonio Park will be created via a new bikeway pending construction on 16th Ave. See Project Area Map, below



SUBMIT COMMENTS

Please provide your input by **Wednesday, February 22, 2012**. To use this form, write your comments below and your return address on the reverse, cut along the dotted line, stamp and mail. Or, you may e-mail (biked@oaklandnet.com) or fax (238-7415) your comments. Make sure to include your name and street address and indicate you are commenting on the **E 12th St Bikeway Project**. For answers to frequently asked questions, please go to www.tinyurl.com/4qmv6ud.

Please check one of the following three boxes, and then provide supporting comments.

- i support the bikeway proposal.
- i do not support the bikeway proposal.
- i have no opinion.

Signature: _____

(Please also write name and address on reverse before mailing.)

OAKLAND

By writing my email address below, I am requesting to have my name added to the bicycle program contact list so I can receive occasional updates on City of Oakland bikeway improvement projects.

Email address: _____

REQUIRED INFORMATION

Name: _____

Address: _____

Oakland, CA _____

(Zip Code)

**\$0.45
stamp
required**

**City of Oakland, Public Works Agency
Attn: Bicycle & Pedestrian Facilities Program
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612**



City of Oakland, Public Works Agency
Bicycle & Pedestrian Facilities Program
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612



The City welcomes your input on the E 12th St Bikeway Project by mail, e-mail, or fax by Wednesday, February 22, 2012. Please feel free to share this flyer with others in your neighborhood. This flyer is available online at www2.oaklandnet.com/n/OAK032907.

E 12th Street Bikeway Project

FEASIBILITY & SAFETY

Currently, E 12th St within the project area has two or three lanes in each direction with many transitions between these configurations. The project would create a uniform and consistent roadway with two lanes plus bike lanes in each direction. At the congested intersection of E 12th St and 22nd Ave, the project would maintain the current three travel lanes in the eastbound direction. Shared roadway bicycle markings (aka "sharrows," pictured below) will fill gaps to form a continuously marked bikeway.

A feasibility study was conducted to evaluate potential traffic impacts of the proposed lane reconfiguration. The evaluation showed that the proposed design will not have significant impacts on motor vehicle traffic flow, either now or in the future (year 2025). Learn about how lane reduction projects are evaluated at www2.oaklandnet.com/n/OAK031984.

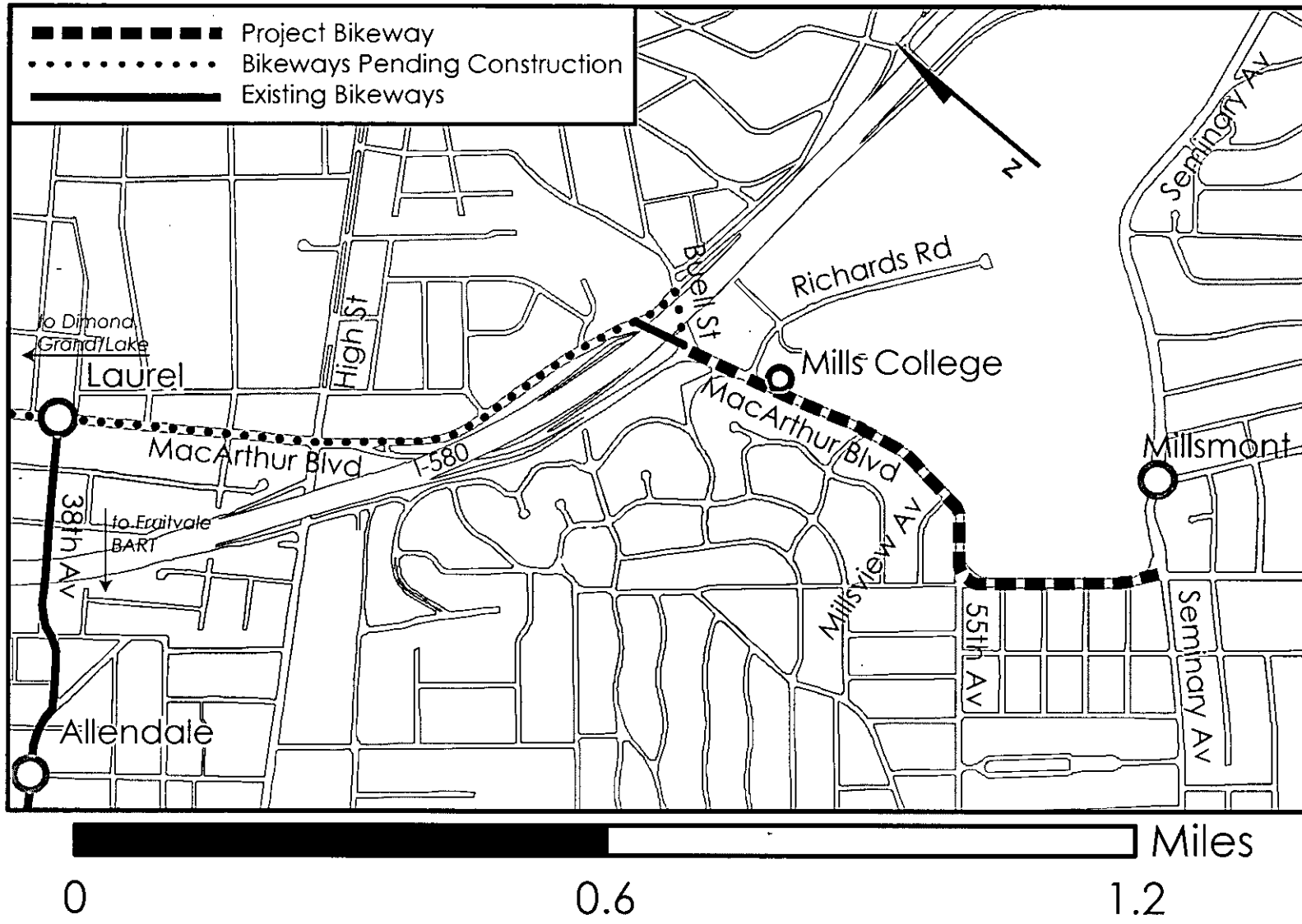
ABOUT SHARROWS

Sharrows encourage bicyclists to ride clear of the "door zone," and advise motorists to expect and share the road with bicyclists. The markings also help create continuously marked bikeway facilities where bike lanes are not feasible. Learn more at www2.oaklandnet.com/n/OAK025000.



