

**CITY OF OAKLAND
COUNCIL AGENDA REPORT**

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Public Works Agency
DATE: July 13, 2004

FILED
OFFICE OF THE CITY CLERK
OAKLAND
2004 JUL -1 PM 1:59

RE: **RESOLUTION AUTHORIZING THE CITY OF OAKLAND TO APPLY FOR, ACCEPT, AND APPROPRIATE UP TO \$1,357,000 IN FY 04-05 TRANSPORTATION FUND FOR CLEAN AIR FUNDS FOR THE FOLLOWING FOUR PROJECTS: 1) OAKLAND AIRPORT – COLISEUM AREA INTELLIGENT TRANSPORTATION SYSTEMS DEPLOYMENT - PHASE I (\$800,000); 2) MARKET STREET REGIONAL BIKEWAY (\$400,000); 3) CLAY STREET GARAGE CENTRAL CASHIERING SYSTEM (\$97,000); AND 4) BICYCLE PARKING REQUEST PROGRAM (\$60,000)**

SUMMARY

A resolution has been prepared for the City Council that authorizes the City Administrator, or her designee, to apply for, accept, and appropriate up to \$1,357,000 in FY 2004-05 Regional Transportation Fund for Clean Air (TFCA) funds for the following four projects:

1. Oakland Airport – Coliseum Area Intelligent Transportation Systems (ITS) Deployment – Phase I (ITS) (\$800,000); a signal timing and transit priority project that will reduce traffic congestion during peak hours on Hegenberger Road and Airport Access Road in the vicinity of the Oakland International Airport and Coliseum.
2. Market Street Regional Bikeway (\$400,000); a mixed Class II (bike lanes) and III (bike route) bikeway on Market Street from 3rd Street to 63rd Street.
3. Clay Street Garage Central Cashiering System, (\$97,000); an automated exit service with a changeable message sign in the Clay Street Garage.
4. Bicycle Parking Request Program (\$60,000); Phase IV of the CityRacks bicycle parking program, which installs bicycle racks in the public right of way, in public parking garages and other facilities in response to citizen and merchant requests.

These projects are consistent with the Mayor and City Council Goals to Improve Oakland's Neighborhoods, Develop a Sustainable City, and Maintain and Enhance Oakland's Physical Assets.

The projects are located in various Council districts, as follows: Oakland-Coliseum ITS (7) Market Street Bikeway (1, 3), Clay Street Garage (3), and Bicycle Parking Request Program (1-7).

FISCAL IMPACTS

Approval of this resolution will enable the City to receive up to \$1,357,000 in Regional TFCA 2003-04 funds for four projects. The funds will be appropriated to TFCA Bay Area Air Quality

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Management District fund (2166), PWA Transportation Services Division, Org 92246. A minimum local match of at least 20% is required for each project requesting more than \$100,000 in TFCA Regional Funds. Matching funds can come from any local source, but cannot be matched by other TFCA funds. There are sufficient local match funds in the budgets of each project to fulfill this local match requirement per the table below. No additional local match funds are being requested or allocated as a result of this resolution.

NAME	LOCAL MATCH REQUIRED	FUND #	PROJECT #	AVAILABLE
Oakland Airport-Coliseum ITS	\$200,000	2210, 2211	C96610 (2210) C184020 (2211)	\$50,000 (2210) \$150,000 (2211)
Market St. Bikeway	\$113,000	2210	C17170	\$113,000
Clay St. Central Cashiering System	N/A	N/A	N/A	N/A
Bicycle Parking Request Program	N/A	2212	C232910	\$20,000

Although not required, a match of \$20,000 in Measure B bicycle funding, Fund 2212, will supplement the TFCA funds for the Bicycle Parking Request Program to address ongoing bicycle parking maintenance and replacement issues.

The City's three percent contract compliance fee will be appropriated from the Measure B funds for the ITS, Market Street Bikeway, and Bicycle Parking Request Program. For the Clay Street Garage Central Cashiering System, the fee will be appropriated from the Multi-purpose Reserve Fund (Fund 1750). None of the funding sources will cover the 1.5 percent public art fee, as public art is not an eligible cost for these funding sources.

