

CITY OF OAKLAND

AGENDA REPORT

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2011 APR 13 PM 6:17

TO: Office of the City Administrator
ATTN: P. Lamont Ewell
FROM: Public Works Agency
DATE: April 26, 2011

RE: Resolution Authorizing the City Administrator to Apply for, Accept, and Appropriate up to Two Hundred Eighty Five Thousand Dollars (\$285,000.00) in Fiscal Year 2011-2012 State Transportation Development Act Article 3 Funds as follows: (1) Bicycle Wayfinding Signage, Fifty Thousand Dollars (\$50,000.00); (2) Bonham Way Stairs and Paths Rehabilitation, One Hundred Ten Thousand Dollars (\$110,000.00); and (3) Harrison Street/Oakland Avenue Bikeway, One Hundred Twenty Five Thousand Dollars (\$125,000.00)

Resolution Authorizing the Installation of Class II Bicycle Lanes on Harrison Street by Reducing Travel Lanes from Three (3) Through Lanes to Two (2) Through Lanes between MacArthur Boulevard and Fairmount Avenue

SUMMARY

Staff has prepared two resolutions pertaining to Fiscal Year 2011-2012 State Transportation Development Act Article 3 funds. The first authorizes the City Administrator, or his designee, to apply for, accept, and appropriate up to \$285,000.00 in State Transportation Development Act (TDA) Article 3 Funds for the following bicycle and pedestrian projects:

Project	Amount
Bicycle Wayfinding Signage	\$50,000.00
Bonham Way Stairs and Paths Rehabilitation	\$110,000.00
Harrison Street/Oakland Avenue Bikeway	\$125,000.00

The second resolution approves the removal of a travel lane and the installation of a bicycle lane on Harrison Street between MacArthur Boulevard and Fairmount Avenue. The Harrison Street/Oakland Avenue Bikeway project includes this conversion of a travel lane to a bicycle lane. Per Council policy, staff must seek City Council approval for bicycle projects that reduce the number of travel lanes on a roadway. This lane conversion project is called for in the Bicycle Master Plan, adopted by City Council on December 4, 2007, and in the Harrison Street/Oakland Avenue Community Transportation Plan that was completed in 2010.

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FISCAL IMPACT

Approval of this resolution will authorize the City Administrator to apply for, accept, and appropriate up to \$285,000.00 in State Fiscal Year 2011-12 TDA Article 3 Funds. No matching funds are required to receive TDA Article 3 Funds, which must be expended within three (3) years of allocation.

Funds for Bicycle Wayfinding Signage will be deposited into the Transportation Development Act (TDA) Article 3 Fund (2162), Traffic Maintenance Organization (30523), Miscellaneous Supplies Account (52919), and a new project number to be established.

Funds for the Bonham Way Stairs and Paths Rehabilitation will be deposited into the Transportation Development Act (TDA) Article 3 Fund (2162), Capital Projects–Streets and Structures Organization (92242), Street Construction Account (57411), and a new project number to be established.

Funds for the Harrison Street/Oakland Avenue Bikeway will be deposited into the Transportation Development Act (TDA) Article 3 Fund (2162), Capital Projects–Infrastructure Plans and Programming Organization (92260), Street Construction Account (57411), and a new project number to be established.

BACKGROUND

TDA Article 3 Funds are available from the Metropolitan Transportation Commission (MTC) for bicycle and pedestrian capital improvement projects. As required by the MTC, staff has determined that (a) there are no legal impediments or other factors that would affect the City's ability to deliver the projects; (b) sufficient staff resources and funding are available to complete the projects; and (c) there are no environmental or right-of-way issues that would jeopardize fund obligation deadlines. The three projects meet MTC's criteria for eligibility, including review by Oakland's Bicycle and Pedestrian Advisory Committee (BPAC). The BPAC reviewed the recommended allocations of TDA funds at its meetings in January 2011 and March 2011. The findings must be adopted by the City Council and are included in *Exhibit A* ("Findings"), pages A1 to A3 to the resolution.

The Bicycle Wayfinding Signage project will install guide signs for bicyclists along the on-street portion of the San Francisco Bay Trail between the Emeryville border and High Street. The project will help implement the City's Design Guidelines for Bicycle Wayfinding Signage (2009), as prioritized by the City's Bicycle Master Plan. Guide, warning, and regulatory signs will also be installed along the on-street San Francisco Bay Trail and in other locations based on need and available funding.

The Bonham Way Stairs and Paths Rehabilitation project will install new handrails and remove and replace damaged concrete in selective locations on Bonham Way between Mira Vista Avenue and Grand Avenue. Rehabilitation of the City's stairs and paths is a policy action in the City's Pedestrian Master Plan (2002). Bonham Way Stairs and Paths were selected for rehabilitation based on the results of the 2009 Stair and Path Survey and Inventory, a citywide and community-based effort. This inventory identified projects that are prioritized based on improving access to essential services, serving the greatest number of potential users, and providing cost-effective rehabilitations.