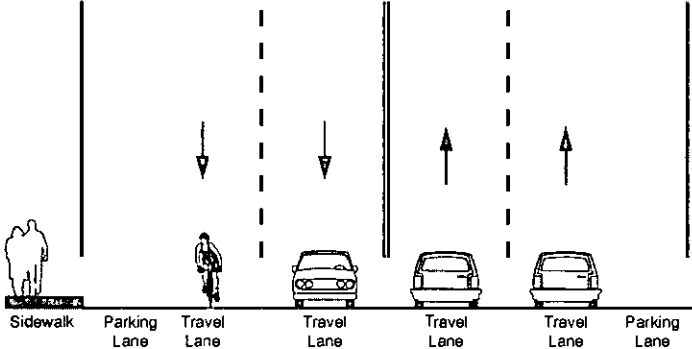
City of Oakland, Public Works Agency
Bicycle & Pedestrian Facilities Program
(510) 238-3983 | bikeped@oaklandnet.com
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January 2012



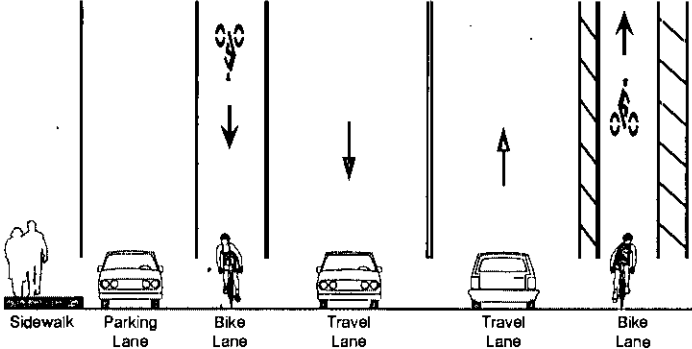


MacArthur Blvd, Richards Rd to Seminary Ave
Typical Cross Sections

Existing



Proposed



16th Ave/Ardley Ave and E 21st St Bikeways Project

DESCRIPTION

The City of Oakland is proposing to install a new bikeway along the 16th Ave/Ardley Ave corridor from the Embarcadero to MacArthur Blvd. The project would install bicycle striping and markings and bicycle wayfinding signs highlighting destinations that can be reached by bicycle along Oakland's bikeway network (see example below).

The project is recommended in the City's Bicycle Master Plan (BMP), and is planned for completion in summer/fall 2011. It would be funded by State Transportation Development Act Article 3 grant funds and Oakland's share of Measure B Bicycle/Pedestrian Program funds, Alameda County's half-cent transportation sales tax. Both fund sources use tax revenues solely dedicated to bicycle and pedestrian projects.



Example wayfinding sign

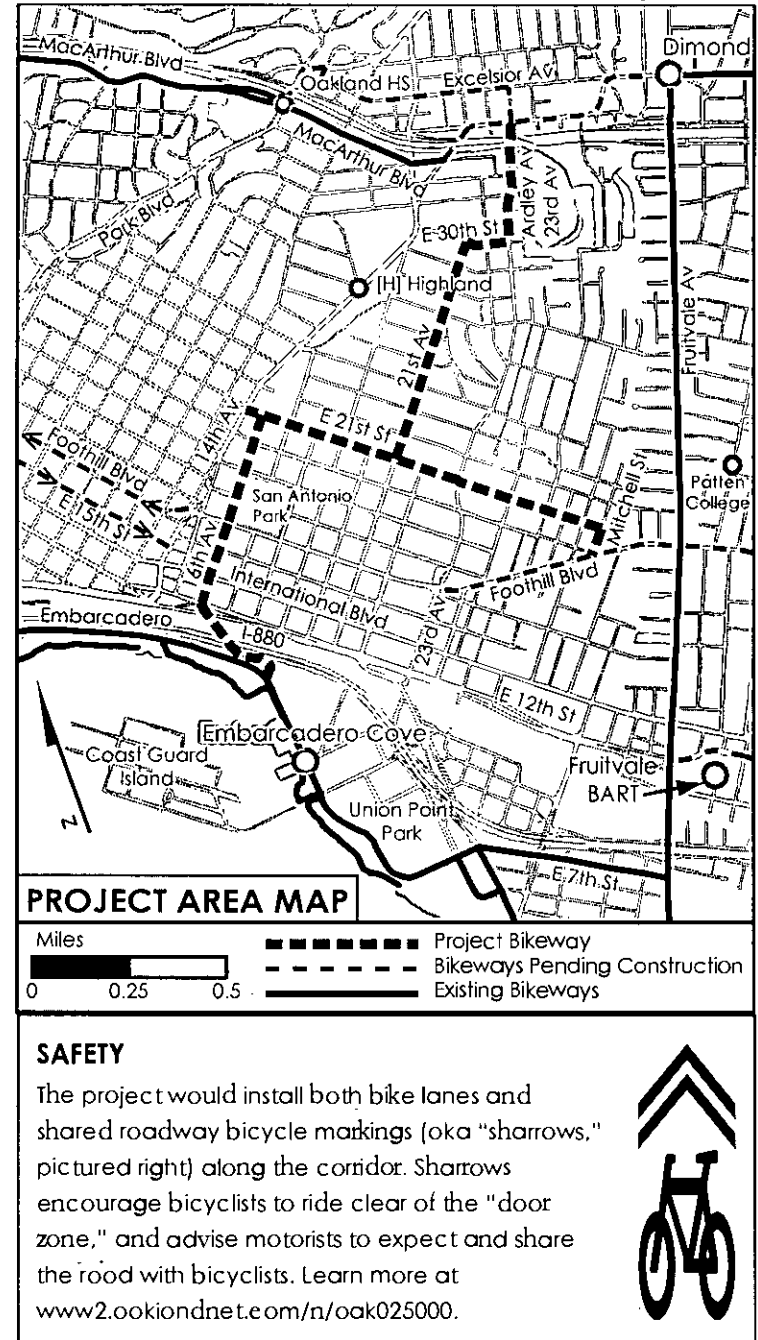
The BMP calls for the installation of bikeways throughout Oakland to encourage bicycling as a healthy, non-polluting and affordable transportation option, helping Oakland to realize its sustainability and livability goals.

