



CITY OF OAKLAND

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OAKLAND

2016 APR 28 PM 6:15

# AGENDA REPORT

**TO:** Sabrina B. Landreth  
City Administrator

**FROM:** Brooke A. Levin  
Director, Public Works

**SUBJECT:** BRT Final Design Phase Approvals

**DATE:** April 25, 2016

City Administrator Approval

Date:

4/28/16

## RECOMMENDATION

Staff Recommends That The City Council Receive Final Design Phase Information And Adopt A Resolution Approving The Alameda - Contra Costa County (AC) Transit District's Construction Impact Mitigation Plan For The East Bay Bus Rapid Transit (BRT) Project Phase II: Infrastructure And Station Platform Construction Program (Bid Package #3) Dated January 13, 2016, As Appended To Include: BRT Corridor – Beneficial Use And Interim Operations Plan (Appendix F), AC Transit Business Technical Assistance Program Description (Appendix G), And BRT Neighborhood Traffic Management Program Description (Appendix H), All Dated March 10, 2016.

Separate concurrent reports include a *BRT Project Update* from AC Transit; request that Council adopt a resolution approving the *BRT Parking Impact Mitigation Plan and Funding* in the amount of \$300,000; and ask Council to consider initial findings and recommendations of the *Oakland Business Sustainability Program*.

## EXECUTIVE SUMMARY

This report provides the Oakland City Council with AC Transit East Bay Bus Rapid Transit (BRT) Project information and seeks Council approval of AC Transit's Construction Impact Mitigation Plan (CIM-p) for the \$108 million BRT Phase II: Infrastructure and Station Platform Construction Project (Bid Package 3). Work is set to commence in May 2016. Oakland Public Works has already deemed the 100% plans, specifications, and estimates (PSE) for Bid Package 3 as substantially compliant with local requirements, with the stipulation that the project will fully comply with all special permit requirements. These staff approvals, along with City Council approval of the Construction Impact Mitigation and Parking Improvement Plans, are required by the Master Cooperative Agreement between Oakland and AC Transit for implementation of the Project. These City approvals will allow AC Transit to proceed to obtain the necessary permits and commence major construction within Oakland.

The CIM-p provides guidelines and clarity on AC Transit's obligations and commitments to mitigate temporary impacts on businesses and communities during BRT Bid Package 3 construction. The CIM-p is an element of the broader Business Impact Mitigation Plan (BIM-p)

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that AC Transit and the City of Oakland established in fall 2014 (Resolutions No. 85284-6). While Council adoption of the CIM-p and separate Parking Impact Mitigation Plan will signal final design phase completion, it is important to note that the BIM-p includes supplemental construction phase business impact mitigation programs currently under development, such as the Oakland Business Assistance and Sustainability program.

## **BACKGROUND / LEGISLATIVE HISTORY**

### *Project Description*

The East Bay BRT Project will ultimately extend approximately 9.52 miles from Downtown Oakland to the San Leandro BART Station and is designed to provide superior public transit through one of Oakland's busiest corridors. The BRT service will feature 5-minute headways, light-rail-like bus stations with ADA compliant passenger amenities, Traffic Signal Priority (TSP) for advancing buses through signalized intersections, passenger safety features, diesel-electric hybrid, dual sided 5-door buses, dedicated bus lanes, and improved pedestrian, bicycle, and passenger facilities along the entire corridor.

The BRT route runs from the northern transfer station at Broadway and 20<sup>th</sup> Street in Oakland to the City of San Leandro Bay Area Rapid Transit (BART) Station. In Oakland, project features include 18 sidewalk stations (9 pairs) on Broadway, East 11<sup>th</sup> Street and East 12<sup>th</sup> Streets, and 20 center median stations serving the dedicated bus transit way from International Boulevard & 14<sup>th</sup> Avenue to the San Leandro border.

The BRT passes through diverse neighborhoods with equally diverse characters and business climates including the Downtown, Chinatown, Eastlake, San Antonio, Fruitvale, Havenscourt-Lockwood, Hegenberger, and Elmhurst areas of Oakland.

### *Legislative History*

In 1998, AC Transit completed numerous studies that had been in the works for years to develop the current BRT project. The City of Oakland participated on a technical and policy level on each of these studies. The 1998 "Major Investment Study" examined multiple modes on multiple corridors. At the conclusion of that study, in 2001, the Policy Steering Committee chose Bus Rapid Transit on the Telegraph Avenue/International Boulevard corridor from Downtown Berkeley to San Leandro as the preferred project. Following this choice, AC Transit worked on preliminary design and environmental analysis of the preferred project, and released the Draft Environmental Impact Statement Report (DEIS/R) in May, 2007. In July, 2007, the City of Oakland formally submitted comments that addressed route alignment, traffic, parking, economic impact, construction, roadway maintenance and operational impacts, and other areas.

### *Locally Preferred Alternative (LPA)*

In April, 2010 the City of Oakland selected a "Locally Preferred Alternative" (LPA) for analysis in the Final Environmental Impact Statement/Report (FEIS/R) (Resolution No. 82690 C.M.S.); this

Locally Preferred Alternative (LPA) incorporated bicycle, pedestrian and vehicular improvements in addition to the proposed Bus Rapid Transit Project.

As noted above, the original project was envisioned to run from San Leandro to Downtown Berkeley. However, the City of Berkeley did not approve an LPA and the BRT project components in the FEIS/R thus terminated at the Berkeley border. In January 2012, AC Transit released the FEIS/R on the East Bay Bus Rapid Transit Project. The FEIS/R included a new alternative, the Downtown Oakland to San Leandro (DOSL) line that terminated the alignment in downtown Oakland. On April 24<sup>th</sup>, 2012, AC Transit certified the FEIS/R and chose the DOSL as the LPA.

The project requires that the local jurisdictions also certify the final alternative and on July 17, 2012, the City of Oakland formally endorsed the DOSL (Resolution No. 84106 C.M.S.). As a part of that action the City Council also passed Oakland's Conditions of Approval (COAs), formalizing the terms of construction and final project that had been negotiated with AC Transit for the project.

#### Conditions of Approval

The Oakland COAs included additional parking and business impact mitigation requirements; local hire provisions; curb to curb repaving and pedestrian lighting and safety to assure the project is truly a corridor-based project; and a requirement for a net zero increase in City costs for operating and maintaining BRT Project facilities.

Under Resolution No. 84106, the Public Works Director is responsible to enforce the Oakland COA and his or her approval is required for all BRT Project construction documents (plans, specifications, and estimates). The interagency BRT team mutually agreed that AC Transit would demonstrate substantial conformance to the COA with the following documents:

- Master Cooperative Agreement
- Operations and Maintenance Agreement
- Business Impact Mitigation Plan
- Parking Impact Mitigation Plan
- Project Labor Agreement
- Final Design Plans, Specifications and Estimates

#### Master Cooperative and Operations / Maintenance Agreements

On July 30, 2013, the City Council unanimously adopted Resolution #84570 authorizing the City Administrator to enter into a Master Cooperative Agreement (MCA) with the Alameda-Contra Costa Transit District (AC Transit) for the Final Design and Construction Phases of the Downtown Oakland to San Leandro Bus Rapid Transit Project. The Construction Cost Estimate attached to the MCA included \$22.7 million for implementing the CoA. This amount included \$3.4 million for Business and Parking Impact Mitigation activities and \$19.3 million for roadway, bicycle and pedestrian improvements.

Also on July 30, 2013, the City Council unanimously adopted Resolution No. 84571 C.M.S. authorizing the City Administrator to enter into an Operations and Maintenance Agreement with the Alameda-Contra Costa Transit District (AC Transit) for the Downtown Oakland to San Leandro Bus Rapid Transit Project.

Parking and Business Impact Mitigation

On September 30, 2014, the BRT Policy Steering Committee passed a motion recommending that the AC Transit Board approve the Parking and Business Impact Mitigation Plans for Phase I construction (Advanced Utility Relocations; Fruitvale Bypass and Off-Street Parking Lot), and authorize the General Manager to allocate up to \$2.5 million in BRT Project funds to the development and implementation of the Oakland Business Sustainability Program.

On November 18, 2014, the City Council unanimously adopted Resolution No. 85283 approving the East Bay Bus Rapid Transit (BRT) Project Business Impact Mitigation Plan for Advanced Utility Relocations (Bid Package 1) and the Parking and BRT Business Impact Mitigation Plans for Fruitvale Bypass and Off-Street Parking Lot Construction in the Fruitvale and Elmhurst Areas of Oakland (Bid Package 2).

Also on November 18, 2014, the City Council unanimously adopted Resolution No. 85284 to accept and appropriate up to \$2.5 million from AC Transit for the development and implementation of the City's BRT - Business Technical Assistance Project. (By mutual agreement of agency executives, the capped amount was reduced to \$2.0 million after AC Transit created and funded a separate \$500,000 BRT – Technical Assistance Project to address the direct permanent impacts of BRT construction.)

Concurrently on November 18, 2014, Council unanimously adopted Resolution No. 85285, waiving the competitive Request for Proposal (RFP) selection requirement and approving a Professional Services Agreement with Oakland Business Development Corporation, OBDC, in an amount not-to-exceed \$500,000 to administer the start-up phase of the City's BRT - Business Technical Assistance Project. The City executed its \$500,000 contract with OBDC in May 2015.

Related to the above-mentioned November 18, 2014 legislative actions is City's creation of a \$2,000,000 Business Assistance and Sustainability fund (BAS-f), which includes \$1,000,000 in General Purpose Funds (Resolution No. 85085 C.M.S.) and \$1,000,000 in CDBG funds (Resolution No. 85286 C.M.S.). These BAS-funds are intended to support businesses that are deemed eligible by the City for direct monetary assistance due to adverse permanent impacts from BRT infrastructure.

Table 1 below lists BRT - Business Impact Mitigation Fund and Bid Package #3 supplemental allocations approved by the AC Transit Board and or City Council to date. These include baseline impact mitigation activities required by the BRT - Final Environmental Impact Statement / Final Environmental Impact Report (FEIS/FEIR), county sales tax (Measure BB) and grant-funded corridor infill programs, as well as a supplemental Business Technical Assistance Program.

**Table 1: Approved BRT - Business Impact Mitigation Fund Items**

Category and Item	Budget (millions)	Funder and Source
<b>A. BRT - Construction Impact Mitigations Allowances</b>		
1. Site Specific Mitigations - Impacts From Roadway Alignment, Geometry, Stations	8.82	ACT - BRT Project
2. Business Support Initiatives	2.17	ACT - BRT Project
<b>B. BRT--Oakland Business Sustainability Program</b>		
1. Baseline Business Technical Assistance Program	.50	ACT - BRT Project
2. Supplemental Business Technical Assistance Program	2.00	ACT - ACTC
	<b>13.49</b>	<b>Subtotal - ACT</b>
3. Business Assistance and Sustainability Fund	2.00	City - GPF / CDBG
<b>C. BRT- Bid Package #3 Supplements</b>		
1. Int'l Blvd Pedestrian Lighting & Sidewalk Infill Program	2.48	City - CTC (ATP)
2. SAHA Development - Transit Related Improvements	.73	City - Cap & Trade
3. ADA Curb Ramp Infill Program (±250 ramps)	1.30	City - MBB
	<b>6.51</b>	<b>Subtotal - City</b>
<b>Total (millions):</b>	<b>\$20.00</b>	

ACTC: Alameda County Transportation Commission  
 ATP: Active Transportation Program  
 MBB: Measure BB

**ANALYSIS AND POLICY ALTERNATIVES**

This report provides the Oakland City Council with AC Transit East Bay Bus Rapid Transit (BRT) Project final design phase information and seeks Council approval of AC Transit's Construction Impact Mitigation Plan (CIM-p) for the \$108 million BRT Phase II: Infrastructure and Station Platform Construction Project (Bid Package 3) set to commence in May 2016. Oakland Public Works approved the 100% plans, specifications, and estimates (PSE) for Bid Package 3 as substantially compliant with local requirements conditional upon completion of special permit requirements. These staff approvals, along with City Council approval of the CIM-p and Parking Impact Mitigation Plan, are required by the Master Cooperative Agreement. These City approvals will allow AC Transit to proceed to obtain the necessary permits and commence major construction within Oakland.

Separate concurrent reports include a **BRT Project Update** from AC Transit; request that Council adopt a resolution approving the **BRT Parking Impact Mitigation Plan and Funding** in the amount of \$300,000; and ask Council to consider initial findings and recommendations of the **Oakland Business Sustainability Program**.

**Table 2: City Council Approval Schedule**

<b>ACTION</b>	<b>Month</b>	<b>Year</b>	<b>Status</b>
Adopt Final Environmental Impact Statement (Resolution No. 84016)	July	2012	✓
Authorize Master Cooperative Agreement (Resolution No. 84570)	July	2013	✓
Authorize Operations and Maintenance Agreement (Resolution No. 84571)	July	2013	✓
Accept & Appropriate AC Transit funds to City Staff Costs	Nov.	2014	✓
Approve Parking and Business Impact Mitigation Plans for Advance Utility Relocations Bid Package #1 and Fruitvale Bypass / Parking Lot (Fruitvale & Elmhurst) Bid Package #2 Construction (Resolution No. 85283)	Nov.	2014	✓
Business Impact Mitigation Fund / Oakland Business Sustainability Program (BSP) (Resolution No. 85284-6): <ul style="list-style-type: none"> <li>• Accept &amp; Appropriate ACTC funds to the BSP</li> <li>• Authorize OBDC Contract for Business TA Project Launch</li> <li>• Create the Business Assistance and Sustainability Fund (BAS-f)</li> </ul>	Nov.	2014	✓
Approve Construction Impact Mitigation Plan for Bid Package #3	May	2016	
Approve Parking Impact Mitigation Plan for Bid Package #3	May	2016	
Consider initial BSP program findings and recommendations	May	2016	
Approve BAS-f program criteria and administrative framework	July	2016	

Oakland Conditions of Approval

The thirteen Oakland Conditions of Approval for the BRT Project fall into several categories:

- Business and Parking Impacts (COA I, II)
- Local Hire Provisions (COA I)
- Design Requirements (COA III-IX)
- Operations & Maintenance (COA X)
- Reimbursement & Legal Requirements (COA XI-XIII)

The following table list and provides the status of documents that demonstrate how the AC Transit BRT Bid Package 3 final design program substantially conforms to the Oakland Conditions of Approval (COAs).

**Table 3: Oakland COAs - Final Design Documents and Status**

COA No.	Category	Documents	Status
I.A	Business and Parking Impact Mitigation Plans	Construction Impact Mitigation Plan (CIM-p)	Pending Council adoption of the attached resolution
		Parking Impact Mitigation Plan (PIM-p)	Pending Council adoption of the PIM-p and allocation of \$1.195 million for supplemental activities
I.B	Business and Parking Impact Mitigation Funds	Business Impact Mitigation Fund (BIM-f)	AC Transit and City adopted BIM-f program in November 2014
I.C	Local Hire	AC Transit Project Labor Agreement (PLA)	Executed under \$108 million construction contract w/ O.C. Jones
II.	Off-Street Parking Lots	Parking Impact Mitigation Plan (PIM-p)	Pending Council adoption of the PIM-p and allocation of \$1.195 million for supplemental activities
III-IX	Design Requirements	100% Final Design Phase Plans, Specifications, and Estimates (PS&E)	Oakland Public Works approved 100% PS&E conditioned upon completion of special permit requirements
X.	Operations & Maintenance (O&M)	O&M Agreement	Executed; several amendments are to be attached during the construction phase
XI-XIII	Reimbursement & Legal Requirements	Master Cooperative Agreement	Executed; no amendments are required based upon the 100% PS&E

Construction Impact Mitigation Plan

Staff recommends that the City Council adopt a resolution approving the Alameda - Contra Costa County (AC) Transit District's Construction Impact Mitigation Plan (CIM-p) for the East Bay Bus Rapid Transit (BRT) Project Phase II: Infrastructure and Station Platform Construction Program (Bid Package #3) dated January 13, 2016, as Appended to include: BRT Corridor – Beneficial Use and Interim Operations Plan (Appendix F), AC Transit Business Technical Assistance Program Description (Appendix G), and BRT Neighborhood Traffic Management Program Description (Appendix H), all dated March 10, 2016. **See Attachment #1 – Draft Resolution.**

The CIM-p is based on construction industry standards and best practices, requirements from the federal Final Environmental Impact Statement/Report, as well as Conditions of Approval (COA) adopted by the City of Oakland and incorporated into the Master Cooperative Agreements between the District and the City. As a result of the combination of the original

project design elements and the Oakland Conditions of Approval, the project is anticipated to be a true, model corridor-based BRT project.

The plan provides guidelines and clarity on the AC Transit's commitment to mitigate temporary construction impacts on businesses and communities during BP3 construction. The CIM-p is intended to be an informative and useful tool for community stakeholder groups, business owners, and residents along the corridor to understand technical requirements included in the construction documents. The CIM-p is also a key coordination tool for first responders who have a need to know how BP3 work may affect emergency services.

The CIM-p describes a framework for how AC Transit will communicate and interrelate with businesses and residents to address the direct temporary construction impacts to transit, businesses, residents, pedestrian, bike, and motor vehicle traffic circulation, on-street parking, and make clear how AC Transit will respond to construction incidents in a timely manner. The CIM-p explains the approach for developing the remedies for negative temporary effects to the maximum extent practicable by way of a set of sub-plans which prescribe the mitigations and management tools that will be implemented. The CIM-p also identifies responsibilities and paths of communication with agency partners including the City of Oakland, businesses and community stakeholders during construction. The approved mitigations will be implemented either by contractor allowance or directly by AC Transit.