BACKGROUND

Annually, the Bay Area Air Quality Management District solicits employer proposals for Transportation Fund for Clean Air projects that reduce air pollution, pursuant to Health and Safety Code Sections 44225 and 44241. The City is submitting four projects under three eligible TFCA funding categories: arterial management, bicycle facilities, and demonstration projects. These projects reduce air pollution by responding to identified sources of air pollution emissions.

Oakland Airport-Coliseum Area Intelligent Transportation Systems (ITS) Deployment – Phase 1

This area frequently experiences high levels of congestion. Major trip generators, including the Oakland Coliseum sports events, the business development along Edgewater and Oakport, and the Oakland Airport make this area one of the highest activity nodes in the City. In addition, none of the traffic signals in this area have been recently coordinated, few are interconnected, and there is no ability to manage sudden changes in traffic volumes. This is especially a problem during peak commute hours, holidays, and Coliseum events. The reduction of delay through signal coordination and traffic management will reduce motor vehicle emissions.

Council previously approved funding to plan and design the Phase I project. The design is now complete, and the project is ready for construction.

Market Street Regional Bikeway

This project responds to community requests for traffic calming and better bicycle access on Market Street adjacent to schools, parks, residential neighborhoods and light commercial activity. The Market Street corridor is a critical link in the City's Bicycle Master Plan and County bicycle network, providing the only viable, direct commuter bicycle connection through the heart of West Oakland to Berkeley.

Clay Street Garage Cashiering System

Clay Street Garage is located next to the City of Oakland's City Hall. The garage opened in 1960 with only one point of ingress/egress and remains one of the busiest garages in the heart of Oakland. Increasing demand for parking spaces and high parking turnover rate creates queuing problems entering and exiting the garage. Further, delays frequently occur when customers exit the cashier's booth, due to loss of tickets, accessing their wallets, fumbling for change, not having small enough bills, arguing over the amount owed, and requesting driving directions. The worst queuing conditions exist from April through October. During these months, the automobile queue within the garage often extends up to the 3rd floor, resulting in high levels of motor vehicle emissions.

Bicycle Parking Request Program (CityRacks IV)

Lack of bicycle parking has been named consistently on City surveys as a major disincentive to bicycling in Oakland. Without conveniently located parking, cyclists often park their bicycles at parking meters, interfering with automobile access and maintenance of the meters.

The City-sponsored "CityRacks" Program has installed approximately 1,000 bicycle parking racks in the public right of way in response to citizen or merchant requests. Currently, there is a backlog of over 100 requests, but no available funding to address this need. In addition, a number of racks need to be replaced or expanded to meet current demand. Demand also exists for secure bicycle parking Street BART station where high rates of bicycle theft are observed.

PROJECT DESCRIPTION

Oakland Airport-Coliseum Area Intelligent Transportation Systems (ITS) Deployment – Phase 1

ITS is the integrated application of technologies to increase the safety and efficiency of the existing transportation system. This project is the first phase of a multiphase deployment of ITS throughout our City. Phase I will coordinate traffic signals at nine intersections, to reduce vehicle delays, provide provide priority to AC Transit buses and BART shuttles, and provide preemption to emergency service vehicles.

The project is located along Hegenberger Road from Coliseum Way to Doolittle Drive (State Route 61), and Airport Access Road between Hegenberger Road and Doolittle Drive. The goal of the project is minimize delay and increase mobility for persons and freight by improving

signal coordination and traffic management along major connecting corridors in the area. The resulting reduced delay will lower motor vehicle emissions in a heavily traveled area serving several regional destinations, including the Oakland International Airport, the Coliseum, the Coliseum BART Station, and the new Amtrak Station.

Market Street Regional Bikeway

This project will construct Class II (bicycle lanes) and enhanced Class III (bike route) facilities on Market Street between 3rd and 63rd Streets near the Berkeley City limit. The traffic lanes will be reconfigured where feasible to provide traffic calming benefits.

The new Market Street Bikeway will intersect with existing bicycle lanes on West Grand, 8th Street and the soon-to-be constructed West Oakland Bay Trail on 3rd Street. It will also connect with a planned Port of Oakland connection on the West Oakland Bay Trail, at the foot of Market at 3rd, where an at-grade railroad crossing and trail right of way can potentially provide access to the Middle Harbor Shoreline Park. To the North, Market will connect with the bikeway on California Street in Berkeley. A future project, as part of a separate resurfacing/slurry contract, will construct Class II bicycle lanes on the Adeline spur (57th to 63rd), completing the Market Street corridor link to bicycle lanes on Adeline in Berkeley.