FEASIBILITY & DESIGN

The project includes the installation of bike lanes, shared roadway bicycle marking ("sharrows"), and bicycle wayfinding signs. Bike lanes would be installed on the 16th Ave Overpass from E 12th St to Embarcadero and on E 21st St from 14th Ave to 23rd Ave. Sharrows (see "Safety" box, below, right) would be installed on the other streets, including 16th Ave and 21st Ave, to help create "bicycle boulevards": bikeways that connect across neighborhoods via local streets with low traffic volumes and speeds. The streets included in the project would be linked with bicycle wayfinding signs, part of a citywide system that is being implemented to connect 100 destinations throughout Oakland.

GEOGRAPHIC CONTEXT

As shown on the Project Area Map (right), the 16th Ave/Ardley Ave and E 21st St Bikeways Project would complete a 2.9-mile link in the City's bikeway network. The new bikeways would connect the existing bikeway on Embarcadero, part of the San Francisco Bay Trail, to the MacArthur Blvd bikeway that is pending construction. Together, these projects establish a network of bikeways for the neighborhoods east of Lake Merritt, linking San Antonio Park to the Grand Lake, Dimond, and Laurel Districts via MacArthur Blvd, and to Jack London Square, Embarcadero Cove, and the Fruitvale via the waterfront.



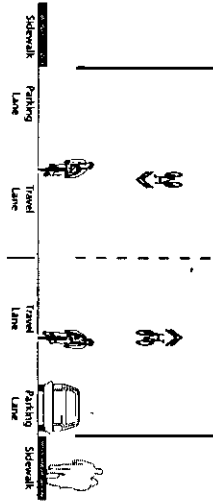
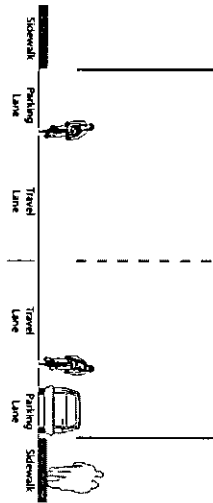
16th Ave/Ardley Ave and E 21st St Bikeways Project

TYPICAL CROSS SECTIONS

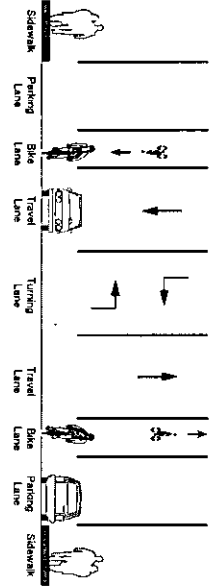
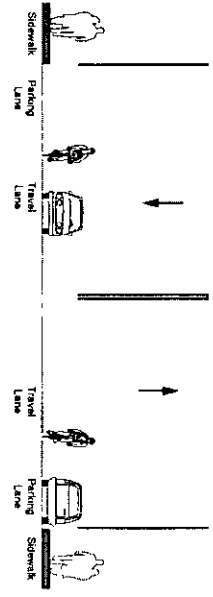
EXISTING

PLUS PROJECT

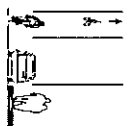
16th Ave (E 12th St to E 21st St), 21st Ave (E 21st St to E 30th St), 23rd Ave (E 30th St to E 31st St),
E 30th St (21st Ave to 23rd Ave), and Mitchell St (E 21st St to Foothill Blvd)



E 21st St (14th Ave to 23rd Ave)



City of Oakland, Public Works Agency
Bicycle & Pedestrian Facilities Program
(510) 238-3983 | bikeped@oaklandnet.com
www.oaklandbikes.info
July 2011



CITY OF OAKLAND
City of Oakland, Public Works Agency
Bicycle & Pedestrian Facilities Program
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612



The City welcomes your input on the **16th Ave/ Ardley Ave and E 21st St Bikeways Project** by mail, e-mail or fax by Friday, July 22, 2011. Please feel free to share this flyer with others in your neighborhood. This flyer is available online at www2.oaklandnet.com/w/oak029903.

Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan (2007)

Complete this form for each project relying upon the 2007 Bicycle Master Plan Programmatic EIR for environmental clearance. If the project requires City Council approval, attach the draft form to the City Council agenda report and complete Part V following project approval. For projects approved at the staff level, completion of this form constitutes project approval.