**See Attachment #2 – Construction Impact Mitigation Plan dated January 13, 2016**

Construction Impact Mitigation Plan Appendices

It is important to note that the CIM-p is a "living document" that will be continuous updated and improved by the interagency construction management team. Moreover, the broader Business Impact Mitigation Plan includes construction phase and post-construction business and parking impact mitigation programs, activities and services still under development and thus subject to additional agency and community review. A separate concurrent report to Council provides the status of and recommendations for the two Oakland Business Sustainability Program elements listed in Table 3.

**Table 4: Business Impact Mitigation – Construction Phase Elements**

Business Impact Mitigation Plan Element	CIM-p Ref.	Responsible Agency	Budget (millions)
AC Transit Beneficial Use and Interim Operations Plan <sup>1</sup>	Appendix F	AC Transit	
AC Transit Neighborhood Traffic Management Program <sup>2</sup>	Appendix H	AC Transit	
AC Transit Business Support Activities Program	pp. 26-27	AC Transit	2.17
AC Transit Business Technical Assistance Program	Appendix G	AC Transit	.50
Oakland Business Technical Assistance Project	Appendix G	City	2.50
Oakland Business Assistance and Sustainability Fund	Appendix G	City	2.00



Table 4 Notes:

1. There is not specific budget for this plan element
2. The budget for this plan element is to be determined

BRT corridor business owner groups continue to voice concerns that protracted and or uncontrolled construction activities may spell disaster for existing businesses. AC Transit design has been consistent in its response that bus rapid transit construction will be more akin to a public works streetscape improvement than a municipal light rail capital improvement program, and therefore no business interruption program is required under the BRT Project. With this specific concern and goal in mind concert and in concert with the City stakeholders, AC Transit developed CIM-p Appendices No. F, G, and H.

**Attachment #3: CIM-p Appendix F – Beneficial Use and Interim Operations Plan.** In concert with the City and in response to business and neighborhood concerns, AC Transit established the key principles below for beneficial use and interim operations of the project corridor during construction. Key features of this mitigation program are the construction performance principles and guidelines, which include predetermined work zones; preset sequence and progression of work, and requirements to maintain 60% of existing on-street parking stalls in each active work zone, along with many other protections for businesses and residents.

The construction staging plans provide the business owner and resident, as well as business technical assistance providers, with the ability to forecast and envision when and where construction will occur and to plan accordingly. By completing Segment B curbside station construction in the East Lake, Chinatown and San Antonio during the final months of construction, the BRT Project will limit the duration and impacts of the 'mothballing' period (between completion of construction in a work zone and start of BRT revenue services) on adjacent commercial and residential operations.

Key AC Transit performance principles and guidelines:

1. Continuously maintain a minimum of 60% of existing parking stalls within each construction zone Maintain use of existing vehicle lanes.
2. Maintain or improve existing on-street parking.
3. Minimize changes to bus stop locations.
4. Maintain existing bus shelters and existing service levels.
5. Retain existing bike lanes/routes.
6. Maintain pedestrian sidewalk access throughout the corridor.
7. Use the new infrastructure and the bus-only lanes, if deemed safe, for system start-up and testing and to initiate temporary BRT-Light service with local buses.

**Attachment #4: CIM-p Appendix G - AC Transit Business Technical Assistance Program** defines the overarching BRT Business Technical Assistance program and differentiates AC Transit's ongoing responsibility to validate and remedy the direct temporary and permanent impacts of BRT Project pursuant to the FEIS/R from supplemental activities assigned to Oakland Business TA program. The City's TA program, a subset of its larger Business Sustainability Program (BSP), is responsible to conduct individual business assessments and identify indirect permanent physical and programmatic impacts to the businesses along the corridor. In addition, the City TA program will provide business technical assistance, business

operations training, referral to business specialty consultants and access to available financial programs through its consultant, Main Street Launch.

**Attachment #5: CIM-p Appendix H.** Outlines the program under which AC Transit will comply with the FEIS/R Section 3.2.8.3 that calls for a Neighborhood Traffic Management Program. AC transit commits to allocate an unspecified amount to evaluate traffic flows and volumes at select intersections and side streets that would potentially be used by motorists as an alternate route to driving along the BRT corridor, and to implement necessary mitigations.

Design Requirements (COA #II – IX)

On February 11, 2016, Oakland Public Works approved the 100% plans, specifications, and estimates (PSE) for Bid Package 3 as substantially compliant with local requirements conditional upon completion of special permit requirements. A letter granting final 100% PS&E approval will be issued pending resolution of items that by mutual agreement remain on the list of unresolved final design phase items.

AC Transit and City staffers worked diligently in almost daily staff level workshops and meetings, and in regular executive-level partnering sessions, throughout the final design phase to resolve a wide ranging set of technical and community concerns and to produce a BRT final design package that satisfies federal, state, and local requirements and positions the East Bay BRT program to be completed on time, within budget and in accordance with the Institute for Transportation & Development Policy's BRT-silver standard rating.

The two agencies have formulated the most responsive design measures feasible to mitigate disruptive project impacts to businesses and residents along the project corridor identified in the FEIS/R, Oakland Conditions of Approval, and by business and community stakeholders. Examples of design mitigations implemented to date include maximizing existing on-street parking assets and revising the project geometry to lessen on-corridor parking loss; relocating BRT stations and adding new stations; advance utility relocations; and construction of the Fruitvale Bypass and two off-street parking lots in Oakland.

**Attachment #6: Oakland Conditions of Approval (COA) Compliance Matrix** provides detail of Final Design Phase COA III – IX compliance activities and recommends Construction Phase activities whenever ongoing implementation and monitoring is needed.

In the interest of assisting AC Transit in every way possible to meet its November 2017 start of revenue service target date, the City provided conditional approval of the 100% PS&E in the form of authorization to put the package out for construction bid. AC Transit understands that City permits may be withheld should it fail to complete items contained in **Attachment #7 100% Final Design Conditional Approval List**.

FISCAL IMPACT

There is no direct fiscal impact associated with Council approval of AC Transit's Construction Impact Mitigation Plan for the East Bay Bus Rapid Transit (BRT) Project, Bid Package 3.

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## **PUBLIC OUTREACH / INTEREST**

AC Transit District and City of Oakland conducted intensive design and merchant engagement activities during the BRT Final Design Phase, with an emphasis on ensuring that the 100% plans, specifications, and estimates (PS&E), Parking Impact Mitigation Plans, and Construction Impact Mitigation Plan for Bid Package #3 minimize temporary and permanent neighborhood and business impacts, while at the same time delivering a complete bus rapid transit and corridor improvement program.

Input from the Community Outreach Working Group (COWG), discussions with council members from Oakland and San Leandro and the major roadway package design reaching the 65% milestone led to the development of a Merchant Engagement Process focusing on formulating mitigations that could be incorporated into the project design. The interagency team agreed to work directly with all impacted corridor merchants in each neighborhood along the corridor; first through larger district merchant group meetings and then in individual meetings upon request. The COWG members agreed to assist the interagency team with the outreach and engagement for merchant group and individual meetings. This outreach approach was based upon the following goals and principles:

- Facilitating meaningful and useful communication with corridor merchants.
- Imparting factual information about the BRT Project design through the use of three dimensional station renderings and easy-to-read layout plans of the entire BRT route.
- Continuing to enhance the interagency BRT team's knowledge of business conditions along the BRT corridor and of unique programmatic and technical issues.
- Obtaining feedback from neighbors and merchants about the efficacy of proposed design mitigations as well as obtaining their ideas about other potential mitigations.
- Enhancing AC Transit BRT presence and connection to the BRT merchant community and laying the groundwork for future 1:1 engagement under the Oakland Business Sustainability Program.

## **COORDINATION**

The BRT final design phase commenced in spring 2012 and featured broad participation by City of Oakland engineering, facilities and environment, infrastructure and operations, planning, public art, public safety, and housing, community and economic development staff and consultants. The City Administrator's Office directly engaged in high-level talks with AC Transit and navigated the development of the interagency Business Impact Mitigation fund and resolution of several major budgetary issues. The City lead team participated in all community engagement efforts and led neighborhood parking impact mitigation plan meetings. Our efforts were aimed not just at achieving compliance with the Oakland Conditions of Approval but, more importantly, supporting AC Transit to build a silver-rated BRT Project in Oakland. The Office of City Attorney and the Controller's Bureau participated in the review of this report.

## **SUSTAINABLE OPPORTUNITIES**

### ***Economic:***

The AC Transit BRT Project is investing almost \$183,000,000 in improving bus transit and providing other related and significant benefits to the people living, walking, and working on or near the Broadway, East 12 Street, and International Boulevard corridors between downtown Oakland and the San Leandro border. During the construction period, the project will create approximately three hundred construction jobs, and four hundred additional local jobs in retail, services, and manufacturing during the construction period. BRT lines with permanent stations, like the one proposed for Oakland, have been a transit and economic success in other cities, including Los Angeles' (Orange Line), Boston (Silver Line), and Cleveland (RTA HealthLine).

### ***Environmental:***

AC Transit is purchasing 27 / 60-foot, articulated, low-floor, diesel-electric hybrid motor coaches with doors on both the right (three doors) and the left (two doors) sides to enable boarding from side or center platforms. Buses will include interior bike racks, capable of storing a minimum of three bicycles. Extensive roadway improvements under the BRT Project include repaving streets, extending or constructing bicycle lanes, helping to meet the public access goals of the City's International Boulevard Transit-Oriented Development Plan (2011).

### ***Social Equity:***

The BRT Project will significantly improve transit line service in the most heavily utilized transit corridor in Oakland. Increased transit ridership depends on the reliability of BRT service, high-quality of the station areas and access to those stations, as well as the increased frequency of buses and speed of travel on the line. The frequency of BRT buses will increase to 5 minute headways (five minutes between buses), the system will be more efficient, and the average speed will also rise from 9 miles per hour to 13 miles per hour. This will mean that by the year 2035 approximately 70,000 more riders will be able to rely on the new transit system to meet their destinations quickly and on-time. Additionally, the BRT Project is installing permanent, lighted and secure bus stations that allow pre-paid, level floor boarding, and other modern transit technology upgrades for using dedicated bus lanes that provide safe accessibility from both sides of the street.

Another feature of the BRT Project is that the City's Conditions of Approval for the BRT Project require that the project pave City streets, construct curb ramps and other disability access features, construct lighted and safe pedestrian improvements and bicycle lanes, add new street lights at stations and crossings, and maintain new facilities along the project corridor.

## **CEQA**

In its action on July 17, 2012, the Oakland City Council adopted as its own the CEQA-related findings of AC Transit for the BRT Project; adopted the DOSL as the Locally Preferred Alternative for the BRT Project; and required that the AC Transit append the City Conditions of Approval to the BRT Project (C.M.S. 84016). AC Transit is responsible to amend and recertify

the Final Environmental Impact Study and the Federal Record of Decision for the BRT Project as necessary to incorporate the Oakland Conditions of Approval and other changes to the base plans, specifications and costs.

**ACTION REQUESTED OF THE CITY COUNCIL**

Staff Recommends That The City Council Receive Final Design Phase Information And Adopt A Resolution Approving The Alameda - Contra Costa County (AC) Transit District's Construction Impact Mitigation Plan For The East Bay Bus Rapid Transit (BRT) Project Phase II: Infrastructure And Station Platform Construction Program (Bid Package #3) Dated January 13, 2016, As Appended To Include: BRT Corridor – Beneficial Use And Interim Operations Plan (Appendix F), AC Transit Business Technical Assistance Program Description (Appendix G), And BRT Neighborhood Traffic Management Program Description (Appendix H), All Dated March 10, 2016.

For questions regarding this report, please contact Christine Calabrese, BRT Program Manager at 510-238-4754.

Respectfully submitted,



**BROOKE A. LEVIN**  
Director, Oakland Public Works

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

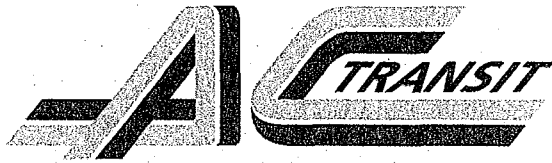
Prepared by:  
Christine Calabrese, BRT Program Manager  
Bureau of Engineering and Construction

*Attachments (7):*

- B.1: City – Draft Resolution Adopting the BRT Construction Impact Mitigation Plan*
- B.2: AC Transit – BRT Construction Impact Mitigation Plan (CIM-p)*
- B.3: AC Transit – CIM-p Appendix F*
- B.4: AC Transit – CIM-p Appendix G*
- B.5: AC Transit – CIM-p Appendix H*
- B.6: City – Conditions of Approval (COA) Compliance Matrix*
- B.7: City – 100% Final Design Conditional Approval List.*

Incorporated by Reference:

1. AC Transit – East Bay Bus Rapid Transit Project Labor Agreement
2. AC Transit – East Bay Bus Rapid Transit Project Phase II: Infrastructure and Station Platform Construction Project, Bid Package 3 Plans Specifications and Estimates (100% Final Design), as amended by bid addendum on February 29, 2016



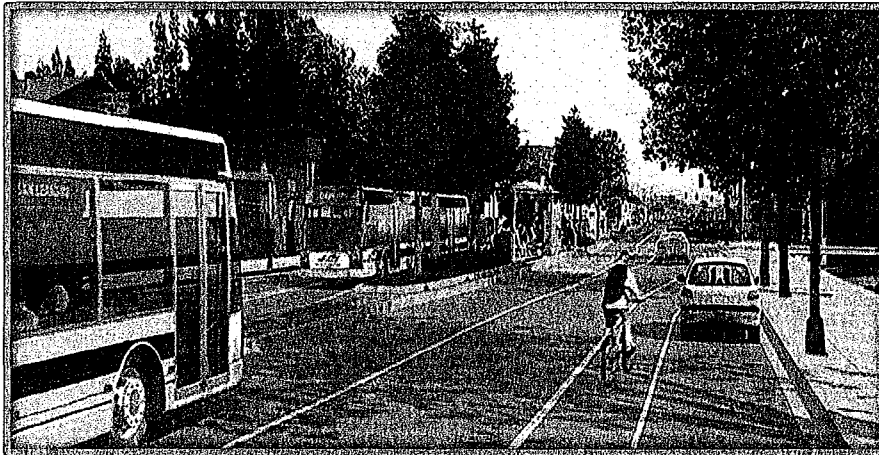
SR 16-014 Attachment 1

CITY ATTACHMENT B.2

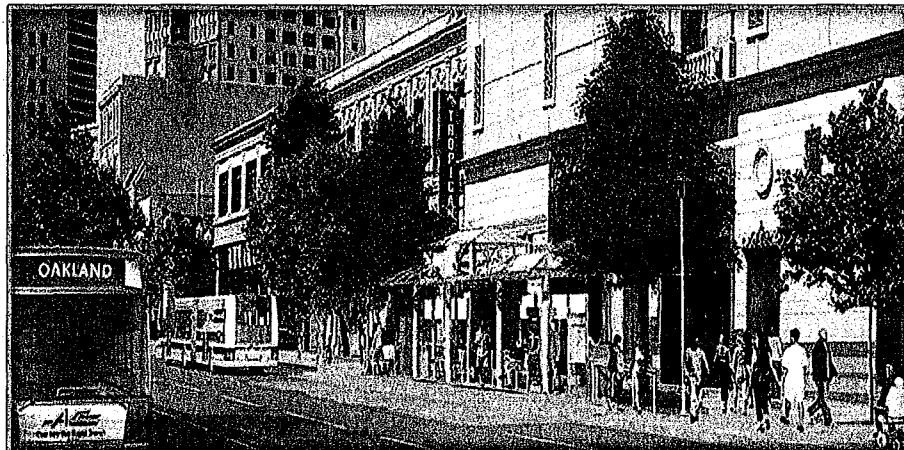
## East Bay Bus Rapid Transit

January 13, 2016

Construction Impact Mitigation Plan  
for Roadway Paving, Station Construction and Signal Work (Bid Package 3);  
a BRT Business Impact Mitigation Plan Element



Seminary Station – Havenscourt-Lockwood



Uptown Station – Oakland



**AC TRANSIT**  
**East Bay Bus Rapid Transit Project**  
Construction Impact Mitigation Plan (CIMP)  
for Roadway Paving, Station Construction and Signal Work  
(Bid Package 3)

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# 1 INTRODUCTION

This East Bay Bus Rapid Transit (BRT) Project Bid Package 3 Construction Impact Mitigation Plan [(CIMP), aka BP3: Major Roadway Construction Impact Mitigation Plan] is an element of the broader Business Impact Mitigation (BIM) Plan that the Alameda – Contra Costa Transit District, AC Transit (ACT or the District), and its interagency partners, the City of Oakland (COO) and the City of San Leandro (CSL) have developed to identify and address the potentially negative impacts of the BRT Project on existing corridor businesses and residents.

Table 1: BRT – Business Impact Mitigation Plan Elements

<b>Business Impact Mitigation Plan Element</b>	<b>Responsible Agency</b>
BP1: Advance Utility Business Impact Mitigation (BIM) Plan	ACT
BP2: Fruitvale Bypass and Parking Lots BIM Plan	ACT
<b>BP3: Major Roadway Construction Impact Mitigation Plan (CIMP)</b>	<b>ACT</b>
AC Transit Business Technical Assistance (TA) Project	ACT
AC Transit Business Support Activities Program	ACT
City of San Leandro (CSL) Business TA Project	CSL
City of Oakland (COO) Business Sustainability Program	COO

The Cities of Oakland and San Leandro adopted Conditions of Approval (COA) when adopting the locally preferred alternative for the BRT Project, which included business and parking impact mitigation activities beyond the baseline requirements set forth in the Final Environmental Impact Statement/Report (FEIS/R). AC Transit has worked closely with the two Cities and the business and community leaders to develop the Final Design and this CIMP for Bid Package 3.