Clay Street Garage Cashiering System

Installation of a Central Cashiering System, a “pay-before-you-exit” automated service, will reduce ticket-processing time by at least 50% and alleviate queuing in the Clay Street Garage. Installation of a changeable message sign will broadcast a message indicating whether the garage is full or space-available and all other parking conditions; hence, unwanted garage entry will be curtailed. Together with the cashiering system, the message sign will enhance the operation of the garage, reducing idling, consumption of gasoline, and associated air emissions. An attendant will be on hand to address equipment failures or to assist patrons as needed.

Bicycle Parking Request Program (CityRacks IV)

This project will place bicycle racks and new state-of-the-art electronic lockers (e-lockers) for 400 bicycles in the public right-of-way, parking garages, and City facilities. Funding will also produce new bicycle parking request brochures and guidelines for placement, as well as a web-based request form in three languages.

KEY ISSUES AND IMPACTS

The Oakland Airport –Coliseum Area ITS Deployment Phase I project will help improve the general business operating environment in a developing and increasingly congested area of Oakland. It will reduce delays for AC Transit buses and BART shuttles circulating between the Coliseum BART and the airport as well as for commuter vehicles and trucks accessing the I-880 freeway and local streets. This area is part of the Oakland Airport/Gateway Showcase District identified in the City’s general plan as one of five centers for economic, cultural and recreational growth in the City.

The Market Street Regional Bikeway takes advantage of an upcoming resurfacing project on Market from MacArthur to 57th Street. Coordinating the restriping with the resurfacing project reduces maintenance costs and makes best use of limited resources to install bicycle lanes.

The Market Street corridor has high potential for increasing school and commuter bicycling along the I-980 corridor. West Oakland is the area of Oakland with the most even terrain, with good access to transit, downtown, schools and other services.

The Clay Street Central Cashiering System will improve throughput at the Clay Street Garage. By separating the cashiering system from the vehicle exit area, customers will pay their parking fees prior to returning to their cars. This change will result in a significant reduction in the queues of exiting vehicles and improved air quality

The Bicycle Parking Request Program encourages Smart Growth, by increasing available bicycle parking in downtown Oakland and neighborhood commercial districts. Bicycle parking can reduce dependency on the automobile for a variety of trips. A recent City bicycle survey of 174 respondents identified convenient bicycle parking as a major incentive that can encourage them to bicycle more often for errands, light shopping, and commuting.

SUSTAINABLE OPPORTUNITIES

Economic: These projects will generate business tax, sales tax, and other revenues for the City for work on the project. Implementation of these projects results in the opportunity to use local contractors, which provide jobs to Oakland residents and strengthens the local economy.

Environmental: The Market Street Regional Bikeway and Bicycle Parking Program will encourage a non-motorized alternate mode of transportation, thus alleviating automobile congestion and air emissions. The Oakland Airport-Coliseum Area ITS Deployment and Clay Street Garage Cashiering System will reduce air pollution emissions by reducing vehicular idling and congestion.

Social Equity: The ITS and bicycle projects will provide greater accessibility to persons who depend on alternative modes of transportation to access jobs and services.

DISABILITY AND SENIOR CITIZEN ACCESS

The Oakland Airport Coliseum Area ITS Phase I Deployment will improve mobility and access for persons with disabilities and seniors who depend on public transportation to reach the Airport and other services in the Coliseum area.

The Market Street Bikeway will improve access on Market for persons with disabilities and senior citizens who use wheelchairs, walk, or bicycle. Wheelchair users needing access to curb ramps or parked vehicles can use bicycle lanes. The reduction of travel lanes will make Market

an easier street for seniors and disabled persons to cross the street. The bicycle lane striping also provides a pedestrian buffer and refuge between parked cars and passing traffic.

Bicycle parking provides an alternative to using parking meters, which obstructs access to parked cars, impacting persons with disabilities and seniors.

The Clay Street Garage Cashiering System will be fully compliant with the Americans with Disabilities Act to ensure equal access.