Part I: Project Information (all projects)

Project Name:	Broadway Bikeway
Project Location:	Broadway (38 th Street to Broadway Terrace)
Project Description:	The project will install bikeway striping on Broadway from 38 th Street to Broadway Terrace by reconfiguring the roadway from three travel lanes per direction to two travel lanes per direction plus bicycle lanes.
Project Manager:	Jason Patton, Infrastructure Plans & Programming Division (PWA)
Project Planner:	Christina Ferracane, Planning & Zoning Division (CEDA)
Project Type:	<input checked="" type="checkbox"/> Bikeway <input type="checkbox"/> Parking <input type="checkbox"/> Education <input type="checkbox"/> Policy

Part II: Requirements for Bikeway Feasibility Studies (bikeway projects only)

Source: City of Oakland, Bicycle Master Plan (2007), Appendix G, "Requirements for Bikeway Feasibility Studies"

Requirement	Applicable?	Meets Requirements?
1. Data Collection: Base Information	Yes	Yes
2. Analysis of Travel Lane Removal	Yes	Yes
a. Data Collection: Traffic Counts	Yes	Yes
b. Intersection Operations Analysis	Yes	Yes
c. MTS Analysis	Yes/No	Yes/No/NA*
d. Transit Streets Analysis	Yes	Yes
3. Analysis of Parking Space Removal	No	NA
4. Analysis of Bicycle Path Alignment	No	NA
5. Comparative Analysis of Alternatives	Yes	Yes
6. Conceptual Plans	Yes	Yes
7. Reporting	Yes	Yes

Part III: Mitigation Monitoring and Reporting Program (all projects)

Source: City of Oakland, Bicycle Master Plan (2007), Appendix J, "Mitigation Monitoring and Reporting Program"

Mitigation Measures or Standard Conditions	Applicable?
A.3a Travel Lane Removal: Redesign for acceptable LOS	Yes
A.7a Transit Streets Analysis: Redesign for acceptable LOS	No
A.12a Coordination with other roadway projects	Yes
Standard Conditions	Yes

* This study requirement was erroneously included in the Bicycle Master Plan and Programmatic EIR. See the memorandum on "Metropolitan Transportation System and Bicycle Master Plan EIR" (March 14, 2011).

Part IV: Project Evaluation (all projects)

- No further environmental review is required to be performed because (a) this action is within the scope of the program examined in the 2007 Bicycle Master Plan Programmatic EIR; (b) the project would not result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; (c) there is no new information of substantial importance that would result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; (d) there are no substantial changes in circumstances that would result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; and (e) there is no feasible mitigation measure or alternative that is considerably different from others previously analyzed in the 2007 Bicycle Master Plan Programmatic EIR that has not been adopted.
- Additional environmental review is required to address potential impacts that were not addressed by the 2007 Bicycle Master Plan Programmatic EIR. Prior to commencing further CEQA review, consult the City Attorney's Office and the Planning Division to determine the scope and form of the necessary environmental review.

Discussion:

The Department of Engineering and Construction evaluated the potential impacts of this project by completing the study requirements established by the Bicycle Master Plan (2007), "Requirements for Bikeway Feasibility Studies" (Appendix G of the Plan). The applicable tasks are identified in Part II (above). The relevant documents are identified under references below. The studies included the analysis of intersection operations at five signalized intersections on Broadway between 38th Street and Broadway Terrace.

The typical cross-section for this segment of Broadway is three travel lanes per direction separated by a raised median. The project will reconfigure the roadway to include two travel lanes and a bicycle lane in each direction. As per the analysis of intersection operations, the project includes the mitigations specified for Broadway at 51st Street/Pleasant Valley Avenue and Broadway at 40th Street. With these applications of Mitigation Measure A.3a, all transportation-related project impacts are reduced to a less than significant level.

As per Mitigation Measure A.12a, the project will be implemented in coordination with a roadway resurfacing project. The resurfacing contracts follow the "Standard Specifications for Public Works Construction" ("Greenbook") and the City's Special Provisions which contain modifications to the Greenbook. These specifications are functionally equivalent to the applicable Standard Conditions of Approval.

References

- Bicycle Master Plan (4-Dec-07)
- Bicycle Master Plan Programmatic EIR (4-Dec-07)
- Broadway (38th Street to Broadway Terrace) striping plan (January 2012)
- Broadway Corridor Bikeway Feasibility Study (December 2007)

Part V: Project Approval (all projects)

Source: City of Oakland, Bicycle Master Plan (2007), Action 3C.4 – City Council Approval (p. 60)

- This project requires City Council approval for:
 - Reducing the number of motor vehicle travel lanes.
 - Removing 10% or more of on-street parking in the project area.
- This project is discretionary at the staff level based on City Council approval of the 2007 Bicycle Master Plan.

Prepared by: Jason Patton

Date Prepared: 26-Mar-2012

Date of Project Approval: pending

City Council Resolution (if applicable): _____

Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan (2007)

Complete this form for each project relying upon the 2007 Bicycle Master Plan Programmatic EIR for environmental clearance. If the project requires City Council approval, attach the draft form to the City Council agenda report and complete Part V following project approval. For projects approved at the staff level, completion of this form constitutes project approval.

Part I: Project Information (all projects)

Project Name:	East 12 th Street Bikeway
Project Location:	East 12 th Street (14 th Avenue to Fruitvale Avenue)
Project Description:	The project will install bikeway striping on East 12 th Street from 14 th Avenue to Fruitvale Avenue by reconfiguring the roadway from three travel lanes per direction to two travel lanes per direction plus bicycle lanes.
Project Manager:	Jason Patton, Infrastructure Plans & Programming Division (PWA)
Project Planner:	Christina Ferracane, Planning & Zoning Division (CEDA)
Project Type:	<input checked="" type="checkbox"/> Bikeway <input type="checkbox"/> Parking <input type="checkbox"/> Education <input type="checkbox"/> Policy

Part II: Requirements for Bikeway Feasibility Studies (bikeway projects only)

Source: City of Oakland, Bicycle Master Plan (2007), Appendix G, "Requirements for Bikeway Feasibility Studies"

Requirement	Applicable?	Meets Requirements?
1. Data Collection: Base Information	Yes	Yes
2. Analysis of Travel Lane Removal	Yes	Yes
a. Data Collection: Traffic Counts	Yes	Yes
b. Intersection Operations Analysis	Yes	Yes
c. MTS-Analysis	Yes/No	Yes/No/NA*
d. Transit Streets Analysis	No	NA
3. Analysis of Parking Space Removal	No	NA
4. Analysis of Bicycle Path Alignment	No	NA
5. Comparative Analysis of Alternatives	Yes	Yes
6. Conceptual Plans	Yes	Yes
7. Reporting	Yes	Yes

Part III: Mitigation Monitoring and Reporting Program (all projects)

Source: City of Oakland, Bicycle Master Plan (2007), Appendix J, "Mitigation Monitoring and Reporting Program"

Mitigation Measures or Standard Conditions	Applicable?
A.3a Travel Lane Removal: Redesign for acceptable LOS	Yes
A.7a Transit Streets Analysis: Redesign for acceptable LOS	No
A.12a Coordination with other roadway projects	Yes
Standard Conditions	Yes

* This study requirement was erroneously included in the Bicycle Master Plan and Programmatic EIR. See the memorandum on "Metropolitan Transportation System and Bicycle Master Plan EIR" (March 14, 2011).