The interagency team worked collaboratively from adoption of the East Bay BRT Locally Preferred Alternative BP3 in April 2012 through the Preliminary Engineering and Final Design Phases to engage business and community stakeholders and to identify and develop design, construction, and other programmatic remedies to address the various direct and indirect impacts of BRT Project construction and operations on corridor businesses and residents.

AC Transit and the Cities of Oakland and San Leandro learned a great deal from the community outreach, merchant outreach and engagement activities completed since Fall 2012. Presentations of project design were made to businesses and residents along the corridor through community meetings, merchant association gatherings, community working group convenings, and through one-on-one outreach and interviews. From these outreach efforts, valuable input was gathered, especially concerns about potential impacts to existing properties, business operations or revenues.

The District and the Cities have formulated the most responsive design measures feasible to mitigate disruptive project impacts to businesses and residents along the project corridor identified in the FEIS/R, Oakland and San Leandro COAs, and by business and community stakeholders. Examples of design mitigations implemented to date include maximizing existing on-street parking assets and revising the project geometry to lessen on-corridor parking loss;



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relocating BRT stations and adding new stations; advance utility relocations; and construction of the Fruitvale Bypass and two off-street parking lots in Oakland.

The BRT Major Roadway Construction Bid Package 3 (BP3) CIMP is based on construction industry standards and best practices, requirements from the federal Final Environmental Impact Statement/Report, as well as Conditions of Approval (COA) adopted by agency partners and incorporated into the Master Cooperative Agreements between the District and the Cities of Oakland and San Leandro.

The CIMP provides guidelines and clarity on the District's commitment to mitigate temporary impacts on businesses and communities during BP3 construction. It is an informative and useful tool to set expectations for various community stakeholder groups, business owners, and residents along the corridor, and increase community support during the lifespan of the BRT Project. The CIMP will help streamline the permit process to BP3 construction in the spring of 2016 and is also a key coordination document for first responders who have a need to know how BP3 work may affect emergency services.

## 2 DEFINITIONS

**Business** for the purposes of this CIMP will encompass all existing properties and operations on the BRT Project and Fruitvale Bypass routes except single family households. This includes a wide variety of commercial organizations; schools, public libraries, and other government facilities; places of worship, clinics, and other community-based organizations; and mixed use and multi-family housing facilities.

**Direct Permanent Construction Impacts** include direct post-construction impacts described in the FEIS/R, the Council-approved BIM Plans, and/or the City-approved Final Design plans, specifications and estimates for Bid Packages 2 and 3, such as driveway closures, restricted visibility and/or access, parking displacement, new traffic rules, increased traffic congestion, and the like.

**Direct Temporary Construction Impacts** include direct construction phase impacts described in the FEIS/R, this CIMP for BP3, the Oakland City Council-approved Business Impact Mitigation Plans for BRT Project Construction Bid Packages 1, & 2, Stage Construction and Traffic Handling Plans for BP1, BP2 & BP3, and/or listed under the AC Transit Business Support Activities Program, such as noise, dust, restricted visibility and/or access, on-street parking suspensions, and traffic detours.

**Final Environmental Impact Statement and Report (FEIS/R)** for the East Bay Bus Rapid Transit Project, Downtown Oakland to San Leandro Alternative adopted by the AC Transit Board on April 25, 2012.

**Impacted Businesses** (see definition above) for the purposes of the AC Transit Business TA Project, are located adjacent to curbside platforms; are located in the direct vicinity of median platforms; have driveway impacts; or other direct temporary and/or permanent impacts due to BRT Project construction and operations.

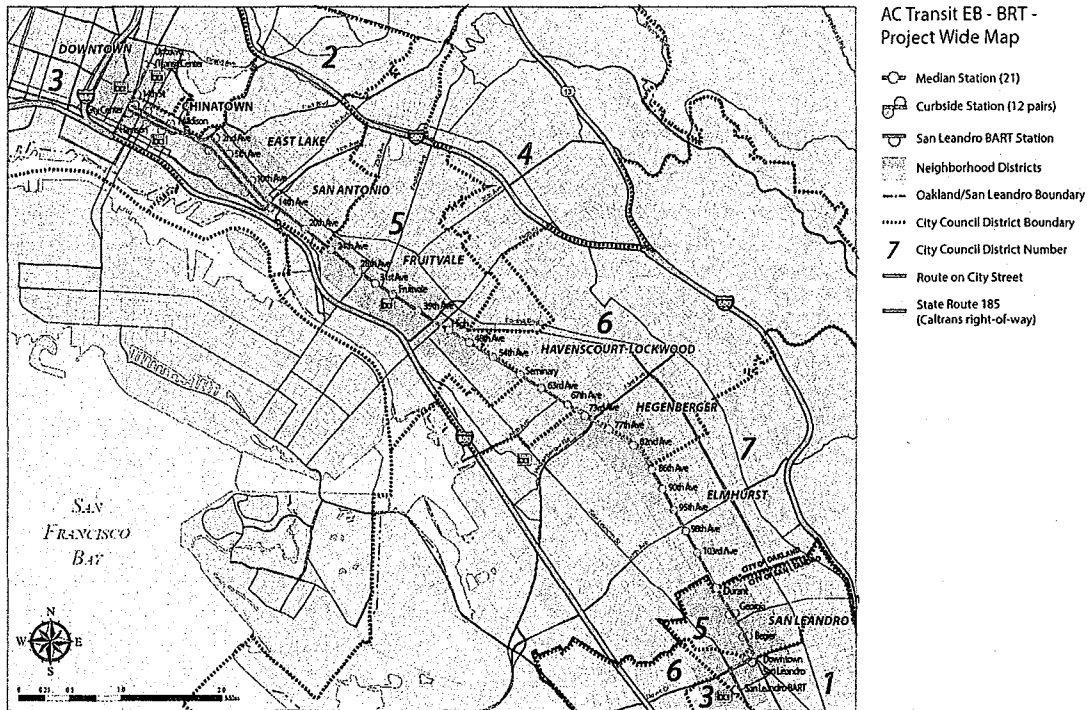


### 3 CIMP ELEMENTS

The Construction Impact Management Plan (CIMP) describes a framework for how the BRT Project Team will communicate and interrelate with businesses and residents to address the **direct temporary construction impacts** of the Major Roadway Construction Project—Bid Package 3 (BP3).

The CIMP explains the approach for developing the remedies and mitigations for these temporary effects to the maximum extent practicable by way of a set of sub-plans which prescribe the mitigations and management tools that will be implemented. The applied mitigations are expected to minimize BP3 construction impacts to transit, businesses, residents, pedestrian, bike, and motor vehicle traffic circulation, on-street parking, and make clear how the BRT Project Team will respond to construction incidents in a timely manner. The CIMP also identifies responsibilities and paths of communication with agency partners, businesses and community stakeholders during construction. The approved mitigations will be implemented either by contractor allowance or directly by the District based on guidance in the CIMP.

Figure 1: AC Transit BRT – Project Wide Map



BP3 involves the construction of new infrastructure and/or relocation of existing infrastructure along the BRT corridor shown in Figure 1 above. Project elements include construction of forty-five (45) BRT station platforms with canopies; pavement rehabilitation followed by a complete resurfacing of the street; construction of curb bulbs and ADA curb ramps; reconfiguration of roadway medians, and station area and median landscaping. The construction also includes new and upgraded traffic signals with associated conduits and pull boxes, moderate modification of the storm drainage systems, water main relocation at crossing conflicts,



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modification of the sanitary sewer system at median station locations, modification of sewer connections where they are affected by the station locations, and relocation and/or new utility services to support the BRT systems. In addition, the project includes a fiber optic cable communication line that will interconnect the traffic signal systems and be the backbone of the BRT communications system. All of this work will create temporary impacts and potential inconveniences to businesses and residents that must be addressed.

The CIMP is comprised of a set of sub-plans to address the direct temporary construction effects of BP3. The sub-plans explain the approach for developing the remedies and mitigations and provide guidelines for resolving construction impacts that develop as the project proceeds. Table 2 below outlines the sub-plans, which are further described in the following sections.

**Table 2: CIMP Sub Plan Elements and Responsibilities**

Sub Plan	Sub Plan Elements	Responsibility
3.1 Community Outreach Plan	Small Business Inclusion, Disadvantaged Worker Opportunities	District and Project Management and Construction Management Teams
3.2 Public Information Plan	Brochures, fact sheets, newsletters, email-blasts, direct mailings, press releases, public meetings, project website postings, notification to impacted groups	District and Project Management and Construction Management Teams
3.3 Motorist Information Plan	Provide detour and traffic information to motorists	Contractor
3.4 Incident Management Plan	Coordinate with first responders	Contractor
3.5 Construction Zone Enhanced Enforcement Program (COZEEP).	Required Segment A and Segment B utilizing appropriate law enforcement agency in each segment. Established at the start of construction through project completion.	PM/CM team. District is responsible for payment of the costs to support this effort.
3.6 Community Construction Relations Plan	Reduced speed zones, visual screening, lane width control; phased construction	Contractor
3.7 Transit Stop Relocation Plan	Consolidated bus routes and bus stops	District
3.8 Bicycle Route Relocation Plan	Advance warning signs; project website postings; notification to impacted groups	Contractor
3.9 Contingency Plan	Construction Operations and	Contractor



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Sub Plan	Sub Plan Elements	Responsibility
	Traffic Handling Plans identifying actions taken to restore or minimize effects on traffic when congestion or delays exceed original estimates due to unforeseen events; clear communication protocol	
3.10 Demand Management Plan	Construct off street parking (Bid Package 2) lots	Contractor
3.11 Lane Closure and Alternate Route Strategies	Construct Fruitvale Bypass (Bid Package 2)	Contractor
3.12 CIMP Compliance	CCRM will visit construction zones on a daily basis to ensure CIMP compliance. Rental vehicles will be provided to inspect multiple construction zones.	District and Project Management and Construction Management Teams
3.13 Traffic Control Plans	<p>Contractor will address temporary construction impacts:</p> <ul style="list-style-type: none"> <li>• Lane closures, width control, lane shifts and reductions</li> <li>• Reduced speed along the corridor</li> <li>• Temporary parking impacts, including calculations showing 60% of pre-construction parking within a work zone is available</li> <li>• Coordination with privately owned utilities relocation work in or near active construction zones</li> <li>• Temporary signal construction and operational characteristics, including preparation of signal timing sheets</li> <li>• Use and training of flaggers</li> <li>• Turning restrictions at intersections</li> <li>• Bus stop relocation</li> <li>• Installation of temporary open for business signage</li> </ul>	Contractor



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Sub Plan	Sub Plan Elements	Responsibility
	<ul style="list-style-type: none"> <li>• Pedestrian and bicyclist detour routes</li> <li>• Proper representation of temporary striping and signage configurations</li> <li>• Maintain access to businesses, buildings and driveways</li> </ul>	

### 3.1 Community Outreach Plan

The BRT Community Outreach Team will continue to conduct extensive proactive outreach to the many stakeholders – elected officials, government officials, property owners, residents, business owners, merchants, community organizations, schools, neighborhood associations, AC Transit riders, etc. - along the BRT Project corridor. This community outreach is essential to creating goodwill for the BRT Project **before** and throughout the construction process. The team will continue to engage with and provide information to property owners, residents, business owners, merchants, environmental and labor organizations as well as key community organizations such as those in Table 3 below. The BRT Community Outreach Team will continue to host public meetings, engage with BRT stakeholders in one-on-one meetings and respond to inquiries and any project issues that may arise.

The Community Construction Relations Managers (CCRMs) represent AC Transit/BRT Project in communicating with the public and are key members of the BRT Community Outreach Team. The CCRMs represent the public when communicating to AC Transit/BRT staff concerning construction activity. They are also responsible for investigating complaints made by the public about the project.

Additionally, in an effort to enhance the outreach objectives for the BRT Project, the AC Transit Community Outreach Working Group (COWG), formed in 2013, will continue to promote broad community awareness, supporting the vision of economic and community development, consistently seeking and responding to community concerns and questions, and disseminating project information and benefits to their constituencies.

**Table 3: Key Community Organizations (Partial List)**

Alliance of Californians for Community Empowerment (ACCE) Transit Riders Union	Allen Temple Baptist Church
Bike East Bay	East Bay Alliance for Sustainable Economies (EBASE)
East Bay Asian Local Development Corporation	East Bay Asian Youth Center (EBAYC)
East Oakland Youth Development	Eastside Arts Alliance



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Havenscourt-Lockwood School	Hispanic Chamber of Commerce of Alameda County
La Clinica de la Raza	Oakland Chinatown Chamber of Commerce
Oakland Citizens Organized for Urban Renewal (OCCUR)	Oakland Community Organizations (OCO)
Oakland Metropolitan Chamber of Commerce	St. Bernard's Parish Church (Oakland Diocese)
San Leandro Chamber of Commerce	TransForm
Unity Council	AnewAmerica
Walk Oakland Bike Oakland	Youth Uprising
Lake Merritt Uptown Association	Fruitvale Business Improvement District
EPIC Charter School	Youth Employment Partnership (YEP)
Native American Health Center	Lau Family Center
Family Bridges	Oakland Unified School District
Oakland Sustainable Neighborhoods Initiative	Downtown Oakland Association

The Community Outreach Team will employ multiple communication materials, in various languages with culturally sensitive content, to facilitate communication and information sharing with the diverse sectors along the BRT corridor.

Pre-Construction: Prior to start of construction, proactive outreach activities will consist of the following measures:

- Develop neighborhood specific presentations to help residents better understand local benefits, changes and mitigations related to the BRT Project.
- Identify "credible community voices" that represent key constituents and are able to help AC Transit deliver information to groups in a culturally competent manner and in the appropriate language.
- Enlist the support of community-based organizations, such as faith-based organizations and schools, and their activities to proactively deliver information and receive feedback.
- Build goodwill between AC Transit and key community-based organizations - trusted by stakeholders, e.g. businesses, neighborhoods and residents along the corridor - to proactively facilitate constructive communications and interactions between communities and AC Transit.
- Regularly disseminate project information using multiple and appropriate communication tools. This component will be most intensive before the construction phase. The Community Outreach Team will provide BRT Project information at regularly scheduled community organizations, merchant organizations, senior citizen groups and school meetings.





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- Develop engagement opportunities with business organizations to strengthen linkages between BRT, economic development and transit-oriented development.
- Develop school-based information materials and/or presentations for students about the BRT and other information that can be shared with parents and friends.
- Engage with school principals and others to determine how to facilitate drop-off and pick-up of children and mitigate any potential BRT impacts to accessing schools during high traffic periods.
- Develop Construction Career opportunity information and distribute it to appropriate schools, institutions of higher learning, trade schools and organizations.
- Coordinate with the Construction Management Team, CCRMs and BRT construction contractors to create a construction notification listing of property owners, residents, business owners, merchants, schools, faith-based organizations, civic organizations and other stakeholders within a one block radius of the construction zones.
- Use BRT Project Hotline and website to post construction alerts and project information.
- Mail construction notification letters on a timely basis to property owners, residents, business owners, merchants and stakeholders within a one block radius of the construction zones.
- Make the BRT Community Information Center, that is also the office of the Community Construction Relations Managers (CCRM) and BRT Outreach Specialist, a convenient location for interested stakeholders to ask questions, obtain culturally relevant information, see artistic renderings, attend project meetings, see construction route plans, etc. Over time, the District will explore alternatives for expanding the use of the center beyond its originally intended purpose.

Construction: During construction, proactive outreach activities will consist of the following measures:

- Utilizing the construction notification listing, create walk lists to facilitate distribution of construction notification doorknob hangers to people in buildings within 500 feet of each construction zone. In coordination with the Construction Management Team and BRT construction contractors, distribute doorknob hangers on a timely basis for an individual construction zone **before** NO PARKING barricades are placed in the neighborhood.
- One week before work begins in a construction zone, send emails to first responders and other interested stakeholders to alert them to traffic control areas.
- Communicate construction zone location and status via social media and the BRT Project website.
- Place advance construction notification signage and/or electronic message boards, as appropriate, along the street to notify motorists of impending construction and dates of construction work.
- Update BRT Project Hotline and website with construction alerts and project information.
- Strategically participate in community events to enhance awareness of the BRT Project.



### **3.2 Public Information Plan**

The Public Information Plan describes how the outreach team will proactively keep the public informed of project progress, closures, and to mitigate construction-related impacts to pedestrian, bike and vehicular traffic.

Utilizing construction notification letters, doorknob hangers, community meetings, civic meetings and the BRT Information Center, impacted individuals and groups will be informed about the construction zones, dates, work hours and related information as well as provided information on parking impacts including no parking restrictions and potential alternative parking options. BP3 Fact Sheet brochures and mailers will be prepared by the CCRM to inform the public, Caltrans, the City of Oakland, the City of San Leandro, and impacted groups. The contractor is responsible for noticing requirements in accordance with permit requirements and AC Transit directives. The contractor will develop, print and distribute multi-language door hanger notices within the construction work zones as required.

The construction contractor shall coordinate with the CCRM to facilitate distribution of construction notifications to give local businesses information about transit stop relocations, route changes, lane closures, route modification changes in traffic patterns and the availability of alternative routes to mitigate lane closures as well as temporary No Parking zones, dates, and hours. The contractor will provide the CCRM construction schedules, accommodations to businesses and residents to mitigate construction activities particularly parking impacts, traffic conditions observed in the vicinity of the construction zones, accommodations in the vicinity of construction activity for bike accessibility, pedestrian accessibility and functional needs access; utility shut-offs, planned night-time or weekend construction activity, planned and potential construction noise impacts, construction information, commercial vehicle restrictions and input regarding upcoming construction activity to be released to the public. Any project and construction information that needs to go to the external press/media will be released through the AC Transit District Media Affairs Manager.