RECOMMENDATIONS AND RATIONALE

Staff recommends that the City Council authorize the City Administrator or her designee to apply for, accept and appropriate up to \$1,357,000 in FY 2004-05 Regional Transportation Fund for Clean Air (TFCA) funds for the following four projects that are ready for implementation, employing a variety of strategies to address air quality issues: 1) Oakland Airport – Coliseum Area Intelligent Transportation System Deployment – Phase I (\$800,000) 2) Market Street Regional Bikeway (\$400,000) 3) Clay Street Garage Central Cashiering System (\$97,000). 4) Bicycle Parking Request Program – CityRacks IV (\$60,000)

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,


Raul Godinez II, P.E.

Director, Public Works Agency

Reviewed by:

Wladimir Wlassowsky
Transportation Services Manager

Prepared by:

Kathryn Hughes
Bicycle/Pedestrian Program Manager

APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:


OFFICE OF THE CITY ADMINISTRATOR

OAKLAND CITY COUNCIL

RESOLUTION NO. _____

FILED
OFFICE OF THE CITY CLERK
OAKLAND

C. 2008 JUL -1 PM 1:59

Rev. Diener

INTRODUCED BY COUNCILMEMBER _____

RESOLUTION AUTHORIZING THE CITY OF OAKLAND TO APPLY FOR, ACCEPT, AND APPROPRIATE UP TO \$1,357,000 IN FY 04-05 TRANSPORTATION FUND FOR CLEAN AIR FUNDS FOR THE FOLLOWING FOUR PROJECTS: 1) OAKLAND AIRPORT – COLISEUM AREA INTELLIGENT TRANSPORTATION SYSTEMS DEPLOYMENT - PHASE I (\$800,000); 2) MARKET STREET REGIONAL BIKEWAY (\$400,000); 3) CLAY STREET GARAGE CENTRAL CASHIERING SYSTEM (\$97,000); AND 4) BICYCLE PARKING REQUEST PROGRAM (\$60,000)

WHEREAS, the City of Oakland supports clean air and wishes to take action to enhance air quality within the Bay Area; and

WHEREAS, the Bay Area Air Quality Management District solicited employer proposals for Transportation Fund for Clean Air projects that reduce air pollution, pursuant to Health and Safety Code Sections 44225 and 44241; and

WHEREAS, the City of Oakland desires to apply for, accept and appropriate up to \$1,357,000 in FY 04-05 Transportation Fund for Clean Air Funds from the Bay Area Air Quality Management District for the following four projects: 1) Oakland Airport – Coliseum Area Intelligent Transportation Systems Deployment - Phase I (\$800,000); 2) Market Street Regional Bikeway (\$400,000); 3) Clay Street Garage Central Cashiering System (\$97,000); and 4) Bicycle Parking Request Program (\$60,000); and

WHEREAS, said funds will be appropriated to Fund 2166, Public Works Agency Transportation Services Division (Organization 92246); and

WHEREAS, said funding will allow the City to construct four projects that will improve air quality throughout our City; now, therefore, be it

RESOLVED: That the City Council hereby authorizes the application, acceptance and appropriation of up to \$1,357,000 in Transportation Fund for Clean Air Funds from the Bay Area Air Quality Management District for the following four projects: 1) Oakland Airport – Coliseum Area Intelligent Transportation Systems Deployment - Phase I (\$800,000); 2) Market Street Regional Bikeway (\$400,000); 3) Clay Street Garage Central Cashiering System (\$97,000); and 4) Bicycle Parking Request Program (\$60,000); and be it

FURTHER RESOLVED: That the City Administrator, or her designee, is authorized, on behalf of the City of Oakland, to execute and submit all documents, payment requests and related actions, as well as, to appropriate any additional funds received for the completion of these projects; and be it

PUBLIC WORKS CMTE

JUL 13 2008

FURTHER RESOLVED: That should additional funds be received for these projects, the City Administrator, or her designee, is hereby authorized to accept and appropriate the same for the purposes described above.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20__

PASSED THE FOLLOWING VOTE:

BROOKS, BRUNNER, CHANG, NADEL, QUAN, REID, WAN AND
PRESIDENT DE LA FUENTE

AYES –

NOES –

ABSENT –

ABSTENTION –

ATTEST: _____

CEDA FLOYD

City Clerk and Clerk of the Council
of the City of Oakland, California

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PUBLIC WORKS CMTE.

JUL 13 2004