



AGENDA REPORT

TO: Edward D. Reiskin
City Administrator

FROM: Ryan Russo
Oakland Department of
Transportation Director

SUBJECT: Improvements to Telegraph Avenue
from 20th Street to 29th Street

DATE: June 6, 2021

City Administrator Approval 

Date: Jun 10, 2021

RECOMMENDATION

Staff Recommends That The City Council Adopt A Resolution To Modify Telegraph Avenue From 20th Street To 29th Street With Enhanced Buffered Bike Lanes With Curb Management And Adopt California Environmental Quality Act (CEQA) Findings.

EXECUTIVE SUMMARY

The proposed resolution directs staff to pursue Enhanced Buffered Bike Lanes with Curb Management, including on nights and weekends, along Telegraph Avenue between 20th Street and 29th Street. Bike lanes were first installed on Telegraph Avenue between 20th Street and 29th Street in 2016 (Telegraph Complete Streets Project). Since 2016, staff have assessed the corridor and continued to make interim safety improvements, pursuant to City Council direction in December 2018 and April 2019. In July 2020, City Council directed the City Administrator to engage residents and merchants to co-create street design improvements on Telegraph between 20th Street and 29th Street. The City Administrator's Office convened leaders from the Department of Race and Equity, the Oakland Department of Transportation (OakDOT), Walk Oakland Bike Oakland, Bike East Bay, Koreatown-Northgate (KONO) Business Improvement District, and local Northgate Neighborhood Council to engage stakeholders and to develop and evaluate alternatives to improve Telegraph Avenue.

This group assessed five alternatives to modify Telegraph Avenue against ten metrics, prioritizing both perceived and actual safety. Research shows that protected bike lanes are typically safer than buffered bike lanes, especially at mid-block locations where people biking and people driving are physically separated. On segments of Telegraph Avenue with more standard block lengths (~250-300' between intersections), staff recommend protected bike lanes. Protected bike lanes separate roadway users, appeal to people of all ages and all abilities, and reduce fatalities and severe injuries. However, the number and frequency of uncontrolled, often off-set, intersections along Telegraph Avenue between 20th Street and 29th Street¹ may compromise the safety benefits of protected bike lanes. Buffered bike lanes with active curb management can address intersection and driveway visibility concerns, which are

¹ Along Telegraph between 20th Street and 29th Street there is an intersection every 185' (not including driveways) compared to the rest of the corridor with intersection frequencies of 270' – 275'.

especially pronounced on this segment of Telegraph Avenue. A person biking in a buffered bike lane is constantly in view of, and can themselves easily view, adjacent moving vehicles. Bicyclists are not obscured from turning motorists' view by parked vehicles by design. People biking may be more likely to be aware of vehicle movements in advance of driveways and intersections and may be less likely to be struck by those motorists.

In addition to safety considerations, this group assessed how each of the five options performed relative to accessibility, transit operations, corridor utilization, commercial operations, community support, vitality, aesthetics, and special events (First Fridays). Staff determined that the Enhanced Buffered Bike Lanes with Curb Management option best balances these considerations.

Staff recommends that the City Council follow the direction of the KONO community and pursue Enhanced Buffered Bike Lanes with Curb Management. Staff will return to City Council prior to constructing the project and award the construction contract.

BACKGROUND / LEGISLATIVE HISTORY

General Plan

Telegraph Avenue is an important corridor for all modes and connects several neighborhood-serving commercial districts. The Land Use and Transportation Element of the Oakland General Plan (LUTE) reinforces the street's prominence:

- The LUTE designates Telegraph Avenue a "Key Corridor" envisioned for pedestrian-focused commercial activity, connecting two Transit-Oriented Districts (19th Street BART and MacArthur BART) and several Neighborhood Activity Centers (e.g., Temescal, Pill Hill).
- *Oakland Walks!*, the City's Pedestrian Plan and component of the LUTE, identifies Telegraph Avenue as a High Injury Corridor. Thirty-six percent of pedestrian injuries and fatalities occur on the 2% of city streets comprising the High Injury Corridors. *Oakland Walks!* names Telegraph Avenue a "walkers paradise," with excellent access to goods and services within walking distance using the WalkScore® index. *Oakland Walks!* was adopted in 2017.
- *Let's Bike Oakland!*, the City's Bicycle Plan and component of the LUTE, recommends protected bike lanes on Telegraph Avenue and prioritizes the corridor for short-term implementation. Telegraph Avenue has long been a priority bike connection, per previous Bicycle Plans of 1999, 2007 and 2019.

Telegraph Complete Streets Plan

In 2013, the City of Oakland received a grant from the Alameda County Transportation Commission to study complete street improvements along Telegraph Avenue to make the street safer for people walking and bicycling along the corridor and more comfortable for all modes of travel.

In 2014 staff considered whether buffered or protected bike lanes were more appropriate on Telegraph Avenue. The September 2014 Draft Final Telegraph Avenue Complete Streets Plan recommended buffered bicycle lanes, given the frequency of uncontrolled intersections along Telegraph Avenue. Based on community feedback, the December 2014 Final Telegraph Avenue Complete Streets Plan recommended protected bicycle lanes between 20th and 29th Streets. This design was selected to separate parking and loading needs from the bicycle travel lane.

Following City Council direction in 2015 the City was awarded an Active Transportation Program (ATP) grant in the amount of \$4,554,000 to implement the planned bicycle facility with transit and pedestrian improvements.

In early 2016, the City identified an opportunity to implement an interim version of the complete streets project with protected bicycle lanes in coordination with a repaving project; this interim project is sometimes referred to as a “quick-build project” or “pilot project” and allowed the City to study the interim project to better inform design of the final ATP-funded project.

Telegraph Complete Streets Interim Project

The Telegraph Complete Streets Interim Project (20th Street to 29th Street) was one of the first protected bicycle lanes in Oakland and has been incrementally improved based on feedback from community members and direction from City Council. The interim project removed one vehicle travel lane in each direction (commonly called a road diet) and installed bike lanes adjacent to the curb. On-street parking separates the bike lanes and the vehicle travel lanes.

The interim project was implemented using only paint and signage. The paint- and signage-only project was not easily understood, leading to people parking their cars in the bike lane and in the pedestrian safety zones adjacent to crosswalks. This led to unpredictable bicyclist maneuvers and insufficient pedestrian visibility. In addition to parking issues, the bicycle lanes and bus stops were initially shared spaces or “mixing zones,” creating discomfort for people bicycling and people operating the bus. As the average speed of bicyclists and buses can be similar, the “mixing zones” caused bicycles and buses to weave around one another at curbside stops, increasing frustration and generating conflicts.

Iterative Improvements to Telegraph Complete Streets Interim Project

In 2017, 2018 and 2020, OakDOT staff implemented a series of improvements designed to better physically and visibly separate the parking lane from the bicycle lane, to discourage driving in the pedestrian areas, and to separate the bus stop areas from bicycle lanes. Specific strategies included:

- Education campaign with windshield postcards and posters along the corridor to educate drivers about proper parking locations (2017)
- The installation of soft-hit posts in the pedestrian safety areas to reinforce the beige painted pedestrian zones and improve sight lines and pedestrian visibility (2017)
- The installation of soft-hit posts to provide physical separation between the bike lane and the parking lane (2017)
- The addition of traffic-grade planters to further demarcate the painted pedestrian zones (2018)

- The installation of modular bus boarding islands to prevent weaving between buses and bicyclists (2018)
- The installation of larger, plastic bollards, sometimes referred to as K-71s, in both the pedestrian safety zones and in the painted separation between the bike lane and parking spaces (2020)

Each of these iterative interventions proved insufficient to eliminate parking in the protected bicycle lanes leading to safety concerns, and many of the strategies proved challenging to maintain and consequently negatively impacted the corridor's aesthetic quality:

- People drove into traffic-grade planters, displacing the planters into the bike lane, crosswalk, or vehicle travel lane and creating additional safety issues.
- Soft-hit posts could not withstand the frequent collisions and soon broke off.
- Modular, plastic bus boarding islands lack signage, bus shelters, and benches, and bus operators report that most passengers prefer waiting at the curb and not on the bus boarding island.
- People report aesthetic concerns with the black rubber bus boarding islands and plastic bollards.
- Vehicles parked illegally in the bike lane or too close to intersections have continued to generate bike lane visibility concerns and potential conflicts, especially at the numerous uncontrolled, off-set intersections along Telegraph Avenue between 20th Street and 29th Street.

Telegraph Complete Streets Interim Project Transportation Safety Results

Despite the interim project challenges enumerated in the previous section, data show a safer corridor with more people walking and biking. To evaluate transportation safety, the City considered travel speeds, volumes, yielding behavior, and collisions in 2013, 2016 and 2019.² The City also conducted a survey of people walking and biking in 2016 and a loading survey of businesses in 2017. This outreach indicated:

- More people walk along Telegraph Avenue between 20th Street and 29th Street, with peak hour pedestrian volumes increasing by 103% since the interim project was installed in 2016.
- More people bike along Telegraph Avenue between 20th Street and 29th Street, with peak hour bicycle volume increasing 87% since interim project installation.
- Motorists are much more likely to yield to people crossing Telegraph Avenue between 20th Street and 29th Street, which prevents severe and fatal failure-to-yield pedestrian injuries, one of the most common crash types in Oakland.
- Motor vehicle volumes increased slightly between 2013 and 2019.
- Motor vehicle speeds on Telegraph Avenue between 20th Street and 29th Street have dropped closer to the posted speed limit of 25 mph since implementation of the road diet and bike lanes.
- While pedestrian volume more than doubled, reported collisions involving pedestrians have also increased (by 33%) from six collisions in the 3.5 years before the project to eight reported collisions during the 3.5 years after the project.

² Figures reported here reflect a direct comparison of intersections and screen lines where data are available in all three years: 2013, 2016, and 2019.

- While bicycle volume has more than doubled reported collisions have also increased (by 33%). There were nine reported collisions in the 3.5 years before the project and 12 reported collisions in the 3.5 years after the project.

In a 2016 intercept survey, most bicyclists (79%) and pedestrians (63%) reported feeling safer on Telegraph Avenue between 20th Street and 29th Street after the interim project. People walking and biking shared concerns that motorists regularly park in the bike lane, in the pedestrian safety zone or crosswalk, or too close to the intersection, which impairs visibility and safety at intersections, especially offset and uncontrolled intersections.

In 2017, staff conducted merchant-specific outreach to understand loading and business operations, engaging 43 businesses along the corridor. Most businesses expressed frustration with parking “floating” away from the curb and noted the interim project street design felt disorganized and chaotic.

In May 2019, the KONO Business Improvement District conducted an online survey of 191 KONO merchants, residents, and shoppers. Forty-eight percent of respondents rated the impact of the interim protected bike lanes as positive; 16% as neutral; and 36% as negative. Business owners were more likely to take a negative view of the interim project. Of the twenty-eight business owners who responded to the survey in 2019:

- Twenty business owners (71% of respondents) described the impact of the interim project as negative.
- Nineteen business owners (68%) described the interim project as making driving or bicycling somewhat less safe or much less safe.
- Twenty-one business owners (75%) rated the loss of parking as somewhat negative or very negative

ANALYSIS AND POLICY ALTERNATIVES

In July 2020, City Council directed the City Administrator to engage residents and merchants to revisit the design and co-create street improvements that address the mixed results and safety concerns with the interim project outlined above.