Construction notification letters will be mailed to property owners, residents, business owners and merchants in Oakland within a 500 foot radius of each construction zone two weeks prior to start of construction activity. When the construction activity requires No Parking plans, advance signage will be placed in the construction zone at least 72 hours prior to parking restrictions.

The BRT Project website is another communication platform which includes a construction page with current project information including but not limited to completed and active construction zones, and responses to inquiries.

A BRT Hotline, 510-891-5478, has been in use for 18 months and is set up to receive and manage complaints, inquiries, comments and other input from the public in English, Spanish, Cantonese, Mandarin and Vietnamese. The telephone hotline number is posted in all public outreach communications, press releases and on the BRT website. Hotline comments are logged using Salesforce and assigned to the appropriate responder, usually the CCRM, Resident Engineer (RE) or ACT Project Manager (PM).

### **3.3 Motorist Information Plan**

The construction contractor is required to produce a Motorist Information Plan which may include the placement of portable changeable message signs, "Open for Business" signs, wayfinding signs, and traffic control devices to aid motorists in navigating around construction areas. The placement and content of proposed messages will be developed by the construction contractor and approved by the agency having ROW jurisdiction. This effort will be coordinated by the resident engineer and interagency CMs.



Open for Business signs will vary in size and appearance depending on the pre-existing conditions and the size of the storefront. Some signs will be similar in size to Type 1 barricades; others will be single-pole banners, vinyl banners or plastic board signs.

### **3.3.1 Portable Changeable Message Signs**

Portable Changeable Message Signs (PCMS) are used to alert motorists to upcoming lane closures. A minimum of two PCMS will be deployed in accordance with the approved traffic control plans at each construction zone to alert motorists about changes to traffic conditions along the BRT corridor.

### **3.3.2 Ground Mounted Construction Area Signs**

Ground mounted construction area signs will be posted by the construction contractor in accordance with the approved traffic control plans. The standards for the proper placement and use of the ground mounted construction area signs are in the WATCH handbook and the California Manual of Uniform Traffic Control Devices, 2014 Edition.

### **3.3.3 "Open for Business" Signs**

The construction contractor is to maintain access for all modes of transportation to all businesses and residences at all times. The construction contractor will install prominent "Open for Business" signs at strategic locations in and around active construction zones to inform customers that businesses are open to serve them.

### **3.3.4 Wayfinding Signs**

The construction contractor will provide wayfinding signs at strategic locations impacted by construction. The wayfinding signs provide information and direct people to temporary bus stop relocations, driveway shifts/closures, pedestrian and/or bike accessibility zones throughout the construction zones.

These are not detour signs. Wayfinding signs inform the public about the safest route through the construction zones to reach their intended destination. Appropriate wayfinding signs will be needed to ensure that the public can easily find their way to open corridor businesses.

Wayfinding signs shall be the size of a Type 1 barricade. The signs will be adjusted and moved, as appropriate during various stages of work to maintain visibility.

## **3.4 Incident Management Plan**

The BP3 Incident Management Plan (IMP) is a safety communications protocol used first and foremost to facilitate accommodating first responders through the worksites and zones efficiently to reach an emergency. It also spells out a protocol for notifying first responder agencies, District staff, CCRMs, BRT and other AC Transit staff of any incident that interrupts, stops or suspends construction. The IMP will be developed by the contractor in collaboration with District staff and interagency teams. It is a "living document" that will be maintained during the project life cycle.

The IMP will identify:

- Respective responsibilities of the construction team
- Key construction safety representatives
- Hierarchy of designated BRT and AC Transit personnel required to initiate the protocol during an incident.



- The order in which particular construction first responders, BRT and AC Transit personnel are to be called.

It will include, but not be limited to, such actions as conducting the temporary vacating of construction zones and steps to be taken to provide access through work areas to facilitate quick emergency vehicle response to an incident.

An incident can range from a jobsite lost time injury, to a damaged utility line, to a police action. The approved IMP will be distributed to the entire project delivery team and be on-hand with the resident engineer and CCRM at all times.

### **3.5 Construction Zone Enhanced Enforcement Program – COZEEP (Caltrans-Segment A and City of Oakland Right of Way – Segment B)**

The Construction Zone Enhanced Enforcement Program (COZEEP) is a Caltrans program that assigns California Highway Patrol Units to assist in the management of traffic passing through construction zones in a Caltrans ROW as required. It will be in place at the start of construction and enforcement will be in place during active construction. In accordance with COZEEP provisions related to the timing and deployment of CHP personnel, the resident engineer will work with the construction contractor and the COZEEP officer of the day to position the enforcement vehicles. The presence of the CHP serves as a reminder to the motoring public to slow down, observe construction zone signs, and use care while driving through the work zones.

As set forth in the existing master agreement between AC Transit and the Alameda County Sheriff's Department that covers all AC Transit operations in Alameda County, AC Transit and the construction contractor will coordinate with the Alameda County Sheriff's Department to assist in the management of traffic passing through construction zones within the City of Oakland. The presence of the Sheriff serves as a reminder to the motoring public to slow down, observe construction zone signs, and use care while driving through the work zones.

Coordination between both law enforcement agencies will be the responsibility of the construction contractor where the construction activities overlap jurisdictions.

#### **3.5.1 Emergency Response Communication Program**

The resident engineer and designated construction contractor's representative are the first key responders/agency designated representatives who will have cross communication capabilities and a communications tree that includes dispatch to enable the construction supervisor and project manager to be apprised of an emergency call that requires action by the construction contractor to temporarily vacate construction activities and provide a clear path of travel for emergency vehicles on short notice. This protocol is further described in the specifications to the contractor. For the Emergency Response Communication Program to work efficiently and in a timely manner, each construction contractor's representative must have a first responder monitoring radio – this is a requirement that must be implemented. First responders will always have access through construction zones and all work must stop temporarily to allow first responders to travel through construction zones.

#### **3.5.2 Construction Staging Areas**

The construction contractor will be responsible for establishing construction staging areas that will enable the various working crews to store materials and equipment when not in use. All staging areas in the public right-of-way are subject to agency approval and limitations of duration. Should emergency access



be necessary through a staging area, first responders will be provided clear passage as immediately as possible.

### **3.5.3 Pedestrian Access Requirements**

Pedestrian access to businesses must be maintained during construction. Also, temporary wayfinding signage through construction areas shall be utilized to minimize negative impact to businesses and commerce.

Merchants will be encouraged to use online infrastructure, such as merchants' websites, Facebook, social media, and business directories to encourage continued customer buying habits.

### **3.5.4 On-street Parking during Construction**

Maintaining on-street parking, especially in front of businesses, to the maximum extent possible, will be a top priority during BP3 construction.

### **3.5.5 Business Access during Construction**

Business store access must be maintained at all times. During construction, considerations and accommodations for delivery trucks and operations will also be made.

The contract terms will include liquidated damages should the contractor not fulfill his obligations identified in these Plans. The jurisdiction having authority will enforce this requirement and, in negotiation with AC Transit, determine the liquidated damages.

### **3.5.6 Lane closures and detours**

Weekly construction meetings will include the topic of critical roadway lane closures, their location and mitigation measures. The purpose of the meetings is to review changes in lane configuration and to reinforce a communication link between first responders and construction management so both are prepared to react during an emergency call - whether the incident is related to the construction zone or access is needed through the construction zone.

## **3.6 Community Construction Relations Plan**

- Performing construction with the least disruption to the community is a key goal for the BRT Project stakeholders. The relocation of utilities is occurring in a separate contract in advance of the main construction package for BP3. Early relocation of privately owned utilities is a major step before the reconstruction of the roadway and drainage improvements commence.
- The contractor will be directed to implement limited segment construction length, and enhanced traffic controls to facilitate turning movement operations at key intersections.
- The District will make advance notification to merchants in the area regarding the pre-construction changes in parking that will be in effect during construction.
- Left turn restrictions will be communicated to the public and merchants prior to implementation. Potential alternatives will be also communicated to the merchants so they can alert their customers and the general public.
- Extensive outreach to merchants will be made to inform them of alternate loading areas to replace the loss of existing curbside loading.
- Additional outreach efforts to the bicycle community will be made to alert them that construction will be occurring and traffic congestion will be increasing during



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construction. The team will work with the City of Oakland Bicycle & Pedestrian Facilities Program Director to explore communications options and possible signage recommending alternative routes through each segment.

- Prior to work commencing in each segment, communication of the traffic handling plan and alternative routes will be coordinated with the local first responders – i.e. fire, ambulance and police. A communication plan involving the construction team and the first responders should be implemented and operational during construction.

**Table 4: Construction Impacts**

<b>Construction Activity</b>	<b>Description of Work.</b>	<b>Responsibility</b>	<b>Traffic Control Impacts</b>	<b>Lane Closures Impacts</b>
Storm Drainage, owned by the City of Oakland and Caltrans	Relocate inlets and possibly extend drainage systems to connect to new inlets. Relocate inlets or replace with manholes.	BRT Contractor will perform this work in conjunction with curb-gutter and sidewalk during Bid Package 3.	Impacts the travel lane if the work zone encroaches into it. Impacts parking where work zones encroach into existing parking. Possible impacts to pedestrian crosswalk path of travel.	Temporary parking loss is governed by local agency permit. Approved lane closures will be included in construction package and governed by the contract terms including penalties for delays in lane reopening.
EBMUD owned water main relocation.	Relocate water pipe where it conflicts with project improvements.	BRT Contractor will perform the majority of this work using plans from EBMUD. Most work will be done during construction Bid Package 1 and some will be performed during Bid Package 3. EBMUD will perform all testing, make final connections and repair any related service kills.	Impacts the travel lane if the work zone encroaches into it. Impacts parking where work zones encroach into existing parking. Also, water main relocation may impact travel lane if the work zone encroaches on the travel lane.	Localized impact of the work zone. This work could be done in conjunction with Bid Package 3 closures.



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Construction Activity	Description of Work.	Responsibility	Traffic Control Impacts	Lane Closures Impacts
Sanitary Sewer owned by City of Oakland. Some station relocations and deferred work will require this work to be performed during BP3.	Relocate main and/or laterals.	BRT Contractor will perform this work under the approval of the City of Oakland.  Most work will be done during construction Bid Package 1 and some will be performed during Bid Package 3.	Impacts the travel lane if the work zone encroaches upon it. Impacts parking where work zone or temporary relocated lane encroaches into existing parking.	Localized impact of the work zone. This work could be done in conjunction with the roadway construction closure.
Fiber Optic communications conduit.	Use existing City and Caltrans owned conduit and trench; install new conduit; and install new trench and conduit where required to fill in gaps.	BRT Contractor will perform this work under the approval of the City of Oakland, City of San Leandro, and Caltrans. Work will be done during Bid Package 3.	Impacts the travel lane if the work zone encroaches into it. Impacts parking where work zones encroach into existing parking. Work could be performed during off peak hours and street returned to public use during peak periods.	Work zone is dependent upon location of the route. This work could require a lane closure or sidewalk closure.
Roadway base repair. Area of jurisdiction is Caltrans, City of Oakland or City of San Leandro.	Remove base at existing pavement failure areas. Pavement survey is included in the Draft Materials Report.	BRT Contractor will perform this work under the approval of the City of Oakland, City of San Leandro, or Caltrans. This work will be done during Bid Package 3.	Requires a lane closure or impacts parking depending upon the extent of the area. Concrete base work will require longer closures.	Extent of closures is dependent upon the area needed for the work.



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Construction Activity	Description of Work.	Responsibility	Traffic Control Impacts	Lane Closures Impacts
PG&E Vault or service relocation or modification.	Relocate facilities from where they conflict with the project improvements.	PG&E will perform this work during Bid Package 3.	PG&E will perform the lane closures in conjunction with the approval agency. Work can be performed during off peak hours and street returned to public use during peak periods.	Extent of closures is dependent upon the area needed for the work. PM/CM team shall coordinate between the BRT contractor and utility to avoid conflicts for lane closures.
Curbside & Median Platform construction	Remove pavement, construct foundations, construct pertinent utilities and traffic signal work/ lighting, erect shelter structures, etc.	Contractor will perform this work during the roadway improvements as part of Bid Package 3.	Will require local lane closure and temporary barriers. Work can be performed during off peak hours and street returned to public use during peak periods.	Extent of closures is dependent upon the area needed for the work.  Once construction on the platforms has started, the street will not be returned to public use in its original configuration. The median and curbside work will entail permanent shifting and modification of roadways and permanent impacts to parking. Upon completion of the bus stations, the number of lanes becomes permanently restricted to public.





East Bay Bus Rapid Transit (BRT)

Construction Activity	Description of Work	Responsibility	Traffic Control Impacts	Lane Closures Impacts
Overlay of Pavement, City of Oakland or Caltrans	Grind and repave the surface before restriping.	Contractor will perform this work after all of the improvements are in place during Bid Package 3.	This work will require closure of half of the street at a time. Work can be performed during off peak hours and street returned to public use during peak periods.	Requires shifting traffic to one side of a median and temporary traffic signal modification to coincide with lane shifting detour.

The roadway and adjacent land use characteristics vary along the BRT corridor. However, top priority is given to accommodate vehicle and bicycle traffic and maintaining access for pedestrians. This is particularly important in portions of East Lake that have high pedestrian traffic and businesses that use sidewalk space for seating, dining and retail activities.

Pedestrian access around the construction activity is very important and temporary paths will be installed to protect the pedestrians from the construction. Temporary paths of travel during construction for pedestrians will be developed as part of the construction document phase. The construction will also require temporary, and in some cases permanent, relocation of existing transit stops to minimize traffic delays. Coordination with the businesses will be done to identify suitable temporary loading zones.

**3.7 Transit Stop Relocation Plan**

Transit stop relocation will be coordinated between the construction contractor and AC Transit. Assignment of the temporary transit stops will be established by the District. The contractor is required to notify AC Transit of potential construction conflicts with transit stop relocations 10 business days ahead of the construction. District will notify the public, including the disabled community, about the temporary transit stop relocation by posting it on the specific routed bus stop approximately one week prior to the implementation of the relocated bus stops. Depending on the level of impact, additional notifications can be made to riders via other methods that may include NextBus, 511, eNews and social media.

**3.8 Bicycle Route Relocation Plan**

PMs will ensure thorough coordination between the construction contractor and the bicycle coordinators for the City of Oakland and City of San Leandro to plan proper circulation of bicycles through the construction area. Construction staging should address the accommodation or relocation of existing bicycle routes. The curb-to-curb repaving activity will mean that dedicated bike lanes along the corridor will be converted to shared lanes during construction. The contractor will be required to add temporary signage and pavement stencils, as appropriate, to delineate shared lanes (e.g. 'Share the Road' signage, etc.)

Although not anticipated, temporary wayfinding signs could identify alternative cycling routes. The District website and/or the project website would be a suitable location for identifying the location of the lane closures and providing suggested rerouting of bike facilities during construction. The construction contractor and the CCRM will communicate the location of the



information to the Bike East Bay, City of Oakland, Bicycle Coordinator and the City of San Leandro.

### **3.9 Contingency Plan**

There are two types of contingency plans that will be incorporated into the project: Construction Operations Contingency Plan and a Traffic Handling Contingency Plan. The construction contractor will be required to submit a construction operations contingency plan with any traffic handling plan at least seven (7) calendar days prior to start up in any new segment or for construction in a segment that construction contractor has worked previously, completed a stage of work and has terminated operations in that segment.

A construction operations contingency plan is a plan that provides for contingencies that come into action when there is either equipment breakdown or material delivery delay that affects the timely reopening of the closed traffic lanes. The document will be provided to the resident engineer and agency for review and approval prior to work being permitted to commence in the subject segment.

If the construction contractor implements the Construction Operations Contingency Plan, the construction contractor must immediately inform the BRT CM, RE, and CCRM. The CCRM will then inform the appropriate AC Transit communications staff members.

In addition to a traffic Control plan, the submittal will also contain a detailed traffic handling contingency plan to ensure that the contractor can quickly mobilize his team to modify lane closures and open lanes should an incident occur. The traffic handling contingency plan will also address timely completion of construction tasks and what steps are to be taken by the construction contractor in the event that unforeseen delays in delivery of materials or unforeseen field conditions warrant leaving the construction area inaccessible to the general motoring public after the permitted lane closure period lapses.

If the construction contractor implements the Traffic Handling Contingency Plan, the construction contractor must immediately inform the BRT CM, RE, and CCRM. The CCRM will then inform the appropriate AC Transit communications staff members.

The contingency plans shall address the actions that will be taken to restore or minimize the effects on traffic when congestion or delays exceed the original estimates due to unforeseen events such as work-zone accidents or delayed lane closure pick-up. The contingency plans should list and describe all standby equipment and secondary material suppliers available to complete the operations in the event of equipment failure, unexpected loss of material, or unexpected rejection of delivered material.

A communication protocol with clearly defined lines of communication and authority shall be provided in the contingency plans. Appendix A contains a table that provides key contact names, telephone numbers, and email addresses. As each contract is awarded, the District through the PM/CM consultant will assign a resident engineer and a Project Operations Coordinator. Appendix D contains a communication protocol that shows the areas of responsibility and the path of the construction contractor's interaction with local agencies, stakeholders, and other personnel to quickly resolve incidences. The communication matrix will be completed by the construction management team when the project progresses to a point where the contact information is available.

The resident engineer is responsible for monitoring the activities of the construction contractor during construction.