Part IV: Project Evaluation (*all projects*)

- No further environmental review is required to be performed because (a) this action is within the scope of the program examined in the 2007 Bicycle Master Plan Programmatic EIR; (b) the project would not result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; (c) there is no new information of substantial importance that would result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; (d) there are no substantial changes in circumstances that would result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; and (e) there is no feasible mitigation measure or alternative that is considerably different from others previously analyzed in the 2007 Bicycle Master Plan Programmatic EIR that has not been adopted.
- Additional environmental review is required to address potential impacts that were not addressed by the 2007 Bicycle Master Plan Programmatic EIR. Prior to commencing further CEQA review, consult the City Attorney's Office and the Planning Division to determine the scope and form of the necessary environmental review.

Discussion:

The Department of Engineering and Construction evaluated the potential impacts of this project by completing the study requirements established by the Bicycle Master Plan (2007), "Requirements for Bikeway Feasibility Studies" (Appendix G of the Plan). The applicable tasks are identified in Part II (above). The relevant documents are identified under references below. The studies included the analysis of intersection operations at all seven signalized intersections on East 12th Street between 14th Avenue and Fruitvale Avenue.

This segment of East 12th Street is a divided roadway with two to three travel lanes per direction. The project will create a uniform cross-section of two travel lanes plus bicycle lanes in each direction. As per the analysis of intersection operations, the removal of a travel lane on the eastbound approach of East 12th Street at 22nd Avenue would cause a significant and unavoidable impact to intersection level of service. Thus the project includes Mitigation Measure A.3a whereby the existing lane configuration will be maintained at this location. With this measure, all project impacts are reduced to a less than significant level.

As per Mitigation Measure A.12a, the project will be implemented in coordination with a roadway resurfacing project. The resurfacing contracts follow the "Standard Specifications for Public Works Construction" ("Greenbook") and the City's Special Provisions which contain modifications to the Greenbook. These specifications are functionally equivalent to the applicable Standard Conditions of Approval.

References

- Bicycle Master Plan (4-Dec-07)
- Bicycle Master Plan Programmatic EIR (4-Dec-07)
- East 12th Street (14th Avenue to Fruitvale Avenue) striping plan (January 2012)
- East 12th Street Bikeway Feasibility Study (November 2008)
- Addendum to the East 12th Street Bikeway Feasibility Study (February 2012)

Part V: Project Approval (all projects)

Source: City of Oakland, Bicycle Master Plan (2007), Action 3C.4 – City Council Approval (p. 60)

- This project requires City Council approval for:
 - Reducing the number of motor vehicle travel lanes.
 - Removing 10% or more of on-street parking in the project area.
- This project is discretionary at the staff level based on City Council approval of the 2007 Bicycle Master Plan.

Prepared by: Jason Patton

Date Prepared: 26-Mar-2012

Date of Project Approval: pending

City Council Resolution (if applicable): _____

Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan (2007)

Complete this form for each project relying upon the 2007 Bicycle Master Plan Programmatic EIR for environmental clearance. If the project requires City Council approval, attach the draft form to the City Council agenda report and complete Part V following project approval. For projects approved at the staff level, completion of this form constitutes project approval.

Part I: Project Information (all projects)

Project Name:	MacArthur Boulevard Bikeway
Project Location:	MacArthur Boulevard (Buell Street to Seminary Avenue)
Project Description:	The project will install bikeway striping on MacArthur Boulevard from Buell Street to Seminary Avenue. Between Richards Road and Seminary Avenue, the project will reconfigure MacArthur Boulevard from from two travel lanes per direction to one travel lane and a bicycle lane per direction plus turn pockets at the signalized intersections.
Project Manager:	Jason Patton, Infrastructure Plans & Programming Division (PWA)
Project Planner:	Christina Ferracane, Planning & Zoning Division (CEDA)
Project Type:	<input checked="" type="checkbox"/> Bikeway <input type="checkbox"/> Parking <input type="checkbox"/> Education <input type="checkbox"/> Policy

Part II: Requirements for Bikeway Feasibility Studies (bikeway projects only)

Source: City of Oakland, Bicycle Master Plan (2007), Appendix G, "Requirements for Bikeway Feasibility Studies"

Requirement	Applicable?	Meets Requirements?
1. Data Collection: Base Information	Yes	Yes
2. Analysis of Travel Lane Removal	Yes	Yes
a. Data Collection: Traffic Counts	Yes	Yes
b. Intersection Operations Analysis	Yes	Yes
—c. MTS Analysis	Yes/No	Yes/No/NA*
d. Transit Streets Analysis	Yes	Yes
3. Analysis of Parking Space Removal	Yes	Yes
4. Analysis of Bicycle Path Alignment	No	NA
5. Comparative Analysis of Alternatives	Yes	Yes
6. Conceptual Plans	Yes	Yes
7. Reporting	Yes	Yes

Part III: Mitigation Monitoring and Reporting Program (all projects)

Source: City of Oakland, Bicycle Master Plan (2007), Appendix J, "Mitigation Monitoring and Reporting Program"

Mitigation Measures or Standard Conditions	Applicable?
A.3a Travel Lane Removal: Redesign for acceptable LOS	Yes
A.7a Transit Streets Analysis: Redesign for acceptable LOS	No

* This study requirement was erroneously included in the Bicycle Master Plan and Programmatic EIR. See the memorandum on "Metropolitan Transportation System and Bicycle Master Plan EIR" (March 14, 2011).