In fall and winter 2020, the Assistant City Administrator convened several meetings with community leaders from Walk Oakland Bike Oakland, Bike East Bay, the KONO Business Improvement District, and Northgate Neighborhood Council, along with staff from the Department of Race and Equity and OakDOT. This leadership group identified the following five design options:

1. Seven Auto Lanes (Pre-interim project condition, five travel lanes and two parking lanes)
2. Interim Protected Bike Lanes (Existing condition)
3. Permanent Protected Bike Lanes (Continuous concrete protected bike lanes, bus boarding islands, and two protected intersections)
4. Enhanced Buffered Bike Lanes (Conventional bike lanes with painted buffers between the bike lane and moving vehicles and between the bike lane and parked cars, concrete bus boarding islands, and two protected intersections)
5. Enhanced Buffered Bike Lanes with Curb Management (**Option 4** plus demand-responsive parking and loading management in effect evenings & weekends)

Please refer to **Attachment A** for images of each design option.

The staff and community leadership group developed and refined a framework for evaluating each of the five design options. Each alternative was given a score from one to five—based on quantitative data (when available) and qualitative data—on the following ten metrics:

1. Support: Assessment of community preference for these options
2. Utilization: More people walking and biking along the corridor
3. Safety #1: Perceptions of safety
4. Safety #2: Prevention of collisions, with a focus on preventing fatalities and severe injuries
5. Transit: Facilitate transit operations and access
6. Commercial Operations: Convenient commercial and passenger loading.
7. Vitality: Support and increase business activity.
8. Accessibility: Convenience for persons with disabilities
9. Aesthetics: Attractive aesthetically
10. Special Events: Facilitate First Friday and other similar events

While data specific to Telegraph Avenue are only available for the seven auto lane design (**Option 1**) and the interim protected bike lane design (**Option 2**), the staff and community leadership group relied on national and state guidelines, data from peer cities, and qualitative assessments to evaluate each option.

After analyzing each option against the ten criteria above, the City Transportation Engineer recommends **Option 5**: Enhanced Buffered Bike Lanes with Curb Management. Key considerations for this conclusion include:

- Buffered bike lanes address the intersection and driveway visibility concerns—concerns unique to the segment of Telegraph Avenue between 20th Street and 29th Street—and may improve perceived and actual safety at unsignalized intersections and driveways. For a detailed discussion of the safety analysis, refer to **Attachment B**.
- Improving safety along Telegraph Avenue may encourage more people to frequent the corridor.
- Bus boarding islands reduce curbside conflicts between buses and people biking, provide space for people to wait for the bus, and improve transit operations
- Active curb management can improve sidewalk access, reduce double parking in the bike lane, and address commercial loading issues
- Buffered bike lanes are more compatible with special events, like First Fridays, than other alternatives
- Buffered bike lanes do not require plastic bollards to accommodate the bike facility, reducing maintenance

A detailed staff assessment of each of the five design options can be found in **Attachment C**.

An assessment of the five design options from key community representatives, including Bike East Bay, KONO Business Improvement District, and Northgate Neighborhood Council, can be found in **Attachment D**.

Figure 1 below compares the overall scores for the five design alternatives.

Figure 1 Staff Assessment of Design Options

	Design options				
	Option 1: Seven Auto Lanes	Option 2: Interim Protected Bike Lanes	Option 3: Permanent Protected Bike Lanes	Option 4: Enhanced Buffered Bike Lanes	Option 5: Enhanced Buffered Bike Lanes with Curb Management
Metric					
Support: Assessment of community preference	1	2	4	4	4
Utilization: More people walking and biking along the corridor	1	4	4	3	4
Safety #1: Prevention of collisions, with a focus on preventing fatalities and severe injuries	1	4	5	2	5
Safety #2: Perceptions of safety	1	3	4	3	4
Transit: Facilitate transit operations and access	2	4	5	5	5
Commercial operations: Convenient commercial and passenger loading	5	2	3	3	4
Vitality: Support and increase business activity	2	3	3	3	4
Accessibility: Convenience for people with disabilities	4	2	3	4	4
Aesthetics: Attractive aesthetically	2	2	4	3	3
Special Events: Facilitate First Friday and other similar events	5	3	3	4	4
Total	24	29	38	34	41