### **3.10 Demand Management Plan**

#### **3.10.1 Reduced Speed During Construction**

In order to provide enhanced safety for the construction contractor, pedestrians, bicyclists and drivers, the posted speed will be reduced to 25 MPH in construction zones. The reduced speed means transition lane tapers can be accomplished in a shorter distance than if using a faster speed limit, smoother merging operations for drivers and should help minimize potential conflicts with construction related activities.

#### **3.10.2 Traffic Screening**

Screening can be added to the temporary barriers to minimize the view of construction activities to motorist. This strategy is helpful where changes in roadway alignment permit the motorist to maintain safe stopping distance to vehicles, cyclists and pedestrians. The construction contractor will be responsible for incorporating screening in the barrier design and the agency having jurisdiction will be responsible for approval of the locations for screening.

#### **3.10.3 Solutions for Temporary Parking Displacement**

On-street parking will be impacted during BP3, the main construction contract for the BRT improvements. On-street parking will be displaced in several locations in order to allow for BRT construction such as the station work, roadway rehabilitation and drainage improvements including the work zone, areas for construction and delivery of equipment and materials. The District will perform the following actions to address this impact:

- The project has built two parking mitigation lots to offset spaces displaced along the corridor due to construction. The lots will remain in operation throughout the lifetime of the BRT. The City of Oakland will operate and maintain the lots at the start of BP3 construction. One 21-space lot is located in the Fruitvale business district, on 35<sup>th</sup> Avenue near International Boulevard, and a 16-space lot is located in the Elmhurst business district, on International Boulevard at Auseon Avenue.
- The City may also consider implementing limited duration, controlled parking along side streets or on the corridor in proximity to construction zones to facilitate quicker turnover of the spaces for the benefit of local businesses. AC Transit will coordinate this proposal with the appropriate City team members and provide the approved proposal to the construction contractor.
- Limit the construction zone size in areas where parking loss is significant in relation to parking utilization. The plan shall be developed in advance of bidding to properly inform the contractor of mitigations performed by others.
- Enable non-contiguous concurrent construction activity to shorten the overall impact to traffic in the corridor. See Construction Staging Plans on page 27 for details.
- Request the City of Oakland to institute and enforce temporary short term parking controls in front of commercial land use, up to a max of 200 feet on side streets, so that during construction the side streets are protected for commerce and not used for long term parking. AC Transit will develop and submit this proposal to the City of Oakland for approval.



## East Bay Bus Rapid Transit (BRT)

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- Construction contractor's employees will meet in the laydown yard and be carpooled in construction vehicles to active construction zones.
- Request City of Oakland enforce existing short term parking controls for spaces along the corridor, but outside of the construction zone, within a walkable distance to the merchants near BRT construction.
- Implement the permanent on-street parking improvements on the side streets in advance of the main contract along the BRT route, as identified in the Parking Improvement Plan to mitigate the loss of on-street parking on the BRT route. By constructing the off-street parking improvements in advance of the BRT improvements, the temporary loss of parking can be minimized. The contractor shall install on-street parking improvements on the side streets in advance of starting work in the work zone.
- The construction contractor shall preserve each loading zone in the construction zone if possible. Otherwise, the construction contractor will create a temporary loading zone as close to the existing loading zone as possible
- Provide directional signage to temporary and permanent parking facilities.
- The existing non-restricted parking can be converted to restricted parking in advance of the construction. This could be done on a proximity basis, such that if the on-street parking is within 500 feet of the work zone, it should be converted to restricted parking. This change will create more parking opportunities within walking distance of the merchants affected by the construction. This requirement will be reviewed by the City and, once approved, AC Transit will include this requirement in the project specifications.
- Limit construction to the median work as a separate task from the pavement planning and resurface work so the work zone can potentially be narrowed sufficiently to preserve parking on one side of the street during the construction period. The pavement planning and resurfacing work can be done on a rolling block-by-block basis after the majority of the BRT construction is done. The work can be done expeditiously and continuously across the street resulting in a lesser impact to the community. AC Transit has developed staging plans that delineate construction areas. The contractor will be required to notate on the traffic control plans which parking spaces will be impacted during construction and provide the duration of those impacts. These traffic control plans will require AC Transit/District and jurisdictional agency approval. If the parking spaces or duration are deemed unacceptable by AC Transit/District or jurisdictional agencies, the plans may be rejected. Liquidated damages of \$250 per space per day will be levied on the contractor if he uses more than the approved number of parking spaces or restricts any individual parking space use for more than the approved amount of time.
- At all times within each construction work zone, 60% of the parking spaces on the BRT mainline corridor are to be available for parking.
- The construction contractor shall produce a schedule of on-street parking interruption at least 30 days in advance of the start of construction in each work zone. On-Street Parking Interruption Schedules will be submitted by AC Transit for City review and approval as part of the Traffic Control Plan package. On-Street Parking Interruption Schedules shall be referenced in the BP3 Business Impact Mitigation Plan (BIM Plan). Approved schedules shall be uploaded to the AC Transit BRT construction information page and provided to the City's Business Sustainability Program Manager at least 10 days in advance of start of construction in each work zone.



### **3.10.4 Temporary Traffic Signals**

Multiple solutions are available to the construction contractor including: modification of signal phasing to enable opposing movements to separate and protected phases, span wire type signals that enable the temporary shifting of signal heads to accompany stage construction modifications, semi-permanent installations where a traffic signal is placed with a surface foundation, or where signal heads are temporarily bagged so that its operation is not visible to the approaching vehicle. Span wire signals could utilize temporary poles or existing traffic signal poles. In some locations, tenon connectors that can be shifted will allow some flexibility for temporary signal head adjustment to allow the signals to line up with the approaching vehicles. The resulting holes from the temporary tenon connector relocation will be plugged to the satisfaction of the City of Oakland by the construction contractor.

The construction contractor will be obligated to alert the jurisdictional agencies (in some cases both Caltrans and local jurisdictions have respective authority) at least one week in advance of any signal work associated with temporary or permanent modification to the traffic signal or a temporary shutdown of the traffic signal. In the event of a temporary traffic signal shutdown, the contractor will be obligated to post certified flaggers at the intersection to temporarily control traffic. Unless approved by the jurisdictional agency, the traffic signal will have to be operational during peak periods and in no case be left in flashing red signal mode overnight. Construction at signalized intersections may result in several lane shifts, lane closures, temporary turning restrictions and temporary signal shut downs to allow the reenergizing of modified traffic signals. Any and all signal turn-off/turn-ons, controller upgrades, etc. shall be executed in close coordination with local agencies and owning agencies. In key locations, turning movement restrictions may result in undesirable impacts on traffic.

### **3.10.5 Flaggers**

In the event of a temporary traffic signal shutdown, the contractor will be obligated to post certified flaggers at the intersection to temporarily control traffic. Flaggers may be utilized during construction work hours in lieu of traffic signal operations where traffic demand is sufficiently low to permit manual traffic direction. Certain construction staging operations may require temporary signal shutdown or temporary traffic signals.

Flaggers must be certified and receive safety training to the satisfaction of the jurisdictional agency before being stationed at any signalized intersection to direct traffic.

## **3.11 Lane Closure and Alternate Route Strategies**

### **3.11.1 Lane Closure Strategy**

The District CM team will provide direction and guidance as part of the specifications on the number of lanes the construction contractor is entitled to close and when lanes must be reopened. District staff has completed a lane closure analysis and developed lane closure charts that identify the minimum number of lanes that must be open as well as the time for reopening the lanes to traffic. The specifications also identify enforcement measures, such as fines, to ensure lanes are reopened when scheduled. The Traffic Control Plan (TCP) depicts the loss of one travel lane in each direction adjacent to the construction work to secure sufficient area for delivery of materials, removal of excavation, etc. The Traffic Control Plan provides for a single lane of travel in each direction.

Travel lanes will be closed in a manner that will provide the following: 1) safe areas for construction, 2) left turns at intersections where feasible; 3) pedestrian and bike access around



construction zones; and 4) transit circulation and access to existing or temporarily relocated bus stops.

In some locations, construction will impede side street approaches and will require temporary closing of access to and from the side streets to International Boulevard. On side street closures, simple barricade closures would be instituted. The construction contractor shall be required to distribute door hanger notifications to affected residents and businesses. Advance warning signage on barricade(s) at the nearest cross street to the closure would be posted to warn other motorists of the intersection closure. Local traffic would be permitted to access their buildings from the nearest cross street.

A fine/penalty clause will be included in the construction contract documents to identify consequences for delays to reopening closed lanes. The proposed fine/penalty for late lane closure will be \$1000 per each 10 minute delay beyond the allowed time for lane closure. The resident engineer will be responsible for monitoring and enforcing the late lane closure pickup penalties.

### **3.11.2 Alternate Route Strategies**

The Interagency team has requested that priority be given to moving traffic efficiently through the construction zones instead of detouring traffic through local neighborhoods by shutting down the BRT construction corridor. In some cases however, it may be necessary to propose a traffic detour around the construction zone. The detour plan would include an analysis of the route and appropriate signage including portable changeable message boards by the approving agencies. It may also be necessary to hold a community information meeting with residents in the vicinity of the construction zones to get their feedback on the proposed detour plan before submitting the plan to the presiding jurisdictional authority.

One of the alternate route strategies AC Transit implemented is the construction of the Fruitvale By-pass to mitigate traffic congestion during construction and BRT operations. This advance construction work was made ready for the contractor and can be used as a detour and will assist in mitigating traffic congestion caused by BP3 construction.

A contractor detour plan will stipulate:

- That the construction contractor alert emergency response agencies one week in advance of establishing the temporary closure to ensure there are no conflicts and the first responders can access the area if necessary.
- That the construction contractor advises the agencies of the duration and dates of the closure.
- If and how the construction contractor will be able to temporarily reopen the roadway for emergency response.
- That construction personnel will be stationed at the detour point during construction hours to assure that only local traffic may access the closed portion of the roadway. For detours that remain in place past the construction day, detour signage will remain in place indicating access for local traffic only.
- That the detour plan shall be developed by the construction contractor during the Traffic Control Plan submittal preparation. The document will include the detour route, hours and days the detour route will be needed and if the lanes affected by construction can be reopened at the end of the work day thus eliminating the detour route.

Once approved, the plan shall be shared with first responders immediately.



### **3.11.2.1 Avoiding Disruption of Community Services**

The construction contractor will make sure routine city/community services such as mail and parcel deliveries (USPS/UPS/FEDEX), trash collection, utility installation/repair services and street sweeping are not stopped by construction work.

### **3.11.2.2 Mitigating Overlap with Other Construction Projects / Community Events**

It is anticipated that other construction and community projects will occur during the BRT construction period. The presence of these other activities requires modifying the Traffic Control Plans to provide an optimal use of the available roadway and perhaps the sequencing of BRT construction staging. The CM team and District staff will facilitate the coordination and communication between all parties to ensure safety and mutually beneficial use of the corridor and its amenities.

The following is a list of projects that are anticipated to overlap with the construction of the BRT Project:

- I-880 Integrated Mobility Corridor Project
- 23rd Avenue and 29th Avenue Operational and Safety Improvement Project
- International Boulevard Transit Oriented Development
- Lake Merritt Station Area Plan
- Fruitvale Alive
- E 10th St. Improvement Plan (signal improvements at Fruitvale Avenue)
- City Bicycle and Pedestrian Programs for City of Oakland and City of San Leandro
- Events at Oakland Coliseum and the Oracle Arena Complex
- UPRR Pre-signal on Fruitvale Avenue
- PG&E IJ2 & IJ3 Cable Replacement Project
- Fruitvale Dia de los Muertos Festival
- Oakland Art and Soul Festival
- San Leandro Cherry Blossom Festival
- Fruitvale Cinco de Mayo Festival

District staff will coordinate with interagency partners and community officials to identify projects anticipated to be performed concurrent with the BRT Project.

### **3.12 CIMP Compliance**

The CIMP activities should be monitored and evaluated by the resident engineer and modified as needed, including CIMP activities of the construction contractor or a third party. The resident engineer is authorized to request temporary shifts in transit stops or suggest changes to the traffic control plan so that automobile, freight, pedestrian, bike flow and transit operations can be maintained as efficiently as possible during construction. The resident engineer will also be in



communication with the traffic signal operations manager for the City of Oakland and Caltrans to identify locations and modifications to signal timing or signal phasing as needed to allow for the proposed construction staging changes as construction progresses. The resident engineer and the construction contractor should have regularly scheduled meetings with the CCRM to facilitate communication with the public about upcoming changes in construction lane closures and parking changes. The construction lane closures, parking changes and transit changes will be posted to the AC Transit website and BRT Project website.

### 3.13 Traffic Control Plan

Construction Segments A (Caltrans) and B (Oakland) require an approved Traffic Control Plan (TCP) that describes how the contractor will address some key temporary construction impacts. The TCP is a standard requirement in any construction contract and for the BRT Projects will inform and address the following aspects of the project:

- **Lane Closure Charts** - determining when and how many traffic lanes can be dedicated to the contractor for construction. Lane closures will be governed by the lane closure charts that are incorporated into the construction documents. Lane closures are identified on the lane closure charts for the entire construction corridor. They are under review during the construction document review phase by the approval agency. The lane closure charts are, in part, for the construction documents and the contractor will be bound to adhere to the restrictions Lane closure pickup will be monitored by the construction management team as well as the jurisdictional agency.
- **Damages for Late Lane Closure Pick-Up Calculations** - developing penalty costs to contractors that do not adhere to the restrictions identified in the lane closure charts.
- **Temporary Parking Impacts** – determining when, how many and how long parking spaces can be dedicated to the contractor for construction.
- **Construction work zones** – determining extent, location, and number of concurrent construction work zones
- **Signal Coordination** – determining the traffic signal coordination needed to minimize congestion and traffic delays in the work zones.
- **Critical Service Providers** – needs and requirements of the critical service providers.
- **Work Hours** – determining the work hours (extended hours, weekend work and/or night-time work) to meet intermediate project milestones.
- **Staging Areas** – identifying the locations and determining the temporary impacts / disruptions (if any) to residents, businesses and other corridor users.

TCPs give priority to the motoring traffic that is approaching the construction zone such that the flow of traffic is reasonable, safe, and minimizes risk to pedestrian and bicycle users. The contractor is responsible for maintenance of these conditions. The contractor will implement other mitigation measures to minimize the impact of the construction including, but not limited to:

- Lane width control, lane shifts and lane reduction
- Reduced speed along the corridor





- Visual screening of construction
- Coordination with other projects that potentially affect the traffic on the BRT route
- Coordination with privately owned utilities relocation work in or near active construction zones
- Temporary Signal Construction
- Use and training of Flaggers for traffic control with appropriate traffic signs
- Turning restrictions at intersections
- Bus stop relocation
- Maintain access to businesses, buildings, driveways by vehicles and pedestrians

Selected intersections, identified in the traffic control plans, will require access to be temporarily blocked from the work zone to the side street during the construction work period. Selected intersections will have limited access to right-in and right-out movements. The Contractor's traffic control plan will need to include the temporary right-in and right-out directions. Access from side streets may become restricted when median work is involved and when transit facilities are impacted; then alternate bus routes will be planned.

On a case-by-case basis, these types of temporary conditions should be assessed to determine if the impact is significant and requires a limitation on the work period, or whether a longer term detour is required.

#### **4 CONSTRUCTION IMPACT MITIGATION STRATEGIES**

There are two types of project construction impacts:

- 1) Temporary Impacts, which occur during the construction phase of the project such as short-term lane closures or detours, displacement of parking, night work, weekend work, sidewalk detours/closures, etc.
- 2) Permanent Impacts that will exist for the lifespan of the BRT service and are often identified during the design development phase. Such effects include station locations, turn restrictions, infrastructure improvements, realignment or conversion of street lanes, changes in on-street parking supply, etc.

In general, the proposed mitigations to address the temporary and permanent impacts include:

- Design modifications to ease the adjustment to permanent changes along the corridor to which businesses and residents must adapt;
- Procedures and practices the District will require its BRT construction contractors to follow to minimize temporary disruptions to corridor businesses and residents;
- Site-specific solutions derived from community engagement activities to address either permanent or temporary impacts.



## East Bay Bus Rapid Transit (BRT)

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Many of the proposed mitigations are incorporated into the project design and advance construction while others are more specific to the BRT Project or a particular site and are still in process.

The rules and procedures for which temporary mitigations can be implemented are governed by the two right-of-way authorities along the corridor. Segment A – Caltrans extends from 42nd Avenue south along International Boulevard in Oakland and E 14th Street (SR 185) to Davis Street (SR 112 and SR 61), and on Davis Street to San Leandro Boulevard in San Leandro. Segment – B Oakland extends north of 42nd Avenue along International Boulevard to 2nd Avenue, East 12th Street from 14th Avenue to 2nd Avenue, 11th Street and 12th Street from Lake Merritt Boulevard to Broadway, and Broadway from 11th Street to 20th Street.