A.12a Coordination with other roadway projects
Standard Conditions

Yes
Yes

Part IV: Project Evaluation (all projects)

- No further environmental review is required to be performed because (a) this action is within the scope of the program examined in the 2007 Bicycle Master Plan Programmatic EIR; (b) the project would not result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; (c) there is no new information of substantial importance that would result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; (d) there are no substantial changes in circumstances that would result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; and (e) there is no feasible mitigation measure or alternative that is considerably different from others previously analyzed in the 2007 Bicycle Master Plan Programmatic EIR that has not been adopted.
- Additional environmental review is required to address potential impacts that were not addressed by the 2007 Bicycle Master Plan Programmatic EIR. Prior to commencing further CEQA review, consult the City Attorney's Office and the Planning Division to determine the scope and form of the necessary environmental review.

Discussion:

The Department of Engineering and Construction evaluated the potential impacts of this project by completing the study requirements established by the Bicycle Master Plan (2007), "Requirements for Bikeway Feasibility Studies" (Appendix G of the Plan). The applicable tasks are identified in Part II (above). The relevant documents are identified under references below. The studies included the analysis of intersection operations at five signalized intersections on MacArthur Boulevard between Buell Street and Seminary Avenue. They also included a parking occupancy study to determine the feasibility of parking removal along the frontage of Mills College from Richards Road to Seminary Avenue.

The typical cross-section for this segment of MacArthur Boulevard is two travel lanes per direction. The project will reconfigure the roadway to include one travel lane and a bicycle lane in each direction plus turn pockets at the signalized intersections. As per the analysis of intersection operations, the project conforms to the existing lane configuration at the intersections of MacArthur Boulevard at Richards Road and MacArthur Boulevard at Seminary Avenue thus satisfying Mitigation Measure A.3a.

As per Mitigation Measure A.12a, the project will be implemented in coordination with a roadway resurfacing project. The resurfacing contracts follow the "Standard Specifications for Public Works Construction" ("Greenbook") and the City's Special Provisions which contain modifications to the Greenbook. These specifications are functionally equivalent to the applicable Standard Conditions of Approval.

References

- Bicycle Master Plan (4-Dec-07)
- Bicycle Master Plan Programmatic EIR (4-Dec-07)
- LAMMPS – Laurel Access to Mills, Maxwell Park, & Seminary: A Community-Based Transportation Plan for MacArthur Boulevard (January 2011)

Part V: Project Approval (all projects)

Source: City of Oakland, Bicycle Master Plan (2007), Action 3C.4 – City Council Approval (p. 60)

- This project requires City Council approval for:
 - Reducing the number of motor vehicle travel lanes.
 - Removing 10% or more of on-street parking in the project area.
- This project is discretionary at the staff level based on City Council approval of the 2007 Bicycle Master Plan.

Prepared by: Jason Patton

Date Prepared: 26-Mar-2012

Date of Project Approval: pending

City Council Resolution (if applicable): _____

**OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM**

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
A. Transportation, Circulation, and Parking					
A.1: Implementation and use of new off-street bikeways, as proposed in the Bicycle Master Plan, could cause potential environmental impacts within the Plan area.	Standard Condition A.1 ³ : The project shall incorporate all of the City's uniformly-applied Standard Conditions (provided as Attachment F and incorporated in this Standard Condition by reference).		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	Prior to project completion
A.2: Adding bikeway signage and striping to existing roadways in the Plan area, as proposed in the Bicycle Master Plan, could affect traffic operations.	None required.		Beneficial		
A.3: Removing a travel lane within the Plan area to accommodate on-street bikeways, as proposed in the Bicycle Master Plan, could increase traffic congestion on local roadways.	Mitigation Measure A.3a: If the removal of a travel lane would cause an intersection on a proposed bikeway to operate at an unacceptable level of service, the project shall be redesigned to maintain the operating conditions at an acceptable level of service on the affected intersection approach. Otherwise, the City shall prepare further environmental review that identifies significant and unavoidable impacts for which the City must adopt a statement of overriding		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	Prior to project completion

¹ This column describes the Level of Significance resulting from the implementation of the Plan, together with imposition of all reasonably feasible mitigation measures. For purposes of this Mitigation Monitoring and Reporting Program, Mitigated to Less than Significant means that, under Public Resources Code section 21081(a)(1) and CEQA Guidelines sections 15091(a)(1) and 15092(b)(2)(A), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. Mitigated to Less than Significant Other Agency means that, under Public Resources Code section 21081(a)(2) and CEQA Guidelines section 15091(a)(2) and 15092(b)(2)(A), all or part of the mitigation measures are within the responsibility and jurisdiction of another public agency (including situations which require the cooperation of another public agency), and such changes either have been adopted by the other agency or can and should be adopted by such other agency. Significant and Unavoidable means that, under Public Resources Code section 21081(a)(3) and (b), and CEQA Guidelines section 15091(a)(3) and 15092(b)(2)(B) and 15093, no mitigation measures are available.

² Compliance date, and inspection or field survey dates to be noted in this column by the responsible agency.

³ City of Oakland public works construction projects follow the "Standard Specifications for Public Works Construction" ("Greenbook") and the City's Special Provisions which contain modifications to the Greenbook. These specifications are functionally equivalent to the applicable Standard Conditions of Approval.

**OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM**

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
	considerations.				
	Standard Condition A.3b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
A.4: Removing a travel lane within the Plan area to accommodate on-street bikeways, as proposed in the Bicycle Master Plan, could increase traffic congestion on CMP MTS segments.	Mitigation Measure A.4a: If the removal of a travel lane would cause a roadway segment on the Metropolitan Transportation System to operate at an unacceptable volume-to-capacity ratio, the project shall be redesigned to maintain the operating conditions at an acceptable volume-to-capacity ratio on the affected roadway segment. Otherwise, the City shall prepare further environmental review that identifies significant and unavoidable impacts for which the City must adopt a statement of overriding considerations.		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division, Alameda Congestion Management Agency	Prior to project completion
	Standard Condition A.4b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
A.5: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network and support facilities, as proposed in the Bicycle Master Plan, could affect pedestrian facilities.	None required.		Beneficial		
A.6: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could affect existing bikeways.	None required.		Beneficial		

**OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM**

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
A.7: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could affect transit service.	Mitigation Measure A.7a: Implement Mitigation Measure A.3a (Redesign to maintain acceptable levels of service).		Less Than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	Prior to project completion
	Mitigation Measure A.7b: Implement Mitigation Measure A.4a (Redesign to maintain acceptable volume-to-capacity ratios).		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division, Alameda Congestion Management Agency	Prior to project completion
	Standard Condition A.7c: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
A.8: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, would cause construction impacts.	Standard Condition A.8: Prior to commencing any construction or alterations related to the project, the construction contractor shall meet with the Transportation Services Division and other appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion that may result during construction of this project and other nearby projects that could be simultaneously under construction. Specifically: <ul style="list-style-type: none"> The construction contractor shall not block roadways or sidewalks so that adjacent residents or occupants would be adversely affected from getting to and from their respective property. Notify adjacent property owners and public safety personnel regarding when major (temporary) detours and or lane closures will occur due to construction activities. 		Less than Significant		

**OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM**

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
	<p>Notification shall occur not less than 48 hours before commencing such activities.</p> <ul style="list-style-type: none"> • The construction contractor shall locate construction staging areas for materials, equipment, and vehicles in areas as to not impede safe pedestrian and vehicular traffic. • The construction contractor shall identify haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety. • The construction contractor shall remove trash generated by project construction activity. • The construction contractor shall clearly display contractor contact information pertaining to construction activity, including identification of an on-site complaint manager, for the purpose of tracking any complaints regarding construction activity impacts. 				
A.9: Requiring and erecting bicycle parking and support facilities in the Plan area, as proposed in the Bicycle Master Plan, could affect bicycle ridership.	None required.		Beneficial		
A.10: Implementing bicycle education programs, as proposed in the Bicycle Master Plan, could increase bicycle awareness.	None required.		Beneficial		
A.11: Implementing policies, as proposed in the Bicycle Master Plan, could increase bicycling in the City of	None required.		Beneficial		

**OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM**

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
Oakland.					
A.12: Implementing the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could cause cumulative impacts.	Mitigation Measure A.12a: The City shall integrate proposed bikeway projects into overlapping and concurrent roadway projects such that the construction staging occurs as a single project. Where the integration of such projects is not feasible, the City shall schedule the implementation of the projects to avoid any cumulative impacts to transportation that would be caused by the simultaneous staging of multiple projects.		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	During construction phase of project
	Standard Condition A.12b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
B. Air Quality					
B.1: Construction activities associated with the implementation of the Bicycle Master Plan could generate short-term emissions of criteria pollutants.	<p>Standard Condition B.1: Dust Control Measures – During all construction activities, applicable dust control measures shall be instituted and maintained during construction to minimize air quality impacts. The measures are consistent with, but are not limited to, the BAAQMD Basic and Enhanced dust control measures recommended for sites larger than 4 acres and include:</p> <ul style="list-style-type: none"> • Watering all active construction areas at least twice daily to control dust; • Covering stockpiles of debris, soils, or other material if blown by the wind; 		Less than Significant	City of Oakland Building Services Division	During construction phase of project

**OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM**

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
	<ul style="list-style-type: none"> • Sweeping adjacent public rights of way and streets daily if visible soil material or debris is carried onto these areas; • Sweeping daily all paved access roads, parking areas, and staging areas at the construction site; • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard; • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas; • Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.); • Install sandbags or other erosion control measures to prevent silt runoff onto public roadways; • Replant vegetation in disturbed areas as quickly as possible; • Limit traffic speeds on unpaved roads/driveways to 15 miles per hour; • Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the construction site; • Install wind breaks at the windward sides of the construction areas; and • Suspend excavation and grading 				

**OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM**

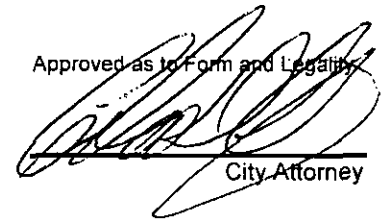
Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
	<p>activities when wind (as instantaneous gusts) exceed 25 miles per hour.</p> <ul style="list-style-type: none"> • Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) should be performed for such equipment used continuously during the construction period. 				
B.2: The implementation of proposed bikeways within the Plan area, as proposed in the Bicycle Master Plan, could affect traffic operations and thereby affect emissions at sensitive receptor locations.	None required.		Beneficial		
B.3: Implementing the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could cause cumulative impacts.	None required.		Less than Significant		

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OAKLAND

2012 APR 25 PM 4:48

OAKLAND CITY COUNCIL

Approved as to Form and Legality



City Attorney

RESOLUTION No. _____ C.M.S.