Option 5: Enhanced Buffered Bike Lanes with Curb Management would require active management of the curb in order to maintain loading access to businesses, ensure parking availability for visitors and deter potentially dangerous and illegal parking activity such as double parking and bike lane obstruction. This should include extension of metered parking hours to 8 PM and Sundays, demand-responsive meter rates to ensure at least one space is available on each block face, and up to 50 additional parking meters at appropriate locations on 23rd Street, 24th Street, 25th Street and 27th Street between Northgate Avenue and Broadway. If this option is selected, staff will return to City Council with an ordinance to make any necessary changes to the Oakland Municipal Code needed in order to authorize and implement these strategies.

Approval of the resolution will direct staff to implement **Option 5:** Enhanced Buffered Bike Lanes with Curb Management along Telegraph Avenue between 20th Street and 29th Street, and to incorporate the design into the Active Transportation Program (ATP) grant-funded project.

FISCAL IMPACT

Approval of this resolution directs staff to work with the Metropolitan Transportation Commission and California Transportation Commission to determine the review and approval process for the design modification from protected bike lanes to buffered bike lanes. If those agencies approve the change in project design, the City may need to fund the cost of redesigning the project, which is estimated at \$250,000 and would be funded through Project 1001512, Fund 2211. Nevertheless, the staff recommendation to proceed with **Option 5** may result in overall cost savings and a smaller local matching funds contribution to the project, by reducing the length of concrete curbs installed and associated design and drainage impacts. While staff are confident that the changes will be approved, there is a risk of jeopardizing grant funding if Council recommends **Option 5**.

Option 1 is not an eligible use of the Active Transportation Program (ATP) grant. Proceeding with this seven auto lane option may require returning the \$660,000 in grant funds spent designing the permanent project and jeopardize the City's competitiveness for future ATP grants. ATP grants are the largest source of transportation funding citywide.

Option 2 is not an eligible use of ATP funds. Preserving the existing interim protected bike lanes would require returning grant funds spent designing the permanent project and jeopardize the City's competitiveness for future ATP grants. In addition, **Option 2** entails ongoing maintenance costs replacing plastic bollards.

Option 3 is an eligible use of the ATP funds and would not require scope change approval from the Metropolitan Transportation Commission or California Transportation Commission. The City would not need to fund project redesign, but overall costs are likely to be higher than **Option 5**.

Option 4 has similar fiscal impacts to **Option 5**.

PUBLIC OUTREACH / INTEREST

The City has led outreach along Telegraph Avenue for years. In 2014, City Council adopted the Telegraph Complete Streets Plan recommending protected bike lanes, although previous Plan drafts recommended buffered bike lanes. Since the implementation of the Telegraph Complete Streets Interim Project in 2016, staff have engaged roadway users, merchants, and neighbors as discussed below.

In 2016, staff conducted a survey of 500 people walking and biking on Telegraph Avenue between 20th Street and 29th Street. In 2017, staff conducted merchant-specific outreach to understand loading and business operations with the new street configuration. Results of both the merchant and intercept surveys are reported in the section above titled, "Telegraph Complete Streets Interim Project Results."

In addition to surveys of users of the corridor, staff have met with various stakeholders and elected officials since the interim project was implemented in 2016, including:

- Alameda County Transit Board of Directors (March 2017, June 2017, and September 2017)

- Bicyclist and Pedestrian Advisory Commission (February 2017, April 2019, and August 2020)
- KONO Business Improvement District (August 2017, September 2017, May 2019, and February 2020)
- City Council (September 2017, December 2018, May 2019, and July 2020)
- Mayor's Commission on Persons with Disabilities (January 2018 and April 2018)
- KONO Neighbors Public Meeting (March 2019)