## 5 CONSTRUCTION STAGING PLANS

The proposed construction staging plans were developed in collaboration with City of Oakland and Caltrans. The construction staging plan shows detailed cross sections of the roadway lane allocations including the widths of the travel lanes, construction area, and temporary barriers. The plan recommends installing water filled barriers (with fluorescent orange colors) instead of concrete barriers for ease of moving the barriers to demarcate the travel lanes and enhancing the visibility of the barriers to motorists in Segment B. Caltrans requires that all temporary barriers (in Segment A) be concrete barriers. The plan includes notes and symbols for the various traffic control signs. The plans also show guide signs for side street traffic detours. The stage construction plans contained in Appendix B were developed in accordance with the California Manual of Uniform Traffic Control Devices (CA MUTCD), 2012 Edition to achieve the following objectives:

- Minimize construction impact to businesses by providing reasonable access to parking and pedestrian access between the parking and the businesses for patrons. As a first order of work, the contractor will be tasked to identify off-street parking opportunities for displaced parking consistent with the recommendations from the traffic handling plan. Minimize neighborhood traffic impact by keeping construction traffic on the BRT corridor as much as possible. Contractor will be directed to route vehicles on pre-approved routes for all deliveries and removal of material from the construction site.
- Implement traffic control strategies to minimize traffic delays and queuing. Examples of strategies include: developing and implementing construction signal timing plans for construction periods, programming the traffic signals for flash mode operation, deactivating the traffic signals, and deploying flaggers if necessary, etc.
- Provide safe and ADA-compliant pedestrian access at all intersections and sidewalks during construction.
- For locations with existing bicycle lanes, provide bicycle access through the construction zones by implementing signage that directs the bicycle traffic to approved parallel streets suitable for bicycle traffic or temporarily installing “share the road” signs with suitable lane widths to accommodate mixed flow of bikes and motorized vehicles as directed by the agency bicycle director.



## East Bay Bus Rapid Transit (BRT)

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- Provide convenient transit access by keeping the existing transit route along the BRT corridor where feasible and temporarily relocating impacted existing bus stops by not more than 300 feet.

The purpose of construction staging plans is to guide the contractor in development of traffic control plans that will allow the contractor and their team to maintain safe and effective traffic control during construction. At a minimum the plans will include a single lane of traffic in each direction for most stages of construction. Where street closures are proposed, detours shall be analyzed and proposed. The analysis must demonstrate that the resulting delays to the vehicles are acceptable. ADA accessibility compliance during construction shall be in accordance with the most current ADA regulations.

The following is a list of potential construction activities that can be performed under a single closure activity near curb lanes in each station location or intersection location:

- Construction of utility connections to the transit station
- Roadway rehabilitation work (including demolition, clearing and earthwork)
- Sidewalk, curb and gutter reconstruction
- Storm drainage modifications
- Bulbout and ADA handicap ramp construction
- Traffic signal installation and street lighting
- Construction of curbside bus stations
- Localized lane striping and pavement marking associated with the above tasks
- Communication Systems Conduit
- Restore any pre-existing irrigation and landscaping around curbside stations.

Construction activity near median lanes that can be performed under a single closure activity in each location includes some or all of the following activities:

- Construction of utility connections to the transit station
- Limited roadway rehabilitation work (including demolition, clearing and earthwork)
- Construction of raised platforms and facilities such as ticket vending machines or ticket validators and passenger information kiosks, etc.
- Construction of pedestrian median refuges
- Construction of landscape medians and irrigation work
- Traffic signal and street lighting installation
- Pavement overlays
- Relocation of conflicting utilities by contractor, i.e. water, and sanitary sewer
- Construction of electrical service and irrigation service lines to the station and median areas



- Localized lane striping and pavement marking associated with the above tasks

Construction activities could require a long term closure of the station area, with a variable adjoining lane closure that will be reopened during the non-work periods. The variable lane closure section could be used for utility relocation work, construction staging, or material delivery activities and reopened for use as determined by the traffic control plan. The traffic control document is prototypical for the project at this stage of the design.

## **6 CONCLUSION**

The CIM Plan is a dynamic plan with tools to be implemented throughout the lifespan of the major roadway construction project. The plan has been developed to be responsive to the needs, concerns and issues of the multiple stakeholders who will potentially be temporarily or permanently impacted by the construction of the project.

**Appendix A**  
**Public Information and Key Staff Contact List**



East Bay Bus Rapid Transit (BRT)

**Public Information and Key Staff Contact List**

Organization	Contact	Title	Telephone	Email
California Highway Patrol				
Caltrans - Project Management	Michael Nguyen	Project Manager	(510) 286-5285	michael_t_nguyen@dot.ca.gov
Highway Operations	Rod Oto Peter Lau		(510) 286-4540 (510) 286-6157	roto@dot.ca.gov peter.lau@dot.ca.gov
Caltrans Public Information Officer	TBD			
District Traffic Management	Cyrus Mashhoodi	District 4 Traffic Manager	(510) 286-6910 (510) 286-6910 (510) 928-7137 (c)	<a href="mailto:Cyrus.Mashhoodi@dot.ca.gov">Cyrus.Mashhoodi@dot.ca.gov</a>
AC Transit	David Wilkins Rama Pochiraju Mitra Moheb	BRT Project Director Senior Project Manager BRT Senior Project Manager BRT	(510) 891-5427 (510) 891-5427 (510) 891-5448	<a href="mailto:dwilkins@actransit.org">dwilkins@actransit.org</a> <a href="mailto:rpochiraju@actransit.org">rpochiraju@actransit.org</a> <a href="mailto:mmoheb@actransit.org">mmoheb@actransit.org</a>
AC Transit Legislative Affairs & Community Relations	Beverly Greene	Director of Legislative Affairs & Community Relations	(510) 891-7255	bgreene@actransit.org
AC Transit Media Affairs	Michele Joseph	Director of Marketing & Communications, Interim Media Affairs Contact	(510) 891-4858	mjoseph@actransit.org
City of Oakland	Danny Lau	Capital Improvement Program Manager	(510) 238-7211	<a href="mailto:dlau@oaklandnet.com">dlau@oaklandnet.com</a>
City of San Leandro	Austine Osakwe	Senior Engineer	(510) 577-3486	aosakwe@sanleandro.org
AC Transit - Resident Engineer	TBD			
A Squared Ventures, Inc.	Jorge C Velasco	Community Construction Relations Manager	(510) 926-1136	<a href="mailto:jvelasco@a2ventures.com">jvelasco@a2ventures.com</a>
L Luster & Associates	TBD	Community Construction Relations Manager		



East Bay Bus Rapid Transit (BRT)

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**Appendix B**  
**Construction Staging Plans and Work Zone Assessment**

# AC TRANSIT EAST BAY BUS RAPID TRANSIT (BRT) PROJECT BRT CORRIDOR COMPARISON OF CONSTRUCTION SCENARIOS (14 Zones)

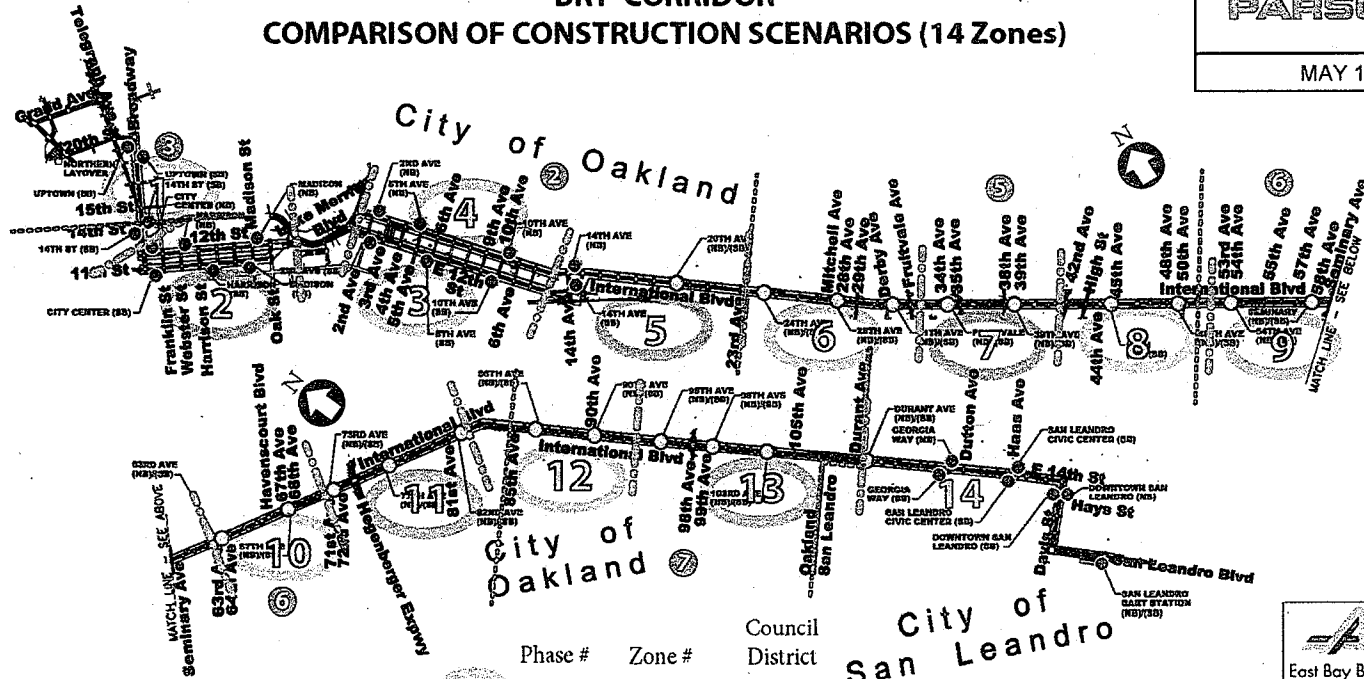
ALAMEDA CONTRA COSTA TRANSIT DISTRICT  
EAST BAY BUS RAPID TRANSIT

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PARSONS

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MAY 13, 2015



	Phase #	Zone #	Council District
Year #1 Caltrans Right of Way	1	8, 10, 12	5, 6, 7
Year #2 Oakland Right of Way	2	11, 9, 13	6, 7
Year #2 Oakland Right of Way	3	2, 5, 7	2, 5
Year #2 Oakland Right of Way	4	1, 3, 4, 6	3, 2, 5

**LEGEND**

- OAKLAND CITY COUNCIL DISTRICT BOUNDARY
- OAKLAND CITY COUNCIL DISTRICT NO.
- CURBSIDE STATION
- CENTER RUNNING STATION
- CONSTRUCTION ZONE BOUNDARY/BORDER
- CONSTRUCTION ZONE NO.







The Construction Staging Plan describes how the overall construction will be phased, how work zones will be sequenced and how work locations within the zones will be managed.

### **Construction Work Hours**

Proposed construction work hours and zone limits have been established subject to final confirmation with Caltrans, City of Oakland, and City of San Leandro. The District has also requested extended work hours, Saturday work, night work and exemption from the holiday construction moratorium as a modification to the standard work hours outlined below

- Work hours within Segment A and B are Monday to Friday between 9:00 a.m. and 4:00 p.m.
- Some elements of construction may require work hours outside of these stated limits. Existing land usage, such as school site drop off and pickup activity may make daytime construction impractical. Construction may be better suited for after-work hours or on weekends. Decisions of this sort would be communicated by the construction contractor as part of the traffic control plans and evaluated by the jurisdictional agency.
- Day time work typically limited to 40 hours/week; 2080 hours/year; 250 days/year for construction schedule duration.
- Providing flexibility to the construction contractor for strategic purposes can be a value added to the project. It may allow the construction contractor to reduce the number of barrier modifications and shorten the length of lane closures. The District would have to gain approval from the jurisdictional agency on a case by case basis.
- Recognize federal state and local holidays, consistent with Caltrans construction workday calendar and the City of Oakland workday calendar.
- Recognize holiday moratoriums for construction work unless waived by Cities of Oakland and San Leandro
- Along the corridor, there are many segments where the existing parking supply is not impacted by construction beyond the demand. Therefore, the lengths of the segments can be enlarged.
- A minimum of one traffic lane, for each direction, will remain open through the work zone, unless an approved detour is implemented.
- Traffic lanes may be reduced to a minimum width of 11 feet. In locations where there are existing class II bike lanes (currently along 11th Street and 12th Street in Downtown Oakland, and along E 14th Street in the City of San Leandro), the construction contractor will coordinate with the agency bicycle coordinator to explore wider lanes or alternative temporary bike routes during construction. Also, Fruitvale Avenue has been identified as a bike arterial in the vicinity of the project. No bike lanes exist within the project area along Fruitvale Avenue. A minimum lane width of 14-feet is desirable to accommodate vehicles and bikes. These will be recommendations to the construction contractor and made part of the construction documents.
- Construction work through intersections may be performed under flagging operation, half-width at a time.



- Pre-construction approval of haul routes is important to the construction contractor and the approval agency. Typically it is accompanied by a pre- and post-construction inventory for the condition of the route to assess whether the construction contractor has to restore the roadway to the preconstruction state. Haul route alignment is primarily extended through major commercial roadways. A list of potential haul routes is proposed by the construction contractor. If approved by the jurisdictional agency, a video inventory is recorded by the construction contractor. The resident engineer is responsible for assuring that the contractor adheres to the approved routes.

For the BRT Project, potential construction material-delivery routes to the construction corridor are identified in the Metropolitan Transportation Commission (MTC) document Designated CMP Roadway Network 2013. This document includes the major freeways to major arterials in Alameda County. Broadway and International Boulevard have been identified as CMP Tier 2 Routes.

### **Work Zone Assessment**

The project construction will be performed over two years. Construction work will progress in different locations over this period of time. Approximately 14 segments of construction (termed as construction zones) will be created over the course of construction to complete the work on the entire corridor at specifically approved intervals. In general, active work zones will be defined in the specifications. In the segments where a dedicated BRT lane is identified, one traffic lane will remain once construction commences. Effectively, the motoring public will be restricted to a single lane adjacent to construction zones.

**Downtown Oakland - Broadway between 20th Street and 11th Street.** Land use on Broadway is a mix of retail and office. Work in this segment is essentially at existing transit stops and traffic signal modifications at the intersections. This corridor experiences significant District bus traffic and high levels of pedestrian traffic. Off peak traffic volumes are reasonable to allow for temporary construction use of the travel lane adjacent to the work area. The improvements will have no impact to parking. Temporary relocation of transit will be necessary. Protection of pedestrians can be accomplished with temporary fencing around construction areas to separate construction activities and direct the public not to cross through the work zone.

**Downtown Oakland - 11th Street and 12th Street between Broadway and Oak Street.** Land use in this segment varies between office, retail, residential and educational. Work in this segment will include: construction of side platform BRT stations, bus pads, traffic signal improvements, utility relocation and street rehabilitation. The BRT station construction areas and relocated local bus stops will result in some parking displacement. The four travel lanes will be reduced to two travel lanes during construction. Pedestrian traffic is tied to local land usage. There is the Lincoln Elementary School located near Alice Street and 11th Avenue. Work around this area should be restricted to time periods outside of the time for drop off and pick up of students. AM peak hour and PM peak hour restrictions should be imposed on construction operations in this segment. There are no existing marked bike lanes or roadway shoulders available for riders. It is recommended that alternate parallel streets be identified as suitable routes for cyclists as construction advances within this segment. There is ample off-street parking (pay lots) that is available to accommodate the temporary loss of on street parking due to construction. Additionally, there are several free parking spaces located along Harrison Street that are proposed to be changed to pay parking as part of the mitigation for the lost metered



## East Bay Bus Rapid Transit (BRT)

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parking in this segment. The meters should be placed prior to construction. Several transit stops will need to be temporarily relocated to accommodate the transit operations during construction.

**12th Street and International Boulevard between 2nd Avenue and 14th Avenue.** Land use in this segment includes residential, commercial and a community park. Work in this segment will include the construction of side platform BRT stations, bus pads, curb bulbs, pavement rehabilitation, utility relocation and traffic signal improvements. The construction areas will be primarily located around the stations and will result in some temporary parking displacement. There are no existing marked bike lanes or roadway shoulders available for riders. It is recommended that alternate parallel streets be identified as suitable routes for cyclists as construction advances within this segment. No construction activity should occur during the AM peak period and the PM peak period. Several transit stops will need to be temporarily relocated to accommodate the transit operations during construction.

**International Boulevard between 14th Avenue and 26th Avenue.** Land use in this segment is mostly small commercial with a few residences. In this segment the BRT lane shifts from side platform to median platform station location. Work will consist of adding left turn restrictions, side platform and median platform BRT station improvements, traffic signal construction, signal interconnect construction, bus pads, pavement rehabilitation and curb bulbs. There are no existing marked bike lanes or roadway shoulders available for riders. It is recommended that alternate parallel streets be identified as suitable routes for cyclists as construction advances within this segment. The land use in the area is a mix of residential and commercial. Along most of this segment, the construction will be occurring on the lanes closest to the center of the street. Some curb bulbs will be constructed. Traffic signal modifications and new traffic signals will be constructed within this corridor. Work restrictions will be standard daytime construction in this segment.

Zero transit stops will need to be temporarily relocated to accommodate the transit operations during construction.

**International Boulevard between 26th Avenue and 42nd Avenue.** This segment is in the Fruitvale District. Land use is mixed and modeled after a transit oriented development. This segment has numerous parking impacts and several loading impacts, plus congestion for vehicles, pedestrians, cyclists and transit. Temporary offsite parking and any permanent mitigation parking should be implemented prior to construction in this segment. Pedestrian activity is high and the maintenance of pedestrian path of travel around the construction zones will require careful planning. Access to retail and other commercial activities will require planning. Fruitvale Avenue is a designated Arterial Bike Route. However temporary lane modifications to permit construction should provide sufficient space for joint use of the lane by vehicles and bikes.

Zero transit stops will need to be temporarily relocated to accommodate the transit operations during construction.

**International Boulevard between 42nd Avenue and 54th Avenue.** Land use in this segment is commercial. In this segment the work consists of roadway and median improvements, new median BRT stations, new traffic signals, traffic signal modifications, signal interconnect construction, and pavement rehabilitation. Due to low on-street parking utilization, there will be very limited on-street parking impact in this segment. Mitigation as identified in the Parking Improvement Plans (Appendix F) should occur in advance of construction. There are no existing marked bike lanes or roadway shoulders available for riders. It is recommended that alternate parallel streets be identified as suitable routes for cyclists as construction advances within this



## East Bay Bus Rapid Transit (BRT)

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segment. Advance notice to the community should be made to alert about the specifics of the new left turn prohibitions including when they go into effect. Signage alerting the drivers of the prohibition should be installed a week in advance of when the prohibition will go into effect. Suggested detours should be posted when the left turn lane is blocked for construction. Construction within this segment should be able to be performed within the standard construction work hours with the exception of in the vicinity of 42nd Avenue where the work should be limited to off-peak hours.