The Harrison Street/Oakland Avenue Bikeway will complete a 1.2-mile link in the City's bikeway network on Harrison Street and Oakland Avenue between Grand Avenue and Monte Vista Avenue at the Piedmont city border. The project is recommended by the City's Bicycle Master Plan and by the Harrison Street/Oakland Avenue Community Transportation Plan that was completed in 2010, following a one-year community process. This Plan creates a long-term vision for calming traffic along Harrison Street and Oakland Avenue to improve the livability of the neighborhoods between Lake Merritt and the Piedmont border. The bikeway project will install bicycling striping, markings, and wayfinding signs and includes the removal of one travel lane on Harrison Street between MacArthur Boulevard and Fairmount Avenue. The project will connect to the bikeway that was installed on Oakland Avenue from Orange Street to Santa Clara Avenue in August 2009.

KEY ISSUES AND IMPACTS

Adoption of this resolution will allow the City to complete its applications for TDA Article 3 funding by the grant deadline of May 20, 2011. Construction of bicycle and pedestrian facilities is consistent with the goals of the City of Oakland's General Plan, the Bicycle Master Plan, and the Pedestrian Master Plan. The selection of projects is consistent with the Council-adopted criteria set forth in the *Resolution Establishing Prioritization Methods for the City of Oakland's Facilities and Structures, Parks and Open Space, Sewers, Storm Drains, Street, Sidewalks, and Traffic Improvement Infrastructure Needs* (Resolution No. 78747 C.M.S., adopted July 20, 2004). All three projects were further prioritized for funding based on readiness for construction.

City policy requires Council approval of bikeway projects that reduce the number of motor vehicle travel lanes. The potential traffic impacts of the Harrison Street/Oakland Avenue Bikeway were evaluated as part of the Harrison Street/Oakland Avenue Community Transportation Plan that is available at www2.oaklandnet.com/Government/o/CEDA/o/PlanningZoning/s/Plans/DOWD009064. The analysis showed that the project would not result in a significant impact to traffic operations under existing conditions nor in the future-year scenario that reflects projected growth.

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For environmental clearance under the California Environmental Quality Act (CEQA), the City is relying on the previously certified and adopted Environmental Impact Report for the Bicycle Master Plan (2007) for the Harrison Street/Oakland Avenue Bikeway (*Attachment B*). The monitoring and reporting of CEQA mitigation measures will be conducted in accordance with the Mitigation Monitoring and Reporting Program (*Attachment C*). The adoption and implementation of this program constitutes fulfillment of the CEQA monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA.

The Bicycle Master Plan EIR can be applied to this set of proposed actions and no additional environmental review is required as set forth by the criteria of CEQA Guidelines Section 15162. Specifically, and without limitation, the project would not result in any new or more severe significant impacts; there is no new information of substantial importance that would result in any new or more severe significant impacts; there are no substantial changes in circumstances that would result in any new or more severe significant impacts; and there is no feasible mitigation measure or alternative that is considerably different from others previously analyzed that has not been adopted.

On a separate and independent basis, the following projects are exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3), 15301(c), and/or 15304(h): Bicycle Wayfinding Signage, Bonham Way Stairs and Paths Rehabilitation, and Harrison Street/Oakland Avenue Bikeway.

PROJECT DESCRIPTION

- **Bicycle Wayfinding Signage** will install guide signs for bicyclists along the on-street portion of the San Francisco Bay Trail via Mandela Parkway (Emeryville border to 3rd Street), 3rd Street (Mandela Parkway to Brush Street), Brush Street (3rd Street to 2nd Street), 2nd Street (Brush Street to Oak Street), Oak Street (2nd Street to Embarcadero), Embarcadero (Oak Street to East 7th Street), East 7th Street (Embarcadero to Fruitvale Avenue), Fruitvale Avenue (East 7th Street to Alameda Avenue), Alameda Avenue (Fruitvale Avenue to Howard Street), Howard Street (Alameda Avenue to High Street), and High Street (Howard Street to Alameda border). Guide, warning, and regulatory signs will also be installed along the on-street San Francisco Bay Trail and in other locations based on need and available funding.
- **Bonham Way Stairs and Paths Rehabilitation** will install new handrails and remove and replace damaged concrete in selective locations on Bonham Way between Mira Vista Avenue and Grand Avenue.
- **Harrison Street/Oakland Avenue Bikeway** will install roadway striping, markings, and signs on Harrison Street (Bayo Vista Avenue to Grand Avenue), Oakland Avenue (Orange Street to Monte Vista Avenue), and Bayo Vista Avenue (Oakland Avenue to Harrison

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Street). The project will remove one travel lane on Harrison Street from MacArthur Boulevard to Fairmount Avenue.

SUSTAINABLE OPPORTUNITIES

Economic: Bicycle and pedestrian facilities promote bicycling and walking, the most cost-effective forms of transportation. Bicycle and walking trips tend to be local and thus are more likely to contribute to local economic activity.

Environmental: Bicycling is the most energy efficient form of transportation and both bicycling and walking create no emissions, contributing to the City's efforts to reduce air pollution and address climate change.

Social Equity: The projects improve accessibility and safety for persons who depend on non-motorized transportation and public transit to access jobs, services, and recreational facilities. Bicycling and walking are inexpensive and broadly accessible forms of transportation.

DISABILITY AND SENIOR CITIZEN ACCESS

The Harrison Street/Oakland Avenue will improve pedestrian safety on Harrison Street from MacArthur Boulevard to Fairmount Avenue by reducing the number of travel lanes. The change may reduce motor vehicle speeds, an overall benefit for senior citizens and persons with disabilities.