Introduced by Councilmember _____

**RESOLUTION AUTHORIZING THE RECONFIGURATION OF
MACARTHUR BOULEVARD FROM RICHARDS ROAD TO SEMINARY
AVENUE REDUCING TRAVEL LANES FROM FOUR (4) THROUGH
LANES TO TWO (2) THROUGH LANES, PROHIBITING PARKING
ALONG THE FRONTAGE OF MILLS COLLEGE, AND INSTALLING
CLASS II BICYCLE LANES**

WHEREAS, the “Laurel Access to Mills, Maxwell Park, and Seminary” Community-Based Transportation Plan (LAMMPS) calls for the reconfiguration of MacArthur Boulevard to calm traffic and improve safety and access for residents, pedestrians, and bicyclists; and

WHEREAS, the reconfiguration of MacArthur Boulevard from Richards Road to Seminary Avenue will reduce the number of travel lanes from four (4) through lanes to two (2) through lanes, prohibit on-street parking along the frontage of Mills College, and install bicycle lanes; and

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 was adopted by City Council on December 7, 2007 as part of the Land Use and Transportation Element of the City’s General Plan; and

WHEREAS, the Bicycle Master Plan proposes the installation of bicycle lanes on MacArthur Boulevard from Richards Road to Seminary Avenue (“Project”); and

WHEREAS, City Council has directed staff to prepare reports for their approval when projects require the reduction of travel lanes or the prohibition of parking 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; 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 Environmental Impact Report 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 Environmental Impact Report can be applied to this set of proposed actions, and that the City Council adopts the Mitigation Monitoring and Reporting Program, as set forth in Attachment H to the Agenda Report, and incorporated herein by reference; and be it

FURTHER RESOLVED, that the City Council authorizes the reconfiguration of MacArthur Boulevard from Richards Road to Seminary Avenue by reducing the number of travel lanes from four (4) through lanes to two (2) through lanes, prohibiting on-street parking along the frontage of Mills College, and installing bicycle lanes.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, BRUNNER, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, SCHAAF and PRESIDENT REID

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California

FILED
OFFICE OF THE CITY CLERK
OAKLAND

OAKLAND CITY COUNCIL

City Attorney

2012 APR 25 PM 4:48
RESOLUTION No. _____ C.M.S.
Introduced by Councilmember _____

RESOLUTION TO ESTABLISH "NO PARKING ANYTIME" ON THE EAST SIDE OF ARDLEY AVENUE BETWEEN EAST 30TH STREET AND INTERSTATE 580

WHEREAS, California Vehicle Code section 22507 allows local authorities, by ordinance or resolution, to prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways, or portions thereof, during all or certain hours of the day; and

WHEREAS, Oakland Municipal Code Section 10.28.250 authorizes the Traffic Engineer, by Council Resolution, to prohibit parking at all times; and

WHEREAS, the Ardley Avenue Bikeway project includes the removal of parking spaces to improve safety and access by providing space for bicyclists and allowing drivers to pass bicyclists without encroaching on oncoming traffic; and

WHEREAS, the proposed "No Parking Anytime" zone is located on the east side of Ardley Avenue from 420 feet north of East 30th Street to the overcrossing of Interstate 580; and

WHEREAS, the Transportation Services Division investigated the proposal and found that the establishment of "No Parking Anytime" is a viable solution to improve traffic flow; and

WHEREAS, funds from State Transportation Development Act Article 3 for the Ardley Avenue/16th Avenue Bikeway project totaling \$90,000 were appropriated by City Council Resolution 82749 C.M.S. and are available for the installation of parking restriction signs; now, therefore, be it

RESOLVED, that the City Council hereby approves the establishment of a "No Parking Anytime" zone from Monday to Sunday on the east side of Ardley Avenue from 420 feet north of East 30th Street to the overcrossing of Interstate 580.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, BRUNNER, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, SCHAAF and PRESIDENT REID

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____

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

2012 APR 25 PM 4:48

Approved as to Form and Legality

OAKLAND CITY COUNCIL

City Attorney

RESOLUTION NO. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE INSTALLATION OF CLASS II BICYCLE LANES ON BROADWAY FROM 38TH STREET TO BROADWAY TERRACE BY REDUCING TRAVEL LANES FROM SIX (6) THROUGH LANES TO FOUR (4) THROUGH LANES

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 was adopted by City Council on December 7, 2007 as part of the Land Use and Transportation Element of the City's General Plan; and

WHEREAS, the Bicycle Master Plan identifies Broadway from 38th Street to Broadway Terrace as a priority project for the installation of bicycle lanes ("Project"); and

WHEREAS, the installation of bicycle lanes on Broadway between 38th Street to Broadway Terrace will require the reduction of travel lanes from six (6) through lanes to four (4) through lanes; 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; 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 Environmental Impact Report 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 Environmental Impact Report can be applied to this set of proposed actions, and that the City Council adopts the Mitigation Monitoring and Reporting Program, as set forth in Attachment H 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 Broadway between 38th Street and Broadway Terrace by reducing the number of travel lanes from six (6) through lanes to four (4) through lanes.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, BRUNNER, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, SCHAAF and PRESIDENT REID

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2012 APR 25 PM 4:48

OAKLAND CITY COUNCIL

Approved as to Form and Legality

City Attorney

RESOLUTION NO. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE INSTALLATION OF CLASS II BICYCLE LANES ON EAST 12TH STREET FROM 14TH AVENUE TO FRUITVALE AVENUE BY REDUCING TRAVEL LANES FROM SIX (6) THROUGH LANES TO FOUR (4) THROUGH LANES

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 was adopted by City Council on December 7, 2007 as part of the Land Use and Transportation Element of the City's General Plan; and

WHEREAS, the Bicycle Master Plan identifies East 12th Street from 14th Avenue to Fruitvale Avenue as a priority project for the installation of bicycle lanes ("Project"); and

WHEREAS, the installation of bicycle lanes on East 12th Street between 14th Avenue and Fruitvale Avenue will require the reduction of travel lanes from six (6) through lanes to four (4) through lanes; 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; 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 Environmental Impact Report 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 Environmental Impact Report can be applied to this set of proposed actions, and that the City Council adopts the Mitigation Monitoring and Reporting Program, as set forth in Attachment H 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 East 12th Street between 14th Avenue and Fruitvale Avenue by reducing the number of travel lanes from six (6) through lanes to four (4) through lanes.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, BRUNNER, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, SCHAAF and PRESIDENT REID

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California