Zero transit stops will need to be temporarily relocated to accommodate the transit operations during construction.

**International Boulevard between 54th Avenue and 83rd Avenue.** Land use in this segment is a mixture of commercial, educational and some residential. In this segment the work consists of roadway and median improvements, new median BRT stations, new traffic signals, traffic signal modifications, signal interconnect construction, and pavement reconstruction. Parking impacts will be moderate in this segment due to a moderate utilization of the existing on-street parking. Parking mitigations, as identified in the Parking Improvement Plans (Appendix F), should be implemented prior to construction in this area. The changes in the parking should be communicated to the businesses in advance of the changes being implemented. The transit stops shall be adjusted as needed during the construction. There are no existing marked bike lanes or roadway shoulders available for riders. It is recommended that alternate parallel streets be identified as suitable routes for cyclists as construction advances within this segment. Where median barriers will impact left turns, portable changeable message boards should be placed behind the construction barrier to alert the motorists to alternate route information. Parts of this segment experience high volume peak hour traffic. Work in the vicinity of the key intersections along this segment should be limited to off-peak hours.

Zero transit stops will need to be temporarily relocated to accommodate the transit operations during construction.

**International Boulevard between 83rd Avenue and Bristol Boulevard.** Land use in this segment is a mixture of mostly commercial and some residential and religious institutional. In this segment the work consists of roadway and median improvements, new median BRT stations, new traffic signals, traffic signal modifications, signal interconnect construction, and pavement reconstruction. There will be very limited on-street parking impact in this segment and the addition of 16 spaces of off-street parking at Auseon Avenue before the roadway construction commences in this segment. Mitigation as identified in the Parking Improvement Plans (Appendix F) should occur in advance of construction. There are no existing marked bike lanes or roadway shoulders available for riders in this segment. It is recommended that alternate parallel streets be identified as suitable routes for cyclists as construction advances within this segment. Advance notification to motorists of the left turn prohibitions should be signed and the public notified via the communications strategy identified in the CIMP. Construction within this segment should be able to be performed within the standard construction work hours.

Zero transit stops will need to be temporarily relocated to accommodate the transit operations during construction.

**E 14th Street between Bristol Boulevard and the San Leandro BART Station.** Land use in this segment includes business commercial, residential and government institutional. In this



## East Bay Bus Rapid Transit (BRT)

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segment the work consists of roadway and median improvements, new median BRT stations, new traffic signals, traffic signal modifications, signal interconnect construction, and pavement rehabilitation until Garcia Avenue, where the dedicated lanes for the BRT system end. The remainder of the segment has BRT side station street improvements. Parking impacts are limited to the BRT station locations. Improvements to the parking should be implemented at the same time as on-street construction. There may be some relocation of transit stops for which the District will develop locations, implement the relocation, and coordinate with the public and the contractor. Construction can proceed within the off-peak hour periods in this segment. There are existing marked bike lanes along E. 14th Street available for riders. Because bicycle lanes currently exist in this segment and will be impacted by construction, contractors would be required to identify alternate suitable routes for cyclists as construction advances in this segment.



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## **Appendix C**

**Key Stakeholders along the Construction Route (Partial List)**



East Bay Bus Rapid Transit (BRT)

Organization	Address	City	Zip	Contact	Title	Phone	Email
African American Chamber of Commerce	449 15th Street, Suite 410	Oakland	94612	Dr. Richard McCline Bishop Jackson		(510) 268-1600	info@oaacc.org ethajoanes@oaacc.org
Downtown Oakland BID				Steve Snider		510-452-4529	steve@downtownoakland.org
East Bay Asian Local Development Corporation	310 Eighth Street, Suite 200	Oakland	94607-4253	Carlos Castellanos	Executive Director	(510) 287-5353 x336	carlosc@ebaldc.com
Eastlake Merchants Association	446 E 12th St.	Oakland	94606	Jose Macias		(510) 891-0972	laestrellitacafe@sbcglobal.net
Elmhurst Community Development District	1187 78th Avenue	Oakland		Thelma Lawrence			Thlml@aol.com
Elmhurst Community Development District	1187 78th Avenue	Oakland		Caroline Laron (Williams)		(510) 238-6271	carolinelaron@oaklandnet.com
Elmhurst Community Development District	1187 78th Avenue	Oakland		Gladys Green		(510) 638-7583	
Hispanic Chamber of Commerce of Alameda County	1840 Embarcadero, Suite 101	Oakland	94606	Victor Martinez		510-536-4477	victormartinez963@yahoo.com
International Blvd. Merchants Association	1359 99th Avenue	Oakland	94603	Charles Hill		(510) 638-2944	chill1256@hotmail.com
Jingletown Arts & Business Community	2934 Ford St #36			Cynthia Elliott		510/536-2136	ronin36@sbcglobal.net
Jingletown Arts and Business Community	3035 Chapman Street			Michael Stewart		510.910.2448	rmwsart@jps.net
Oakland Chinatown Chamber of Commerce	388 9th Street, Suite Z58	Oakland	94607	Jenny Ong	President	510-893-8979	oaklandctchamber@aol.com
Oakland Metro Chamber of Commerce	475 14th Street	Oakland	94612-1903	Scott Peterson		(510) 874-4800 x306	speterson@oaklandchamber.com
San Antonio Community Development Corporation	2228 East 15th St.	Oakland	94606	Don Davenport		510-536-1715	ltcloud@sbcglobal.net
San Antonio Community Development Corporation	2228 East 15th St.	Oakland	94606	Eric Cone		(510) 536-1715	ericcone@sbcglobal.net
Oak Center Neighborhood Association Inc.	1980 Magnolia St.	Oakland	94607	Ellen Wyrick-Parkinson		510-835-2290	
The Webster Tract Neighbors Association	1633 84th Ave.	Oakland	94621	Jacquee Castain		510-568-5333	jacquee_castain@comcast.net
West Oakland Commerce Association	P.O. Box 1947	Orinda	94563	George Burtt		510-839-6999	grant_burtt@earthlink.net
West Oakland Project Committee (WOPAC)	729 40th Street	Oakland	94609	Lawrence E. Rice		510-655-9075	larry_e_rice@hotmail.com
Alliance for West Oakland Development	1357 5th Street	Oakland	94607	Alona Clifton		510-663-0363	awodevelopment@hotmail.com
Bay Area Community Services East Diamond / Fruitvale Senior Services Council						510-535-6123	
Cambodian Community Development Inc. (CCDI)				K Cheng		510-535-7172	kycheng@cambodiacomunity.org
East Bay Asian Youth Center				David Kakishiba		(510) 533-1092	



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Organization	Address	City	Zip	Contact	Title	Phone	Email
Fruitvale De Colores Head Start				Marsha Murrington		510-535-6106 510-535-6900	mgm@unitycouncil.org
Havenscourt School Complex				Steve Daubenspeck		510-636-0520	steven.daubenspeck@ousd.k12.ca.us
Lincoln Rec Center	250 10th Street	Oakland	94607	Gilbert Gong		(510) 238-7738	ggong@oaklandnet.com
Oakland Community Organizations	7200 Bancroft Ave, #2	Oakland	94605	Ron Snyder		510-639-1444 x302	ronsnyder@oaklandcommunity.org
Oakland Community Organizations	7200 Bancroft Ave, #2	Oakland	94605	Amy Fitzgerald		510-639-1444 ext 303	afitzgerald@oaklandcommunity.org
Oakland Chinatown Advisory Committee				Alan Yee			asyee@aol.com
San Antonio Neighborhood Network						(510) 533-7266	





East Bay Bus Rapid Transit (BRT)

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**Appendix D**  
**Construction Communications Protocol**



## Construction Communications Protocol

The construction contractor's requirements will include development of a system for his team to ensure a flow of information from the contractor to AC Transit. The PM/CM will supervise public information efforts. The contractor must be accessible 24 hours a day, seven days a week and must respond within two hours of contact to address project emergencies – during working and non-working hours. The Contractor's Representative must provide AC Transit with contact information, including home, fax, and mobile phone numbers. The Contractor and PM/CM must meet weekly, or as deemed necessary by the PM/CM and must communicate regularly by phone and e-mail. For crisis communication the contractor must be available to assist the PM/CM in addressing issues that may include the following: protests; formulating approaches to address specific emergencies; identifying cause of specific disruptions ( whether construction related or not); provide information on actions being taken to alleviate the problem, impact to the public and notification procedures; anticipated duration of the disruption; and notifying the CHP, City of Oakland Police and Fire and City of San Leandro Police and Fire in the event of crises or emergency closures in the Project area.

In addition, the contractor will be responsible for data collection and management. This will include:

- Timely information on the construction schedule, closures, bus stop closures and relocations, detours, and other project information. Information to be provided by the contractor will include: information on planned construction activities no later than 30 days before planned start date and include possible construction noise impacts
- Notification of lane closures 14 days in advance; temporary parking loss and locations of replacement on-street and off-street parking in vicinity
- Construction updates of work schedules, type/scope of ongoing work, and significant events (i.e., a planned closure canceled, nighttime construction noise impacts canceled or completed, lane closure, closure removed, and others that directly affect the public) and Contractor shall immediately notify the District of changes so that PM/CM can post the information on the BRT website and disseminate it through other technologies
- Basic information, contact names, and phone numbers for other construction projects that may affect traffic conditions on the project or surrounding local street network
- Regular reports as requested, summarizing activities and adherence to the contract documents.

The PM/CM will be responsible for coordination among the District and Consultant team Community Outreach Team Manager (COTM)/Community Construction Relations Manager (CCRM), the resident engineer, and public agencies responsible for responding to safety issues and enforcement for the project (City of Oakland Police and Fire, CHP, City of San Leandro Police and Fire).



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For general information about the BRT Project:

- Call the BRT Project Hotline: 510-891-5478 – set up to record your call in English, Spanish, Cantonese, Mandarin or Vietnamese
- Send an email to [brt@actransit.org](mailto:brt@actransit.org)
- Visit the BRT Community Information Center located at 3322A International Boulevard, Oakland. BRT fact sheets are available in English, Spanish, Chinese and Vietnamese.
- Log on to the BRT Project website: [brt.actransit.org](http://brt.actransit.org)

For expedited response to construction-related issues or questions, please contact BRT Community Construction Relations Manager:

- Jorge C Velasco at 510-926-1136, or send an email to [brtjvelasco@actransit.org](mailto:brtjvelasco@actransit.org) or [jvelasco@a2ventures](mailto:jvelasco@a2ventures)

Please direct all other non-construction issues to Beverly Greene, Director – Legislative Affairs and Community Relations, at 510-891-7255 or send an email to [bgreene@actransit.org](mailto:bgreene@actransit.org).

Media-related issues should be directed to Michele Joseph, Director of Marketing & Communications/Interim Media Affairs contact, at 510-891-4848 or [mjoseph@actransit.org](mailto:mjoseph@actransit.org).

Elected and other government officials wanting quick responses to issues or updates are encouraged to contact Beverly Greene.



East Bay Bus Rapid Transit (BRT)

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**Appendix E**  
List of Acronyms



East Bay Bus Rapid Transit (BRT)

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<b>AC Transit</b>	<b>Alameda Contra-Costa Transit District</b>
<b>ADA</b>	<b>American Disabilities Act</b>
<b>BIM</b>	<b>Business Impact Mitigation</b>
<b>BP</b>	<b>Bid Package</b>
<b>BRT</b>	<b>Bus Rapid Transit</b>
<b>CCRM</b>	<b>Community Construction Relations Manager</b>
<b>CEQA</b>	<b>California Environmental Quality Act</b>
<b>CITM</b>	<b>Construction Impact Mitigation Plan</b>
<b>CM</b>	<b>Construction Management</b>
<b>CMP</b>	<b>Construction Management Plan</b>
<b>COTM</b>	<b>Community Outreach Team Manager</b>
<b>COWG</b>	<b>Community Outreach Working Group</b>
<b>COZEEP</b>	<b>Construction Zone Enhanced Enforcement Program</b>
<b>DF</b>	<b>Design Function</b>
<b>EBMUD</b>	<b>East Bay Municipal Utilities District</b>
<b>EIR</b>	<b>Environmental Impact Report</b>
<b>EIS</b>	<b>Environmental Impact Statement</b>
<b>FCN</b>	<b>Field Change Notice</b>
<b>FD</b>	<b>Final Design</b>
<b>FTA</b>	<b>Federal Transit Administration</b>
<b>GM</b>	<b>General Manager</b>
<b>IMP</b>	<b>Incident Management Plan</b>
<b>KKCS</b>	<b>Kal Krishnan Consulting Services, Inc.</b>
<b>NEPA</b>	<b>National Environmental Policy Act</b>
<b>NTP</b>	<b>Notice to Proceed</b>
<b>O&amp;M</b>	<b>Operations and Maintenance</b>



<b>OHA</b>	<b>Operational Hazards Analysis</b>
<b>OMP</b>	<b>Operations Maintenance Plan</b>
<b>PCMS</b>	<b>Portable Changeable Message Signs</b>
<b>PG&amp;E</b>	<b>Pacific Gas and Electric</b>
<b>PHA</b>	<b>Preliminary Hazards Analysis</b>
<b>PM</b>	<b>Project Management</b>
<b>PM/CM</b>	<b>Project Manager/Construction Manager</b>
<b>PMOC</b>	<b>Project Management Oversight Contractor</b>
<b>PMP</b>	<b>Project Management Plan</b>
<b>QA</b>	<b>Quality Assurance</b>
<b>QAP</b>	<b>Quality Assurance Plan</b>
<b>QC</b>	<b>Quality Control</b>
<b>RE</b>	<b>Resident Engineer</b>
<b>RFI</b>	<b>Request for Information</b>
<b>RFP</b>	<b>Request for Proposal</b>
<b>ROW</b>	<b>Right-of-Way</b>
<b>RSD</b>	<b>Revenue Service Date</b>
<b>SCC</b>	<b>Standard Cost Category</b>
<b>SSGA</b>	<b>Small Starts Grant Agreement</b>
<b>SSMP</b>	<b>Safety and Security Management Plan</b>
<b>SSO</b>	<b>State Safety Oversight</b>
<b>TVA</b>	<b>Threat and Vulnerability Analysis</b>
<b>UPRR</b>	<b>Union Pacific Railroad</b>
<b>VMS</b>	<b>Visual Message Sign</b>
<b>YOE</b>	<b>Year of Expenditure</b>

# APPENDIX F – BRT Corridor - Beneficial Use and Interim Operations Plan

March 10, 2016

## **SUMMARY:**

This appendix sets forth guidelines and principles that will govern the way AC Transit and its construction contractor, in coordination with its agency partners (Caltrans, the City of Oakland, and the City of San Leandro), will provide beneficial use of the corridor during the Infrastructure and Station Platform Construction Phase (Bid Package 3).

The goal of the BRT Corridor - Beneficial Use and Interim Operation Plan is to manage the overall Bid Package 3 (BP3) construction project in such a way as to maintain, to the maximum extent possible, business operations, property owner functionality and resident access and use of the corridor. Bid Package 3 construction is set to commence in Spring 2016 and end in Winter 2017.

The proposed project will improve transit service along the corridor and will also enhance the corridor to be more pedestrian and bicycle friendly. As an overall result of the BRT project, some existing traffic lanes will be permanently changed from general public usage to restricted and dedicated "Bus Only" lanes. These improvements are consistent with the City of Oakland 2011 Transit Oriented Development Plan. The transition from the existing conditions along the corridor to final build out of the BRT improvements will require a thoughtful strategy to balance the current and future operations. Specifically, during the period when portions of the BRT project are completed but the entire BRT system is not operating, AC Transit will endeavor to minimize the construction impacts and to maximize public usage of the improvements. Ensuring beneficial use generally means providing adequate on-street parking; allowing general use of two vehicles lanes in each direction; and limiting the "mothballing" of new and existing infrastructure (i.e. constructed and then covered or left unused until the entire construction phase complete).

The beneficial use goal must also be balanced against the need to provide reasonable access along the corridor to allow the contractor to efficiently complete the BRT Project construction. The contractor needs to complete the work within budget and on schedule. As well, AC Transit needs the flexibility to perform start-up, testing and training; and initiate temporary BRT-Light service with local buses, thereby minimizing the overall disruption and duration of construction in the corridor.

## **CONSTRUCTION PERFORMANCE PRINCIPLES AND GUIDELINES:**

AC Transit established the key principles below for beneficial use and interim operations of the project corridor during construction. To the maximum extent possible, the District will:

1. Maintain use of existing vehicle lanes.
2. Maintain or improve existing on-street parking.
3. Minimize changes to bus stop locations.
4. Maintain existing bus shelters and existing service levels.
5. Retain existing bike lanes/routes.
6. Maintain pedestrian sidewalk access throughout the corridor.
7. Use the new infrastructure and the bus-only lanes, if deemed safe, for system start-up and testing and to initiate temporary BRT-Light service with local buses.

