



MEMORANDUM

DATE: December 18, 2018
TO: Christine Daniel, City Manager
FROM: Charles S. Bryant, Community Development Director
SUBJECT: **Consideration Of 40th Street Concept Plan**

RECOMMENDATION

Staff recommends that the City Council confirm the attached concept design for 40th Street between IKEA and the Oakland border or provide direction as to how it should be modified.

BACKGROUND

On October 16, 2018, the City Council gave staff direction regarding the design of improvements to 40th Street and part of San Pablo Avenue to improve conditions for bus riders, bicyclists, and pedestrians, while accommodating motor vehicles.

The Council directed staff to develop and study a concept that:

- eliminates parking on 40th Street,
- adds an eastbound bus-only lane west of San Pablo Avenue,
- converts a westbound travel lane to a bus-only lane west of San Pablo Avenue,
- creates a two-way bikeway on the north side of 40th Street from IKEA to Adeline Street with a solid vertical buffer, and
- eliminates the bus stops on 40th Street at Harlan Street.

DISCUSSION

The attached drawings have been developed by staff and the consultant team in response to this direction. They show:

- a two-way bikeway on the north side of 40th Street from the IKEA entrance to Adeline Street, separated from the adjacent vehicle lane by a side median with concrete curbs;
- an eastbound bus-only lane from IKEA to Adeline Street except for the Emery-San Pablo block, where the lane is shared with vehicles turning right onto San Pablo;
- a westbound bus-only lane from Adeline Street to Hubbard Street except for the portion between San Pablo Avenue and Watts Street, where the lane is shared with vehicles turning left from San Pablo Avenue onto 40th Street;
- a buffer area on the north side of 40th Street west of San Pablo Avenue to accommodate the turning radii of large trucks;
- non-transit vehicles allowed in bus lanes for right turns, thereby avoiding potential conflicts of vehicles turning right in front of buses; and

- a “protected intersection” with bikeway crossings at Emery Street, with similar treatments to be designed for intersections to the west.

During the October 16 discussion, Council members expressed a desire for bus-only lanes in the bus hub between San Pablo Avenue and Adeline Street. In response, the design team developed a new option that converts two travel lanes to bus-only lanes between San Pablo Avenue and Adeline Street. The alignment of this design allows the left turn lanes from 40th Street onto San Pablo Avenue and Adeline Street to remain. At Adeline Street, a “protected intersection” design would provide a transition to the “green carpet” bikeway treatment to the east in Oakland.

The bridge over the railroad does not have enough width for a bus-only lane in both directions, so there would be only one westbound vehicle lane, which would be shared by buses and other vehicles. Eastbound, there would be a bus-only lane and a travel lane for other vehicles. The existing sidewalk would remain on the north side, and the two-way bikeway would be between this sidewalk and the westbound travel lane; it would be separated from the sidewalk by a striped buffer area and from the travel lane by a side median with concrete curbs. A “protected intersection” at the IKEA driveway would provide a transition to the bike lanes on Shellmound Street, and to the Bay Bridge Trail.

Staff created the attached cross sections with an on-line tool called “StreetMix”. While this tool allows the creation of a variety of street cross sections to scale, it cannot show raised bikeways, red “skip striping” on bus lanes, or bridges. Therefore, the bikeway is shown at roadway level in all locations, although it would actually be at sidewalk level on the block between San Pablo Avenue and Adeline Street, and adjacent to all other bus stops. Skip striping is indicated by a black bus lane; where there is no skip striping, the section drawings indicate a red bus lane. The bridge over the railroad is shown with water on either side, as StreetMix has no other option for showing a bridge. Also, the buildings are not accurate representations of those on 40th Street, but are only intended to show their relative heights. Despite these limitations, staff feels that these sections provide a reasonably accurate picture of what the redesigned street would look like at various locations.

FISCAL IMPACT

The existing consultant contract with Community Design + Architecture (CD+A) for preparation of the 40th and San Pablo Transit Hub Concept Design was approved by the City Council on September 5, 2017 by Resolution No. 17-137, and is funded by the General Plan Maintenance Fund (Fund 225). Development of the draft concept plan has taken longer and involved more steps than originally anticipated. Once the draft concept plan is approved by the City Council, staff will be able to determine the scope of the final design and associated cost estimate and traffic analysis. Staff will then return to the Council with a CD+A contract amendment, which will also be funded by the General Plan Maintenance Fund. There is an adequate balance in this fund to cover such an amendment.

The final concept design, traffic analysis, and cost estimate will provide a defined project that can be submitted for funding as part of the Alameda County Transportation Commission's next Comprehensive Investment Plan (CIP). The Commission uses the CIP to allocate funding from a variety of local, regional, state and Federal sources. Commission staff has stated that this project might be appropriate for a One Bay Area Grant from the Metropolitan Transportation Commission. Funding from several sources may be needed for different aspects of the project. Staff time will be needed to apply for funding and to manage design and construction, and can be charged to the General Plan Maintenance Fund.

STAFF COMMUNICATION WITH THE PUBLIC

The options presented to the City Council on October 16 had been discussed with the public, the Planning Commission, and the Bicycle/Pedestrian, AC Transit Interagency Liaison, and Public Art committees. The attached design concept responds to the Council direction at the October 16 meeting, and has not been presented to the public before this meeting.

CONCLUSION

Staff requests that the City Council confirm or revise the attached concept design, so that staff and consultants can study the traffic impacts and costs of this concept. Staff will present that information to the Council before developing a detailed design.

PREPARED BY: Diana Keena, Associate Planner

**APPROVED AND FORWARDED TO THE
CITY COUNCIL OF THE CITY OF EMERYVILLE:**



Christine Daniel, City Manager

Attachment:

- Draft Conceptual Layout Plan and Sections