

40th STREET BIKEWAY/MacARTHUR BART BICYCLE ACCESS IMPROVEMENTS: PROJECT UPDATE 12/16/09

Thank you to everyone who has participated in the community outreach on the 40th St Bikeway / MacArthur BART Bicycle Access Improvement Project. In September and October, we made six community presentations to hear neighbors' ideas regarding the proposed bikeway and the community-based landscaping of the 40th St medians. At those meetings, we heard that residents were concerned about how the bikeway could adversely affect the median plantings. We also heard that people value improved bicycle access in North Oakland. This message provides an update since those meetings and an overview of next steps for the bikeway project.

CITY RECEIVES GRANT FOR BICYCLE ACCESS IMPROVEMENTS TO MACARTHUR BART

Since the community presentations, the City was awarded a \$242,500 grant from the Safe Routes to Transit funding program for bicycle access improvements to MacArthur BART. The grant application – submitted in August 2009 – is available at www.oaklandbikes.info/AssetFactory.aspx?did=3681. The application included a request for funding to design bicycle lanes on 40th St by narrowing the raised median from Webster St to Telegraph Ave and from Martin Luther King Jr, Wy to Yerba Buena Ave. Based on the community feedback, we revised the scope of work to assess additional opportunities for adding greenery throughout the corridor and further evaluate 41st St an alternative to 40th St between Telegraph Ave and Webster St. A detailed description of the revised scope is included below. See the above link for the original scope of work included in the grant application.

UPCOMING BIKEWAY IMPROVEMENTS

The following coordinated improvements are under development:

- (1) 40th St/41st Bicycle Wayfinding Signage: The City is installing bicycle wayfinding signage on numerous streets serving MacArthur BART including 40th St, 41st St, West St, Webster St, and Shafter Ave, a project initiated by BART. The signage will match the bicycle wayfinding signage already installed on Market St. The new signs will be installed this winter. For information on the signs, see the City's Design Guidelines for Bicycle Wayfinding Signage: www.oaklandbikes.info/AssetFactory.aspx?did=3672.
- (2) 41st St Bikeway Striping: The Safe Routes to Transit grant described above includes funding for bikeway striping on 41st St from Webster St to Piedmont Ave. The markings include a combination of "sharrows" and bike lanes, depending on the roadway width. The striping is planned for installation in the latter part of 2010. For additional information, see the project overview flyer: www.oaklandbikes.info/AssetFactory.aspx?did=3680.
- (3) W MacArthur Blvd Bikeway Striping: The Safe Routes to Transit grant also includes funding for bikeway striping on W MacArthur Blvd from Telegraph Ave to Broadway. The roadway would be converted from six lanes to four lanes plus bike lanes. The six-lane configuration would remain at the intersections of Telegraph Ave and Broadway. We will seek City Council approval in March/April 2010 for the conversion of travel lanes to bicycle lanes. If approved, the striping would likely be implemented in the latter part of 2010. For additional information, see the project overview flyer: www.oaklandpw.com/AssetFactory.aspx?did=3745.

NEXT STEPS

In March/April 2010, we will seek City Council approval to accept the Safe Routes to Transit grant and approve the bikeway on W MacArthur Blvd from Telegraph Ave to Broadway (described above). We will notify this contact list when the City Council items are scheduled. After the grant is accepted, we will hire a consultant to assist with the scope of work described below. We anticipate having draft materials for community review in summer 2010.

REVISED SCOPE OF WORK FOR THE MACARTHUR BART BICYCLE ACCESS PROJECT – PHASE II

The grant application for the MacArthur BART Bicycle Access Improvement Project – Phase II included the following components: (1) construction of the 41st St Bikeway (Webster St to Piedmont Ave); (2) construction of the W MacArthur Blvd Bikeway (Telegraph Ave to Broadway); and (3) design only of the 40th St Bikeway (Adeline St to Martin Luther King, Jr Wy and Telegraph Ave to Webster St). The design of the 40th St Bikeway included narrowing and re-landscaping the median to accommodate bike lanes. The construction of the 41st St Bikeway and W MacArthur Blvd Bikeway are proceeding as described in the grant application. In response to community concern over the 40th St Bikeway, the City is including additional study to evaluate the following alternatives:

East Side: 40th St from Webster St to Telegraph Ave

(A) 41st St/Telegraph Ave Traffic Signal: Re-evaluate the installation of a traffic signal at 41st St and Telegraph Ave to determine the feasibility of re-routing the proposed bikeway from 40th St to 41st St, thereby leaving the east side median in its existing condition.

(B) Median Modification: Evaluate the possible removal of the left turn pockets on 40th St at Ruby St and Clark St plus a reduction in the length of the turn pockets at Webster St and Telegraph Ave. If feasible, this modification would add area to the median and create new area of sufficient width to sustain large trees.

(C) Sidewalk Street Tree Planting: Find feasible locations for new sidewalk street trees where the sidewalks are sufficiently wide, and where sewer laterals, driveways, and bus stops would not conflict with tree wells.

West Side: 40th St from Martin Luther King, Jr Wy to Yerba Buena Ave

(1) Median Modification: Evaluate the possible removal of the left turn pockets on 40th St at Lusk St and Yerba Buena Ave plus a reduction in length of the turn pockets at Market St, West St, and Martin Luther King, Jr Wy. If feasible, this modification would add area to the median and create new area of sufficient width to sustain large trees.

(2) Sidewalk Street Tree Planting: Find feasible locations for new sidewalk street trees where the sidewalks are sufficiently wide, and where sewer laterals, driveways, and bus stops would not conflict with tree wells.

(3) Considered but Rejected – Road Diet: The feasibility study completed by the City shows that removing travel lanes would create significant and unavoidable traffic impacts. Grant funds are not available for the environmental review of this alternative. The City will not move forward with this alternative at this time.

(4) Considered but Rejected – Alternative Routes: 41st St, 42nd St, and W MacArthur Blvd do not provide viable alternatives to 40th St because at the west end they do not cross Adeline St and San Pablo Ave and connect to Emeryville's bikeway network. Additionally, 41st St is one way from Adeline St to San Pablo Ave. In the eastern direction, 41st St does not cross Highway 24 and 42nd St does not serve the BART station. Bike lanes on W MacArthur Blvd would require the removal of travel lanes. At this time, this reconfiguration is not feasible due to future year traffic forecasts that result at significant and unavoidable traffic impacts at Market St, West St, and Martin Luther King, Jr Wy.

These recommended alternatives add to the scope of work in the grant proposal. The scope will include concept plans (and possibly perspective renderings) to illustrate the visual effect of the median modification and street tree planting. The City will then conduct community outreach to solicit input on the preferred alternatives. On the east side, the project will then either (A) design the traffic signal; or (B) design the median modification plus (C) the street tree plantings. On the west side, the City will proceed with the design of the median modification as part of the grant only if it is supported by the public. If the construction documents are not completed for the west side, it is anticipated that the existing budget is sufficient to complete the project. If the project proceeds with construct documents for the west side, the City will likely need to commit additional matching funds to complete the project.

Sincerely,

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See www.oaklandpw.com/Page122.aspx#MacArthurBART-bike-access for additional information on this project. To join the project contact list, contact Jason Patton at jpatton@oaklandnet.com or 510-238-7049.