

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

INTRODUCED BY COUNCILMEMBER LYNETTE GIBSON MCELHANEY

RESOLUTION DIRECTING THE CITY ADMINISTRATOR TO 1) ENGAGE THE RESIDENTS AND MERCHANTS LIVING AND WORKING NEAR THE PROTECTED BICYCLE LANE PILOT IN KONO IN NO FEWER THAN TWO PUBLIC MEETINGS TO CO-CREATE IMPROVEMENTS TO THE STREET DESIGN AND 2) BRING FORWARD AN INFORMATIONAL REPORT FROM THE DEPARTMENT OF TRANSPORTATION AND DEPARTMENT OF RACE AND EQUITY TO ANALYZE EXISTING DESIGN STRATEGIES TO CREATE AN EFFECTIVE PROCESS FOR PARTNERING WITH COMMUNITY ON FUTURE STREETScape IMPROVEMENTS

WHEREAS, in 2014, the City Council adopted Resolution 85323 C.M.S. authorizing the removal of travel lanes and the installation of bicycle lanes on Telegraph Avenue from 19th street to 41st street, making associated traffic safety and operational improvements, and committing to future study of a continuous bikeway for the area from 41st street to 57th street, and directed staff to “conduct extensive community outreach on how best to implement the bikeway and reconfiguration to become a complete street”; and

WHEREAS, in 2018, the City Council adopted resolution 87484 C.M.S. authorizing the removal of travel lanes and the installation of Class II bicycle lanes on Telegraph Avenue from 42nd street to 52nd Street with a directive for concurrent improvements to fix ongoing failures of the protected bicycle lane between 20th and 29th streets; and

WHEREAS, in 2019, the City Council adopted Resolution 87745 C.M.S. to authorize improvements to Telegraph Avenue from 20th Street to 29th Street and appropriate funding to implement these improvements; and

WHEREAS, the local community members, many of whom come from historically marginalized communities, have repeatedly reported dangerous conditions related to the poor design of the bicycle lane pilot; and

WHEREAS, the Oakland Department of Transportation (OakDOT) has lost the trust of the local community members who have felt ignored and that their concerns about safety have been dismissed; and

WHEREAS, it is the intent of the City Council to create a transportation infrastructure that serves the needs of pedestrians and bicyclists because of, and not in spite of, the contributions and knowledge of local stakeholders; now, therefore, be it

RESOLVED, That the City Council directs the City Administrator to engage the residents and merchants living and working near the protected bicycle lane pilot in KONO in no fewer than two public meetings to co-create improvements to the street design; and be it

FURTHER RESOLVED, That the city council directs the City Administrator to bring forward a report from the Department of Transportation and Department of Race and Equity to analyze existing design strategies to create an effective process for partnering with community on future streetscape improvements.

IN COUNCIL, OAKLAND, CALIFORNIA,

PASSED BY THE FOLLOWING VOTE:

AYES - FORTUNATO BAS, GALLO, GIBSON MCELHANEY, KALB, REID, TAYLOR, THAO AND PRESIDENT KAPLAN

NOES –

ABSENT –

ABSTENTION –

ATTEST: _____
ASHA REED
Acting City Clerk and Clerk of the
Council of the City of Oakland,
California