RECOMMENDATION(S) AND RATIONALE

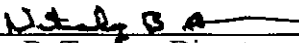
Staff recommends that the City Council authorize the City Administrator, or his designee, to apply for, accept, and appropriate up to \$285,000.00 in State Transportation Development Act (TDA) Article 3 Funds for the following bicycle and pedestrian projects: (1) Bicycle Wayfinding Signage, Fifty Thousand Dollars (\$50,000.00); (2) Bonham Way Stairs and Paths Rehabilitation, One Hundred Ten Thousand Dollars (\$110,000.00); and (3) Harrison Street/Oakland Avenue Bikeway, One Hundred Twenty Five Thousand Dollars (\$125,000.00). The grant funds will allow the City to implement priority projects and policies identified by the Pedestrian Master Plan and Bicycle Master Plan.

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ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,



Vitaly B. Troyan, Director
Public Works Agency

Reviewed by:
Michael J. Neary, P.E.
Assistant Director
Department of Engineering and Construction

Iris Starr, AICP
Infrastructure Plans and Programming Division Manager

Prepared by:
Jason Patton, Bicycle and Pedestrian Program Manager
Infrastructure Plans and Programming Division

APPROVED AND FORWARDED TO THE
PUBLIC WORKS COMMITTEE:



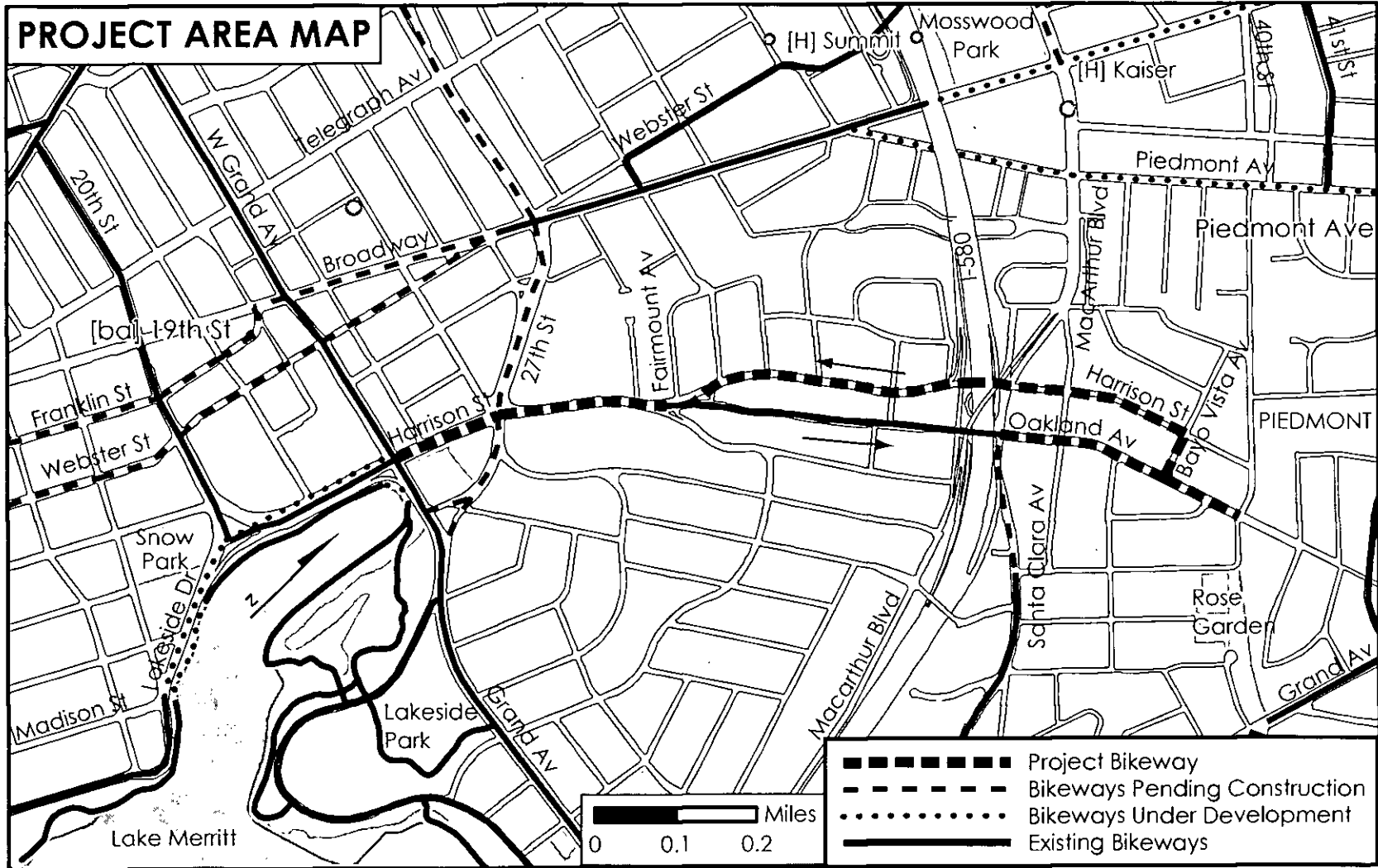
Office of the City Administrator

ATTACHMENTS

- A. Context Map
- B. Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan
- C. Mitigation Monitoring and Reporting Program

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Attachment A: Context Map



Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan (2007)

Complete this form for each project relying upon the 2007 Bicycle Master Plan Programmatic EIR for environmental clearance. If the project requires City Council approval, attach the draft form to the City Council agenda report and complete Part V following project approval. For projects approved at the staff level, completion of this form constitutes project approval.