At the direction of City Council in 2020, staff from the OakDOT and Department of Race and Equity reviewed previous outreach efforts to identify potential gaps in participation. To remedy previous gaps in outreach, staff developed an outreach strategy targeting Korean-speakers, Amharic-speakers, and elders. While the worsening COVID-19 pandemic disrupted plans for an in-person pop-up event at churches and markets potentially frequented by elders, Korean-speakers, and Amharic-speakers, staff worked closely with the Koreana Plaza (KP) Asian Market to distribute staff and shopper surveys that were translated into languages recommended by KP staff, coordinated with the Korean Community Center of the East Bay to distribute surveys via newsletter, distributed postcards translated in Amharic and Korean at numerous businesses recommended by the KONO Business Improvement District, and posted flyers in five languages at bus stops, parking meters, and bike racks soliciting feedback (by phone or online) from passersby.

The survey asked six demographic questions and whether respondents preferred buffered bike lanes or protected bike lanes on Telegraph Avenue between 20th Street and 29th Street. The survey included a photo simulation of buffered bike lanes and one of protected bike lanes, along with a description of the two design options.

About 650 people responded to the survey. Of the respondents who chose to provide their race or ethnicity, 74% self-identify as non-Hispanic white; 11% identify as Asian-American or Pacific Islander; 5% identify as Black; 5% identify as multi-racial; and 4% identify as Latinx or Hispanic. White, non-Hispanic people compose about 28% of Oaklanders and 36% of the people who live in the zip code surrounding Telegraph Avenue between 20th Street and 29th Street.³ Yet, white people were over twice as likely to respond to the survey. Refer to Figure 2.

³ 2019 American Community Survey Census data

Figure 2 Survey responses by race and/or ethnicity

		Prefer buffered bike lanes (Design Option 5)		Prefer protected bike lanes (Design Option 3)		All respondents	
		No.	%	No.	%	No.	%
Self-described race or ethnicity	Black / African - American	11	37.9%	18	62.1%	29	5.3%
	Latinx / Hispanic	8	38.1%	13	61.9%	21	3.8%
	Asian-American and/or Pacific Islander	12	19.4%	50	80.6%	62	11.3%
	Multi-racial	8	27.6%	21	72.4%	29	5.3%
	Native American	1	50.0%	1	50.0%	2	0.4%
	White (Non-Hispanic)	60	14.7%	348	85.3%	408	74.0%
	Prefer not to say	31	32.3%	65	67.7%	96	N/A
Total	131	20.2%	516	79.8%	647	100%	

Of the 62 respondents who identified as Asian-American and/or Pacific Islander, three took the survey in English and identified themselves as Korean. Another three people took the survey in Korean. Four of the six respondents preferred the design with protected bike lanes more than buffered bike lanes. All six respondents were between the ages of 25 and 53. No survey respondents stated that they speak Amharic at home or took the survey in Amharic.

When looking at respondents' preferences by age, only 2% of the people who took the survey are above the age of 65 years. People over the age of 65 make up 13% of the population of Oakland, but over 29% of the population in the zip code surrounding Telegraph Avenue between 20th Street and 29th Street. Older Oaklanders who responded to the survey tended to prefer **Option 5**, buffered bike lanes. Refer to Figure 3 for a breakdown of preferences by age.

Figure 3 Survey responses by age:

		Prefer buffered bike lanes (Design Option 5)		Prefer protected bike lanes (Design Option 3)		All respondents	
		No.	%	No.	%	No.	%
Age	Younger than 65	96	17.5%	454	82.5%	550	97.7%
	Older than 65	7	53.8%	6	46.2%	13	2.3%
	Prefer not to say	26	31.7%	56	68.3%	82	N/A
Total	129	20.0%	516	80.0%	645	100%	

Conducting a survey online and by phone during a global pandemic and Countywide Shelter-in-Place orders was problematic. People already engaged may be more likely to continue participating. People with more pressing economic, social or health concerns may not have participated in a street design survey. Additionally, there have been several surveys related to Telegraph Avenue between 20th Street and 29th Street, and numerous merchants and residents discussed survey fatigue when OakDOT staff were distributing the flyers and postcards.

