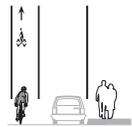


West Street Bikeway Project



DESCRIPTION

The City of Oakland is proposing to install bike lanes on West Street between West MacArthur Blvd. and 52nd Street. The project is recommended in the City's Bicycle Master Plan (BMP) and responds to neighborhood requests to calm traffic along West Street. To make room for bike lanes, one lane of traffic, but no parking spaces, would be removed. The street will also be resurfaced; all work is expected to be completed by winter 2007 (weather permitting).

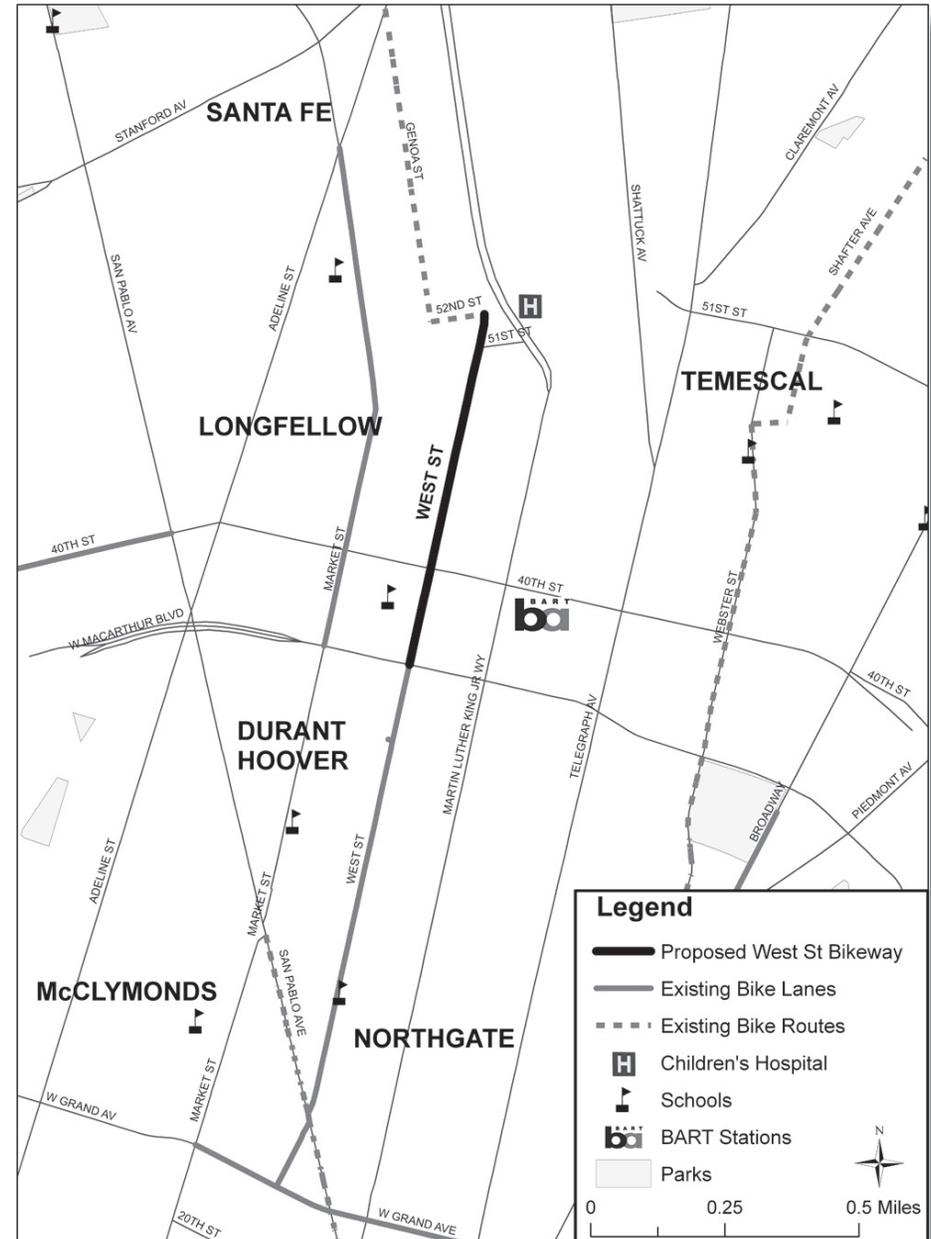
The BMP calls for the installation of bikeways throughout Oakland to encourage bicycling as a healthy, non-polluting and affordable transportation option, helping Oakland to realize its sustainability and livability goals.

FEASIBILITY

The project would reduce the number of motor vehicle travel lanes from four (4) through lanes to two (2) through lanes and a center left/turn lane, and add bicycle lanes in each direction. The City conducted a traffic feasibility study which demonstrated that the project will not have significant impacts on motor vehicle traffic flow, either now or 20 years in the future.