Part I: Project Information (all projects)

Project Name:	Harrison Street/Oakland Avenue Bikeway
Project Location:	Harrison Street (Bayo Vista Avenue to Grand Avenue), Oakland Avenue (Orange Street to Monte Vista Avenue), and Bayo Vista Avenue (Oakland Avenue to Harrison Street)
Project Description:	Installation of roadway striping, markings, and signage on the above streets, including the removal of one travel lane on Harrison Street from MacArthur Boulevard to Fairmount Avenue
Project Manager:	Jason Patton, Infrastructure Plans and Programming Division (PWA)
Project Planner:	Christina Ferracane, Planning & Zoning Division (CEDA)
Project Type:	<input checked="" type="checkbox"/> Bikeway <input type="checkbox"/> Parking <input type="checkbox"/> Education <input type="checkbox"/> Policy

Part II: Requirements for Bikeway Feasibility Studies (bikeway projects only)

Source: City of Oakland, Bicycle Master Plan (2007), Appendix G, "Requirements for Bikeway Feasibility Studies"

Requirement	Applicable?	Meets Requirements?
1. Data Collection: Base Information	Yes	Yes
2. Analysis of Travel Lane Removal	Yes	Yes
a. Data Collection: Traffic Counts	Yes	Yes
b. Intersection Operations Analysis	Yes	Yes
c. MTS Analysis	Yes/No	Yes/No/NA*
d. Transit Streets Analysis	No	NA
3. Analysis of Parking Space Removal	No	NA
4. Analysis of Bicycle Path Alignment	No	NA
5. Comparative Analysis of Alternatives	Yes	Yes
6. Conceptual Plans	Yes	Yes
7. Reporting	Yes	Yes

Part III: Mitigation Monitoring and Reporting Program (all projects)

Source: City of Oakland, Bicycle Master Plan (2007), Appendix J, "Mitigation Monitoring and Reporting Program"

Mitigation Measures or Standard Conditions	Applicable?
A.3a Travel Lane Removal: Redesign for acceptable LOS	No
A.7a Transit Streets Analysis: Redesign for acceptable LOS	No

* This study requirement was erroneously included in the Bicycle Master Plan and Programmatic EIR. See the memorandum on "Metropolitan Transportation System and Bicycle Master Plan EIR" (March 14, 2011).

A.12a Coordination with other roadway projects
Standard Conditions

Yes
Yes

Part IV: Project Evaluation (all projects)

- No further environmental review is required to be performed because (a) this action is within the scope of the program examined in the 2007 Bicycle Master Plan Programmatic EIR; (b) the project would not result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; (c) there is no new information of substantial importance that would result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; (d) there are no substantial changes in circumstances that would result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; and (e) there is no feasible mitigation measure or alternative that is considerably different from others previously analyzed in the 2007 Bicycle Master Plan Programmatic EIR that has not been adopted.
- Additional environmental review is required to address potential impacts that were not addressed by the 2007 Bicycle Master Plan Programmatic EIR. Prior to commencing further CEQA review, consult the City Attorney's Office and the Planning Division to determine the scope and form of the necessary environmental review.

Discussion:

The Department of Engineering and Construction evaluated the potential impacts of this project by completing the study requirements established by the Bicycle Master Plan (2007), "Requirements for Bikeway Feasibility Studies" (Appendix G of the Plan). The applicable tasks are identified in Part II (above). The relevant documents are identified under references below. The studies were conducted as part of the Harrison Street/Oakland Avenue Community Transportation Plan, a community-based planning process funded by the California Department of Transportation. The Plan studied a number of transportation improvements in the Harrison/Oakland corridor, including the proposed bikeway.

The bikeway will reduce the number of travel lanes on Harrison Street between MacArthur Boulevard and Fairmount Avenue from three (3) through lanes to two (2) through lanes and install a bicycle lane on this one-way street. A bikeway was installed in August 2009 on Oakland Avenue between Orange Street and Santa Clara Avenue, the other half of this one-way couplet. As per the transportation analysis, the project does not cause significant impacts and thus the project does not include transportation-related mitigation measures. The project is not on a transit street as identified by the Bicycle Master Plan (page 161).

As per Mitigation Measure A.12a, the project will be implemented in coordination with a roadway resurfacing project. The resurfacing contracts follow the "Standard Specifications for Public Works Construction" ("Greenbook") and the City's Special Provisions which contain modifications to the Greenbook. These specifications are functionally equivalent to the applicable Standard Conditions of Approval.

References

- Bicycle Master Plan (4-Dec-07)
- Bicycle Master Plan Programmatic EIR (4-Dec-07)
- Harrison Street/Oakland Avenue Community Transportation Plan (8-Feb-2010)

Part V: Project Approval (all projects)

Source: City of Oakland, Bicycle Master Plan (2007), Action 3C.4 – City Council Approval (p. 60)

- This project requires City Council approval for:
 - Reducing the number of motor vehicle travel lanes.
 - Removing 10% or more of on-street parking in the project area.
- This project is discretionary at the staff level based on City Council approval of the 2007 Bicycle Master Plan.

