

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

City of Oakland, Transportation Services Division, Bicycle & Pedestrian Facilities Program (16-Dec-09)

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.