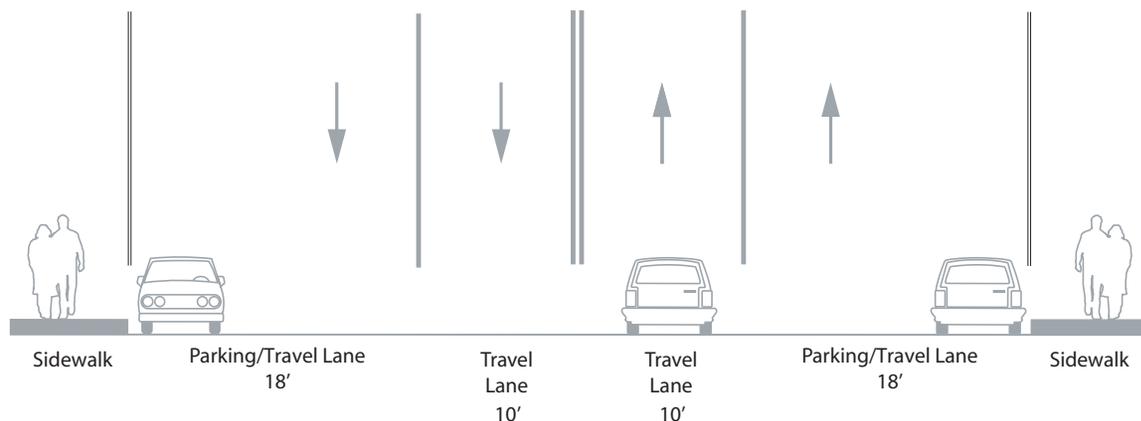
CONTEXT

The *West Street Bikeway Project* would complete a 0.7 mile link in the City's bikeway network. This link, West MacArthur to 52nd Street, is already a signed bike route. Bike lanes would improve the accommodation for bicyclists. To the south, the project would connect to existing bicycle lanes on West Street between West MacArthur Boulevard and West Grand Avenue. To the north, it would connect via 52nd Street to the existing bicycle route on Genoa Street.

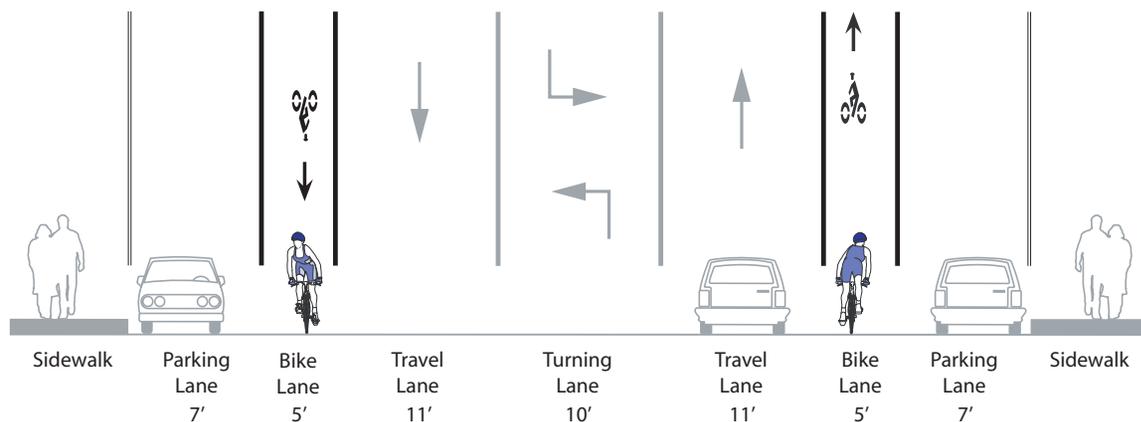


West Street Bikeway Project: Proposed Cross Section

Existing Configuration



Proposed Configuration



FEASIBILITY & DESIGN

Any project that proposes to remove a motor vehicle lane must be analyzed to assess its potential impacts on traffic flow and congestion. Impacts are studied by analyzing motor vehicle “Level of Service” (LOS) under current- and future-year (20 years hence) conditions, with a focus on the average delay experienced per motor vehicle at key intersections. If there are no signalized or stop-controlled intersections, the average daily and peak-hour traffic volumes along a corridor are analyzed to determine feasibility.

Projects are designed to maximize bicyclist and pedestrian safety while minimizing impacts on motor vehicle traffic flow, as defined by LOS. Thus, in some cases, bike lanes may be dropped approaching key intersections.

In addition to analyzing a project’s impacts on motor vehicle flow, bikeway feasibility studies also look at potential impacts on bus service (if applicable), the corridor’s collision history, existing bike use, on-street parking (if the proposal would affect parking spaces), adjacent land uses, and related projects and plans.

For more information, see “About Bike Feasibility Studies” flyer handout, also available online at www.oaklandpw.com/AssetFactory.aspx?did=2280