Prepared by: Jason Patton

Date Prepared: 14-Mar-2011

Date of Project Approval: _____

City Council Resolution (if applicable): _____

**OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM**

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
A. Transportation, Circulation, and Parking					
A.1: Implementation and use of new off-street bikeways, as proposed in the Bicycle Master Plan, could cause potential environmental impacts within the Plan area.	Standard Condition A.1³: The project shall incorporate all of the City's uniformly-applied Standard Conditions (provided as Attachment F and incorporated in this Standard Condition by reference).		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	Prior to project completion
A.2: Adding bikeway signage and striping to existing roadways in the Plan area, as proposed in the Bicycle Master Plan, could affect traffic operations.	None required.		Beneficial		
A.3: Removing a travel lane within the Plan area to accommodate on-street bikeways, as proposed in the Bicycle Master Plan, could increase traffic congestion on local roadways.	Mitigation Measure A.3a: If the removal of a travel lane would cause an intersection on a proposed bikeway to operate at an unacceptable level of service, the project shall be redesigned to maintain the operating conditions at an acceptable level of service on the affected intersection approach. Otherwise, the City shall prepare further environmental review that identifies significant and unavoidable impacts for which the City must adopt a statement of overriding		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	Prior to project completion

¹ This column describes the Level of Significance resulting from the implementation of the Plan, together with imposition of all reasonably feasible mitigation measures. For purposes of this Mitigation Monitoring and Reporting Program, Mitigated to Less than Significant means that, under Public Resources Code section 21081(a)(i) and CEQA Guidelines sections 15091(a)(1) and 15092(b)(2)(A), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. Mitigated to Less than Significant Other Agency means that, under Public Resources Code section 21081(a)(2) and CEQA Guidelines section 15091(a)(2) and 15092(b)(2)(A), all or part of the mitigation measures are within the responsibility and jurisdiction of another public agency (including situations which require the cooperation of another public agency), and such changes either have been adopted by the other agency or can and should be adopted by such other agency. Significant and Unavoidable means that, under Public Resources Code section 21081(a)(3) and (b), and CEQA Guidelines section 15091(a)(3) and 15092(b)(2)(B) and 15093, no mitigation measures are available.

² Compliance date, and inspection or field survey dates to be noted in this column by the responsible agency.

³ City of Oakland public works construction projects follow the "Standard Specifications for Public Works Construction" ("Greenbook") and the City's Special Provisions which contain modifications to the Greenbook. These specifications are functionally equivalent to the applicable Standard Conditions of Approval.

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Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
	considerations.				
	Standard Condition A.3b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
A.4: Removing a travel lane within the Plan area to accommodate on-street bikeways, as proposed in the Bicycle Master Plan, could increase traffic congestion on CMP MTS segments.	Mitigation Measure A.4a: If the removal of a travel lane would cause a roadway segment on the Metropolitan Transportation System to operate at an unacceptable volume-to-capacity ratio, the project shall be redesigned to maintain the operating conditions at an acceptable volume-to-capacity ratio on the affected roadway segment. Otherwise, the City shall prepare further environmental review that identifies significant and unavoidable impacts for which the City must adopt a statement of overriding considerations.		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division, Alameda Congestion Management Agency	Prior to project completion
	Standard Condition A.4b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
A.5: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network and support facilities, as proposed in the Bicycle Master Plan, could affect pedestrian facilities.	None required.		Beneficial		
A.6: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could affect existing bikeways.	None required.		Beneficial		

**OAKLAND BICYCLE MASTER PLAN
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Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
A.7: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could affect transit service.	Mitigation Measure A.7a: Implement Mitigation Measure A.3a (Redesign to maintain acceptable levels of service).		Less Than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	Prior to project completion
	Mitigation Measure A.7b: Implement Mitigation Measure A.4a (Redesign to maintain acceptable volume-to-capacity ratios).		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division, Alameda Congestion Management Agency	Prior to project completion
	Standard Condition A.7c: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
A.8: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, would cause construction impacts.	Standard Condition A.8: Prior to commencing any construction or alterations related to the project, the construction contractor shall meet with the Transportation Services Division and other appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion that may result during construction of this project and other nearby projects that could be simultaneously under construction. Specifically: <ul style="list-style-type: none"> The construction contractor shall not block roadways or sidewalks so that adjacent residents or occupants would be adversely affected from getting to and from their respective property. Notify adjacent property owners and public safety personnel regarding when major (temporary) detours and or lane closures will occur due to construction activities. 		Less than Significant		

**OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM**

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
	<p>Notification shall occur not less than 48 hours before commencing such activities.</p> <ul style="list-style-type: none"> • The construction contractor shall locate construction staging areas for materials, equipment, and vehicles in areas as to not impede safe pedestrian and vehicular traffic. • The construction contractor shall identify haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety. • The construction contractor shall remove trash generated by project construction activity. • The construction contractor shall clearly display contractor contact information pertaining to construction activity, including identification of an on-site complaint manager, for the purpose of tracking any complaints regarding construction activity impacts. 				
A.9: Requiring and erecting bicycle parking and support facilities in the Plan area, as proposed in the Bicycle Master Plan, could affect bicycle ridership.	None required.		Beneficial		
A.10: Implementing bicycle education programs, as proposed in the Bicycle Master Plan, could increase bicycle awareness.	None required.		Beneficial		
A.11: Implementing policies, as proposed in the Bicycle Master Plan, could increase bicycling in the City of	None required.		Beneficial		