To fill in the gaps in our winter engagement and balance any potential shortcomings of the survey, staff rely on the expertise of community leaders who represent harder to reach populations, specifically the KONO Business Improvement District and Northgate Neighborhood Council. Leadership of both organizations have expressed a strong and increasing preference for buffered bike lanes with curb management (Design Option 5).

COORDINATION

The Department of Race and Equity, Office of the City Attorney, and Budget Bureau were consulted in the preparation of this report. Staff coordinated with the community leadership team composed of the KONO Business Improvement District, Northgate Neighborhood Council, Walk Oakland Bike Oakland, and Bike East Bay to develop the staff recommendation.

PAST PERFORMANCE, EVALUATION AND FOLLOW-UP

To assess the performance of the bike project on Telegraph Avenue between 20th Street and 29th Street, staff have engaged a consultant to conduct a follow-up evaluation after the permanent project is installed.

SUSTAINABLE OPPORTUNITIES

Economic: Pedestrian- and bicycle-friendly streets are good for business. Evaluations of similar projects find that people on foot and on bike shop more frequently and spend more money overall at local businesses after investments in pedestrian and bicycle safety are made. Providing safer, low-cost transportation options can also increase access to jobs and economic opportunity. The KONO Business Improvement District represents businesses along Telegraph Avenue and supports buffered bike lanes with curb management.

Environmental: Safer streets for walking and bicycling can help reduce environmental impacts associated with transportation by helping shift the mode split from single occupancy vehicles to walking, bicycling, and transit.

Race & Equity: Road diets and dedicated bike lanes are a key tool to reduce severe and fatal injury crashes by reducing speeding, and in Oakland, severe and fatal traffic crash victims are predominantly Black, Indigenous, and People of Color (BIPOC), and BIPOC are more likely to live in zero-car households and thus more dependent on walking, bicycling and transit to get around. Staff acknowledged the impact of past decisions, listened to community voices and concerns, and made recommendations for improvements to the project as a result of the feedback. These are key considerations toward advancing equitable transportation projects and help build trust among the communities we serve.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The Oakland Bicycle Master Plan Final Environmental Impact Report (EIR), initially certified in 2007 and reaffirmed in 2019 via Addendum, found the recommendations of the Plans—including a bicycle facility on Telegraph Avenue between 20th Street and 29th Street—would result in less than significant impacts under CEQA. The project would have no new or substantially more severe impacts, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, there are no previously identified significant effects determined to have a more severe adverse impact than those discussed in previous environmental documents.

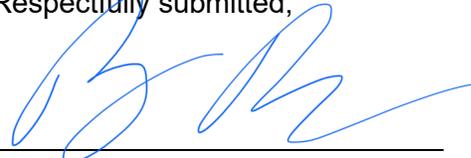
Furthermore, the Project is exempt from CEQA pursuant to CEQA Guidelines Sections 15183 (Projects Consistent with a Community Plan, General Plan or Zoning), 15301(c) (Existing Facilities, Highways and Streets), 15302 (Replacement or Reconstruction), 15303 (Small Structures), 15304(h) (minor alterations to land), and/or 15061(b)(3) (No Significant Effect on the Environment). Each of the above exemptions provides a separate and independent basis for CEQA compliance.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Adopt A Resolution To Modify Telegraph Avenue From 20th Street To 29th Street With Enhanced Buffered Bike Lanes With Curb Management And Adopt California Environmental Quality Act Findings.

For questions regarding this report, please contact Emily Ehlers, Senior Transportation Planner, at 510-238-2259.

Respectfully submitted,



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Attachments (4):
Attachment A: Design options
Attachment B: Safety analysis
Attachment C: Staff alternatives assessment
Attachment D: Key community representative alternatives assessment