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Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
Oakland.					
A.12: Implementing the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could cause cumulative impacts.	<p>Mitigation Measure A.12a: The City shall integrate proposed bikeway projects into overlapping and concurrent roadway projects such that the construction staging occurs as a single project. Where the integration of such projects is not feasible, the City shall schedule the implementation of the projects to avoid any cumulative impacts to transportation that would be caused by the simultaneous staging of multiple projects.</p> <p>Standard Condition A.12b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).</p>		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	During construction phase of project
			Less than Significant		
B. Air Quality					
B.1: Construction activities associated with the implementation of the Bicycle Master Plan could generate short-term emissions of criteria pollutants.	<p>Standard Condition B.1: Dust Control Measures – During all construction activities, applicable dust control measures shall be instituted and maintained during construction to minimize air quality impacts. The measures are consistent with, but are not limited to, the BAAQMD Basic and Enhanced dust control measures recommended for sites larger than 4 acres and include:</p> <ul style="list-style-type: none"> • Watering all active construction areas at least twice daily to control dust; • Covering stockpiles of debris, soils, or other material if blown by the wind; 		Less than Significant	City of Oakland Building Services Division	During construction phase of project

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Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
	<ul style="list-style-type: none"> • Sweeping adjacent public rights of way and streets daily if visible soil material or debris is carried onto these areas; • Sweeping daily all paved access roads, parking areas, and staging areas at the construction site; • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard; • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas; • Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.); • Install sandbags or other erosion control measures to prevent silt runoff onto public roadways; • Replant vegetation in disturbed areas as quickly as possible; • Limit traffic speeds on unpaved roads/driveways to 15 miles per hour; • Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the construction site; • Install wind breaks at the windward sides of the construction areas; and • Suspend excavation and grading 				

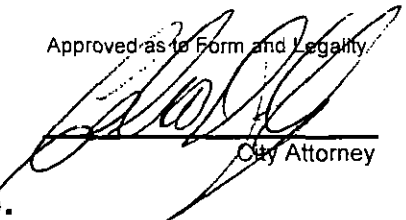
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Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
	<p>activities when wind (as instantaneous gusts) exceed 25 miles per hour.</p> <ul style="list-style-type: none"> Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) should be performed for such equipment used continuously during the construction period. 				
B.2: The implementation of proposed bikeways within the Plan area, as proposed in the Bicycle Master Plan, could affect traffic operations and thereby affect emissions at sensitive receptor locations.	None required.		Beneficial		
B.3: Implementing the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could cause cumulative impacts.	None required.		Less than Significant		

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OAKLAND

OAKLAND CITY COUNCIL

Approved as to Form and Legality



City Attorney

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RESOLUTION No. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO APPLY FOR, ACCEPT, AND APPROPRIATE UP TO TWO HUNDRED EIGHTY FIVE THOUSAND DOLLARS (\$285,000.00) IN FISCAL YEAR 2011-2012 STATE TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUNDS AS FOLLOWS: (1) BICYCLE WAYFINDING SIGNAGE, FIFTY THOUSAND DOLLARS (\$50,000.00); (2) BONHAM WAY STAIRS AND PATHS REHABILITATION, ONE HUNDRED TEN THOUSAND DOLLARS, (\$110,000.00); AND (3) HARRISON STREET/OAKLAND AVENUE BIKEWAY, ONE HUNDRED TWENTY FIVE THOUSAND DOLLARS (\$125,000.00)

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code Section 99200 et seq. authorizes the submission of applications to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and

WHEREAS, the MTC requires that resolutions authorizing the application, acceptance and appropriation of funds include an "Exhibit A: Findings", verifying that there are no legal, fiscal, or other impediments to the implementation of this project; and

WHEREAS, staff has determined that there are no legal impediments or other factors that would affect the City's ability to deliver the projects, that there is sufficient availability of City staff resources and adequate funding to complete the projects, that environmental and right-of-way issues have been reviewed and that fund obligation deadlines will not be jeopardized; and

WHEREAS, these determinations verify that the five projects meet MTC's criteria for eligibility; and

WHEREAS, MTC Resolution No. 875, revised, requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region and that the Alameda County Public Works Department coordinates this claim for Alameda County; and

WHEREAS, the City of Oakland declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code; and

WHEREAS, the City of Oakland desires to apply for \$285,000.00 in Fiscal Year 2011-2012 TDA Article 3 Funds for three (3) projects, as follows: (1) Bicycle Wayfinding Signage, Fifty Thousand Dollars (\$50,000.00); (2) Bonham Way Stairs and Paths Rehabilitation, One Hundred Ten Thousand Dollars (\$110,000.00); and (3) Harrison Street/Oakland Avenue Bikeway, One Hundred Twenty Five Thousand Dollars (\$125,000.00); and

WHEREAS, the project areas are described in more detail in the City Administrator's agenda report accompanying this resolution; and

WHEREAS, the requirements of the California Environmental Quality Act (CEQA) have been satisfied; now, therefore be it

RESOLVED, that based on the determinations contained in the City Administrator's report accompanying this resolution the City Council of the City of Oakland finds as follows:

1. The City of Oakland is eligible to request an allocation of TDA Article 3 Funds pursuant to Section 99234 of the Public Utilities Code; and
2. There is no known pending or threatened litigation that might adversely affect any of the three (3) projects described in the City Administrator's agenda report accompanying this item, as follows: (1) Bicycle Wayfinding Signage; (2) Bonham Way Stairs and Paths Rehabilitation; and (3) Harrison Street/Oakland Avenue Bikeway, or that might impair the ability of the City of Oakland to carry out these projects; and be it

FURTHER RESOLVED, that based on the determinations contained in the City Administrator's report accompanying this resolution the City Council of the City of Oakland hereby attests to the accuracy of and approves the findings in "Exhibit A: Findings" to this resolution; and be it

FURTHER RESOLVED, that the projects are exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3), 15301(c), and/or 15304(h); and on a separate and independent basis, the City is relying on the previously certified and adopted Environmental Impact Report for the Bicycle Master Plan (2007) for the following projects: Bicycle Wayfinding Signage and Harrison Street/Oakland Avenue Bikeway; and be it

FURTHER RESOLVED, that the City Council hereby authorizes the application, acceptance, and appropriation of Fiscal Year 2011-12 TDA Article 3 funds in the amount not to exceed \$285,000.00 to be deposited and appropriated as follows: (1) \$50,000.00 for Bicycle Wayfinding Signage into Transportation Development Act (TDA) Article 3 Fund (2162), Traffic Maintenance Organization (30523), Miscellaneous Supplies Account (52919), and a new project number to be established; (2) \$110,000.00 for Bonham Way Stairs and Paths Rehabilitation into the Transportation Development Act (TDA) Article 3 Fund (2162), Capital Projects—Streets and Structures Organization (92242), Street Construction Account (57411), and a new project number to be established; and (3) \$125,000.00 for Harrison Street/Oakland Avenue Bikeway into the Transportation Development Act (TDA) Article 3 Fund (2162), Capital Projects—Infrastructure Plans and Programming Organization (92260), Street Construction Account (57411), and a new project number to be established; and be it

FURTHER RESOLVED, that a certified copy of this resolution and its Exhibit, and any accompanying supporting materials, shall be forwarded to the Alameda County Public Works Department for submission to MTC as part of the countywide coordinated TDA Article 3 claim; and be it

FURTHER RESOLVED, that the City Administrator, or his designee, is authorized on behalf of the City of Oakland to execute and submit all documents, payment requests, and related actions; and be it

FURTHER RESOLVED, that should additional funds be received for these three (3) projects, the City Administrator, or his designee, is hereby authorized to accept and appropriate the same for the purposes described above.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20_____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, BRUNNER, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, SCHAAF and PRESIDENT REID

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California

EXHIBIT A1 TO RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO APPLY FOR, ACCEPT AND APPROPRIATE UP TO \$50,000.00 IN FISCAL YEAR 2011-2012 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 FUNDS FOR BICYCLE WAYFINDING SIGNAGE

Findings

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2011-2012 Transportation Development Act, Article 3, Pedestrian/Bicycle Project Funding

1. That the CITY OF OAKLAND is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 Funds, nor is the CITY OF OAKLAND legally impeded from undertaking the project(s) described in the application for project funds.
2. That the CITY OF OAKLAND has committed adequate staffing resources to complete the project(s) described in the project application.
3. A review of the project(s) described in the project application has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in the project application have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project described in the project application complies with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.), and that the CITY OF OAKLAND is in possession of the document(s) supporting such compliance, said document(s) having been made available for public review and stamped by the County Clerk or County Recorder of the county in which the claimant is located.
6. That as portrayed in the budgetary description(s) of the project(s) in the application, the sources of funding other than TDA are assured and adequate for completion of the project.
7. That the project described in the application is for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the CITY OF OAKLAND within the prior five (5) fiscal years.
8. That the projects described in the application which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That any project described in the application that is a "Class I Bikeway," meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project described in the application is ready to commence implementation during the fiscal year of the requested allocation.
11. That the CITY OF OAKLAND agrees to maintain, or provide for the maintenance of, the facilities described in the project application, for the benefit of and use by the public.

PUBLIC WORKS AGENCY CERTIFICATION: I certify that to the best of my knowledge, this information is accurate, and there is no legal impediment, or pending or threatened litigation, which might adversely affect the proposed project, or the City's ability to carry it out.

Signed:


Iris Starr

Date:

3/7/11

Manager, Infrastructure Plans and Programming

EXHIBIT A2 TO RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO APPLY FOR, ACCEPT AND APPROPRIATE UP TO \$110,000.00 IN FISCAL YEAR 2011-2012 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 FUNDS FOR BONHAM WAY STAIRS AND PATHS REHABILITATION

Findings

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2011-2012 Transportation Development Act, Article 3, Pedestrian/Bicycle Project Funding

1. That the CITY OF OAKLAND is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 Funds, nor is the CITY OF OAKLAND legally impeded from undertaking the project(s) described in the application for project funds.
2. That the CITY OF OAKLAND has committed adequate staffing resources to complete the project(s) described in the project application.
3. A review of the project(s) described in the project application has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in the project application have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project described in the project application complies with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.), and that the CITY OF OAKLAND is in possession of the document(s) supporting such compliance, said document(s) having been made available for public review and stamped by the County Clerk or County Recorder of the county in which the claimant is located.
6. That as portrayed in the budgetary description(s) of the project(s) in the application, the sources of funding other than TDA are assured and adequate for completion of the project.
7. That the project described in the application is for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the CITY OF OAKLAND within the prior five (5) fiscal years.
8. That the projects described in the application which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That any project described in the application that is a "Class I Bikeway," meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project described in the application is ready to commence implementation during the fiscal year of the requested allocation.
11. That the CITY OF OAKLAND agrees to maintain, or provide for the maintenance of, the facilities described in the project application, for the benefit of and use by the public.

PUBLIC WORKS AGENCY CERTIFICATION: I certify that to the best of my knowledge, this information is accurate and there is no legal impediment, or pending or threatened litigation, which might adversely affect the proposed project, or the City's ability to carry it out.

Signed: _____

Iris Starr
Manager, Infrastructure Plans and Programming

Date: 3.17.11

EXHIBIT A3 TO RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO APPLY FOR, ACCEPT AND APPROPRIATE UP TO \$125,000.00 IN FISCAL YEAR 2011-2012 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 FUNDS FOR HARRISON STREET/OAKLAND AVENUE BIKEWAY

Findings

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2011-2012 Transportation Development Act. Article 3. Pedestrian/Bicycle Project Funding

1. That the CITY OF OAKLAND is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 Funds, nor is the CITY OF OAKLAND legally impeded from undertaking the project(s) described in the application for project funds.
2. That the CITY OF OAKLAND has committed adequate staffing resources to complete the project(s) described in the project application.
3. A review of the project(s) described in the project application has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in the project application have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project described in the project application complies with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.), and that the CITY OF OAKLAND is in possession of the document(s) supporting such compliance, said document(s) having been made available for public review and stamped by the County Clerk or County Recorder of the county in which the claimant is located.
6. That as portrayed in the budgetary description(s) of the project(s) in the application, the sources of funding other than TDA are assured and adequate for completion of the project.
7. That the project described in the application is for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the CITY OF OAKLAND within the prior five (5) fiscal years.
8. That the projects described in the application which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That any project described in the application that is a "Class I Bikeway," meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project described in the application is ready to commence implementation during the fiscal year of the requested allocation.
11. That the CITY OF OAKLAND agrees to maintain, or provide for the maintenance of, the facilities described in the project application, for the benefit of and use by the public.

PUBLIC WORKS AGENCY CERTIFICATION: I certify that to the best of my knowledge, this information is accurate and there is no legal impediment, or pending or threatened litigation, which might adversely affect the proposed project, or the City's ability to carry it out.

Signed:

Ins Stan

Manager, Infrastructure Plans and Programming

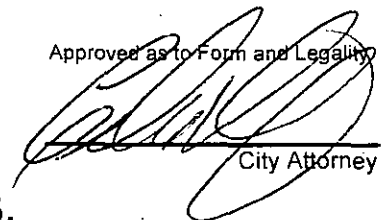
Date: 3.17.11

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2011 APR 13 PM 6:17

OAKLAND CITY COUNCIL

Approved as to Form and Legality



City Attorney

RESOLUTION No. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE INSTALLATION OF CLASS II BICYCLE LANES ON HARRISON STREET BY REDUCING TRAVEL LANES FROM THREE (3) THROUGH LANES TO TWO (2) THROUGH LANES BETWEEN MACARTHUR BOULEVARD AND FAIRMOUNT AVENUE

WHEREAS, installing bicycle lanes meets the goals of the City of Oakland's Bicycle Master Plan to provide safe and direct bicycle access to key areas and on key corridors in Oakland; and

WHEREAS, the Bicycle Master Plan proposes the installation of bicycle lanes on Harrison Street from MacArthur Boulevard to Fairmount Avenue ("Project"); and

WHEREAS, the Harrison Street/Oakland Avenue Community Transportation Plan identifies the proposed bikeway and lane conversion as a priority project; and

WHEREAS, the installation of bicycle lanes on Harrison Street between MacArthur Boulevard and Fairmount Avenue will require the reduction of travel lanes from three (3) through lanes to two (2) through lanes on this one-way street; and

WHEREAS, City Council has directed staff to prepare reports for their approval when bicycle projects require the reduction of travel lanes on a roadway; and

WHEREAS, the Project has been studied for feasibility and both short- and long-term environmental impacts have been evaluated; and

WHEREAS, the Project is designed to, and will, have less than significant impacts; now, therefore be it

RESOLVED, that the City Council, as the CEQA Lead Agency, has independently reviewed, analyzed, and considered the 2007 Bicycle Master Plan EIR and the Feasibility Study undertaken for the project prior to acting on the approvals, and based upon such independent review, analysis, and consideration, and exercising its independent judgment, the City Council confirms that the 2007 Bicycle Master Plan EIR can be applied to this set of proposed actions, and that the City Council adopts the Mitigation Monitoring and Reporting Program (MMRP), as set forth in Attachment C to the Agenda Report, and incorporated herein by reference; and be it

FURTHER RESOLVED, that the City Council authorizes the installation of bicycle lanes on Harrison Street between MacArthur Boulevard and Fairmount Avenue by reducing the number of travel lanes from three (3) through lanes to two (2) through lanes on this one-way street.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, BRUNNER, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, SCHAAF and PRESIDENT REID

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California