These key principles are based on an assessment of the construction corridor and are reflected in enforceable elements of the construction contract specifications which include,

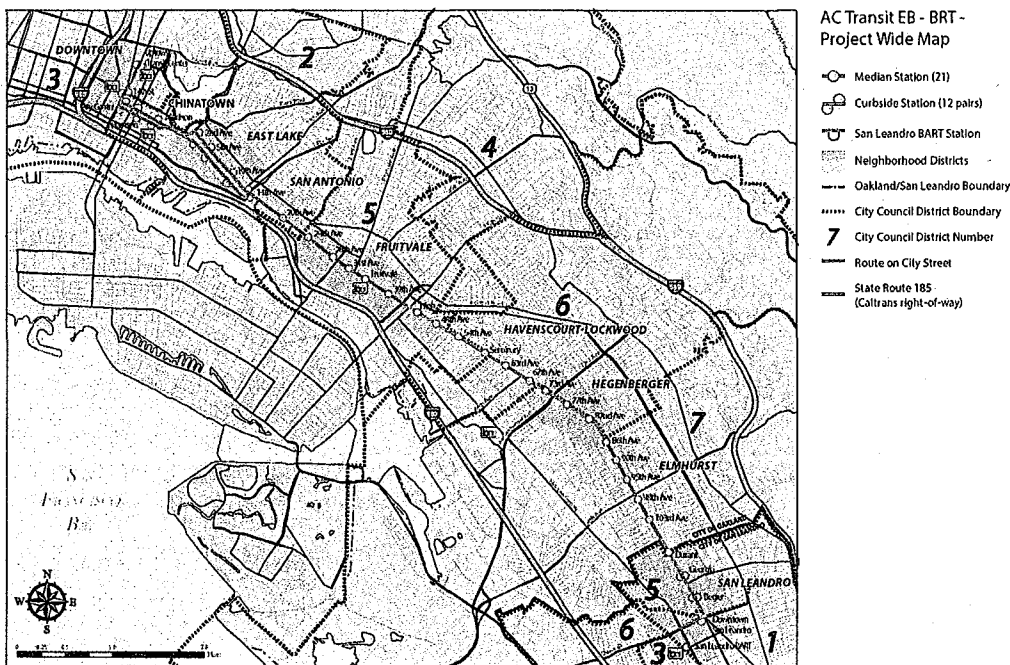
1. Pre-determined work zones.
2. Pre-set work sequence and progression of work.
3. Requirement to continuously maintain a minimum of 60% of existing parking stalls within each construction zone.
4. Requirements to communicate temporary parking loss and locations of replacement on-street and off-street parking in the vicinity. Mandatory wayfinding signage to temporary and permanent alternative parking facilities.
5. Requirements to provide signage with specific dates and hours of temporary no parking zones. Advance notification of 72 hours will be required for no parking restrictions.
6. Direction to preserve existing loading zones or provide temporary loading zones as close to the existing loading zones as possible.
7. Requirement for contractor to coordinate with CCRM on providing construction status updates to the community..
8. Requirement for a minimum of six portable changeable message signs with horizontal displays to show regularly updated messages provided by the District at locations designated by the Resident Engineer to accommodate changing construction activities and provide advance notifications of these changes.



9. Intermediate construction milestones tied to financial penalties if the Contractor is not able to maintain the schedule.
10. Financial penalties on the Contractor for failure to comply with the lane requirements and late relinquishing of parking spaces.
11. Specific milestone for final pavement overlay.
12. Mandatory coordination with concurrent construction projects and work, including City's Curb Ramp Contractor.
13. Prescribed work order sequence for traffic signal & lighting work to minimize disruption.
14. Caltrans Lane Closure Development and Delay calculation methodology is used to ensure lane closures will not result in delays greater than 15 minutes.
15. Temporary paving, signing, and striping and traffic signals to maintain 2 lanes in each direction and existing parking to the maximum extent possible in the work zones with no active construction. System testing or training activities may require closure of the bus only lanes for general vehicle use.
16. Requiring "Traffic Control and Construction Operations Contingency Plan" and "Incident Management Plan" to ensure that the Contractor can quickly mobilize to modify lane closures to restore or minimize the traffic effects when congestion or delays exceed the original estimates.
17. Interim Conditions – Operational Plans
  - a. District and Contractor will jointly develop Zone and Station Phasing Plan (ZSPP) for intermediate conditions while ensuring City has input to the plan.
  - b. District and Contractor will jointly develop Traffic Control Plan (TCP) for interim conditions and submit to the City for approval.
18. Availability of Vehicle Traffic Lanes  
There are portions of the corridor that may require permanent reduction of vehicle lanes as part of the construction. Therefore it may not always be possible to maintain two uninterrupted lanes of traffic each way at all times.

**PROJECT DESCRIPTION:**

The Alameda-Contra Costa Transit District (AC Transit) plans to construct stations, infrastructure and components necessary to improve traffic operations and minimize congestion along an approximately 9.5-mile arterial corridor through the cities of Oakland and San Leandro in Alameda County, California. The project corridor starts at 20<sup>th</sup> St. Downtown Oakland, along Broadway, 12th Street and 11th Street around Lake Merritt to International Boulevard and E 12th Street and 14th Avenue in Oakland, continuing on to International Blvd. to East 14th Street in San Leandro, onto Davis Street, San Leandro Boulevard and terminating at San Leandro Bay Area Rapid Transit (BART) station.



BRT's innovative transit technology will feature 60-foot, articulated, dual-sided 5-door, diesel-electric hybrid, low-emission, high-capacity vehicles with wide doors, improved lighting and Americans with Disabilities Act (ADA) components. BRT buses will have real-time travel information, level and pre-paid boarding and operate on dedicated bus lanes to ensure reliable, faster point-to-point connections. The system will also include high-technology traffic management equipment, raised platforms with canopies, security cameras and improved pedestrian and bicycle access. BRT provides access to five BART stations within the Project area, increasing intermodal access to and from destinations within the corridor.

## **OVERVIEW OF PROJECT CONSTRUCTION PHASING:**

The Infrastructure and Station Platform Construction (Bid Package 3) consists of constructing new raised curbside and median station platforms along the Project corridor. The construction in the project corridor is anticipated to last a minimum of 20 months, beginning in spring 2016 and will be substantially complete by end of summer 2017. The contractor is required to complete the work in 6 Milestones as indicated in the Figure 1 – Milestone and Phasing Plan. The majority of the civil elements, the foundations and concrete for station platforms, and the installation of the station platform conduit will be completed under milestone 1, Dec 2016 and milestone 2, Nov 2017.

The project corridor is divided into two segments (Segment A – Caltrans Sector and Segment B – Oakland Sector), four (4) phases and 16 construction zones, as shown in Figure 1. Each segment has two (2) phases and each phase has three (3) to four (4) construction work zones. Each construction work zone is typically 10 to 12 blocks long. The Segment A limits are between 42<sup>nd</sup> Avenue and Davis Street on International Boulevard / E 14<sup>th</sup> Street and on Davis Street between E 14<sup>th</sup> Street and San Leandro Blvd. The Segment B limits are between Downtown Oakland and 41<sup>st</sup> Avenue on International Blvd.

Within the City of Oakland city limits there are 13 construction work zones (zones 1 through 13) along the project corridor plus the Northern Layover facility (zone 16). Within the City of San Leandro city limits there is one construction work zone (zone 14) plus the San Leandro Transit Center (zone 15).

The infrastructure and station platform construction activities within each construction work zone will require temporary modifications while stations and other infrastructure improvements are under construction. These temporary modifications include lane closures, lane access and striping, lane transitions, interim signal operations, pedestrian walkways, parking spaces and consolidation and relocation of existing local bus stops.

**PROJECT ZONES:**

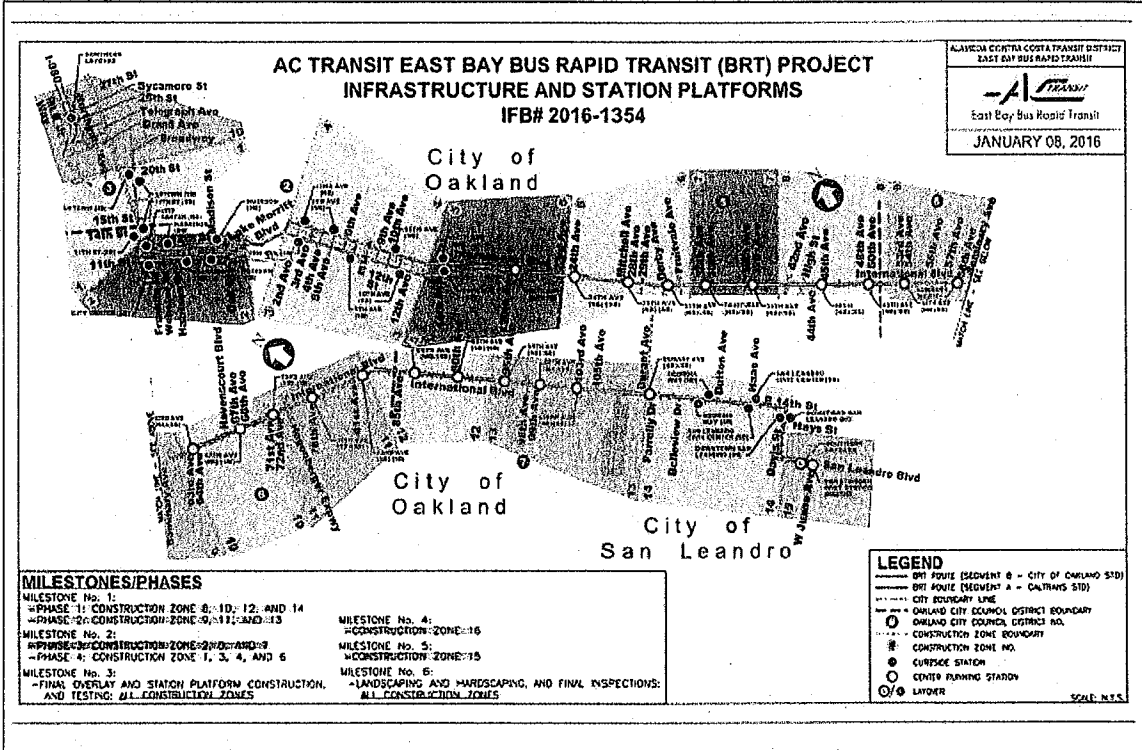


Figure 1 – Milestone and Phasing Plan

- Zone 1 – Broadway (between 20th and 11th Streets) Includes Northern Layover
- Zone 2 – 12th Street (between Broadway and Lake Merritt Blvd.) and 11th Street (between Broadway and Lake Merritt Blvd.)
- Zone 3 – E. 12th Street (between Lake Merritt Blvd. and 14th Avenue)
- Zone 4 – International Blvd. (between Lake Merritt Blvd. and 14th Avenue)
- Zone 5 – 14th Avenue (between 12th and Internal Blvd.) and International Blvd. (between 14th and 23rd Avenues)
- Zone 6 – International Blvd. (between 23rd and 32nd Avenues)
- Zone 7 – International Blvd. (between 32nd and 41st Avenues)
- Zone 8 – International Blvd. (between 41st and 52nd Avenues)
- Zone 9 – International Blvd. (between 52nd and 62nd Avenues)
- Zone 10 – International Blvd. (between 62nd and 71st Avenues)
- Zone 11 – International Blvd. (between 71st and 82nd Avenues)
- Zone 12 – International Blvd. (between 82nd and 94th Avenues)
- Zone 13 – International Blvd. (between 94th Avenue and Durant Blvd.)
- Zone 14 – E. 14th St. (between Durant Blvd and Davis St) and Davis St (between E. 14th and San Leandro Blvd)
- Zone 15 – San Leandro Transit Center at BART Station and San Leandro Blvd (between Davis St and W. Juana Ave)
- Zone 16 – Northern Layover at Northgate Ave (between Sycamore St and 24th St)

## **BENEFICIAL USE AND INTERIM OPERATION PERIOD**

### **Milestone 1 - Year 1 Construction (Spring 2016 Through Winter 2016/17)**

The District will implement the BRT portion of its board-approved Service Expansion Plan (SEP) in June 2016. This plan involves the consolidation of the existing Lines 1 and 1R along the BRT corridor and their associated bus stops into the new BRT bus stop locations. These initial locations are intended to be temporary/interim and in proximity to the final BRT station location based on operational needs, but may not coincide with the final station locations. During this milestone the contractor will be working in seven (7) construction work zones to perform construction of

- Fifteen (15) median station platforms adjacent to dedicated bus only lanes
- Six (6) curbside station platforms with mixed flow lanes.
- curb-to-curb pavement reconstruction activities within 400-500 feet of the each station platform.
- Improvements at intersections (curb ramps, curb-bulbs, traffic signals, pedestrian lighting, pedestrian crosswalks etc.) and medians between the stations.

The Contractor is required to maintain 2 lanes in each direction and 60% of existing parking configuration to the maximum extent possible while ensuring less than 15 minutes of traffic delays due to lane closures and transitions with temporary signing, striping and signals between the areas with curb-to-curb pavement reconstruction and mill & overlay. The duration of the construction of the seven (7) zones is expected to be 10-12 months.

After substantial construction completion on Segment A (State Highway 185) AC Transit will use the median dedicated 'Bus Only' lanes for Testing, Training and transit service if deemed safe. Outside of the times when the dedicated 'Bus Only' lanes are reserved for the exclusive use of AC Transit, the bus only lane may be made available as a second vehicle lane for use by the general public until final paving and striping is completed..

### **Milestone 2 - Year 2 Construction (Winter 2016/17 through Substantial completion Fall 2017)**

During this milestone the contractor will be working in seven (7) construction work zones to perform construction of

- Six (6) median station platforms adjacent to dedicated bus only lanes;
- Eighteen (18) curbside station platforms with a combination of mixed flow lanes and curb-side bus only lanes.
- curb-to-curb pavement reconstruction activities within 400-500 feet of the each station platform.

- Improvements at intersections (curb ramps, curb-bulbs, traffic signals, pedestrian lighting, pedestrian crosswalks etc.) and medians between the stations.

“Mothballing” of curb-side bus only lanes will not be allowed as contractor needs to maintain access to abutting properties at all times during construction. The Contractor is required to maintain 2 lanes in each direction and 60% of existing parking configuration to the maximum extent possible while ensuring less than 15 minutes of traffic delays due to lane closures and transitions with temporary signing, striping and signals. The duration of the construction of the seven (7) zones is expected to be 10-12 months.

After substantial construction completion, AC Transit will use the median and curb-side dedicated ‘Bus Only’ lanes for Testing, Training and transit service if deemed safe.. Outside of the times when the dedicated ‘Bus Only’ lanes are reserved for the exclusive use of AC Transit, the bus only lane may be made available as a second vehicle lane for use by the general public until final paving and striping is completed.

AC Transit will use various community outreach tools (BRT website, newsletters, project meetings, social media etc.) to advise community of traffic and schedules changes based on the construction.

**Milestones 3-6 - Year 2 System Integration (Summer 2017 through Start of Revenue Service Nov 2017)**

- Milestone 3
  - Curb to Curb milling and Final overlay.
  - Station Platforms construction
  - Canopies and Station Amenities Installation
  - System Start-up and Testing activities
  - All aforementioned construction protocols for corridor management will remain in force until start of revenue service.
- Milestone 4 – 6
  - Northern Layover Facility Construction (milestone 4)
  - San Leandro Transit Center Construction (milestone 5)
  - Landscaping / Hardscaping (milestone 6)
  - Final Inspection of all construction zones (milestone 6)

## APPENDIX G – AC Transit Business Technical Assistance (TA) Program

March 10, 2016

The TA Program was jointly developed in collaboration with the Cities of Oakland and San Leandro. This program was established to mitigate direct, permanent impacts to businesses and residences along the corridor as a result of the permanent BRT facilities and infrastructure. It is funded by AC Transit with a total budget of \$2,794,000 and consists of three separate programs individually administered by each agency partner.

The budget for AC Transit's and San Leandro's TA programs, \$500,000 and \$294,000 respectively, is required to follow Federal Transit Administration (FTA) guidelines. Each program is non-financial and offers no direct payment to businesses or individuals, determines and validates direct, permanent infrastructure effects, and develops remedies and mitigations for these effects to the maximum extent practicable through design changes and/or site improvements. These type of mitigations would include such remedies as repositioning signage obstructed by station canopies, shifting the station platform location in those cases where the windscreen or canopy obstructed the view of a business and/or impeded access to the entrance, or replacing/repairing/upgrading a driveway displaced by a station. Some of the budget for these two programs was expended during the design development phase to implement desired station location shifts and mitigate driveway impacts.

The District has allocated the remaining \$2,000,000 in the form of non-FTA project funding in a separate funding agreement with the City of Oakland for its TA services program. As a result, the City's TA program, a subset of its larger Business Sustainability Program (BSP), is free to conduct individual business assessments to identify indirect, physical and programmatic impacts to the businesses along the corridor. It will provide business technical assistance, business operations training, referral to business specialty consultants and access to available financial programs through its consultant, the Oakland Business Development Corporation (OBDC).

# APPENDIX H- Neighborhood Traffic Management Program

March 10, 2016

In accordance with requirements in the East Bay BRT Project Final Environmental Impact Statement/Environmental Impact Report (FEIS/R) Section 3.2.8.3 dated January 2012, AC transit has committed to fund the implementation of a Neighborhood Traffic Management Program which will evaluate traffic flows and volumes at select intersections and side streets perpendicular and parallel to the BRT alignment that would potentially be used by motorists as an alternate route to driving along the corridor. The program will be funded in three increments.

**PRE-CONSTRUCTION PHASE:** The program will start during pre-construction with the collection of traffic counts and traffic speed data selected locations prior to start of major construction in Bid Package 3. The locations for traffic data collection were selected based on the following criteria:

1. Any intersections where a left turn onto International Blvd. will be prohibited.
2. Any locations where a median closure is proposed.
3. Any intersection where a left turn will be prohibited from International Blvd. onto side streets.
4. Any side streets immediately perpendicular or parallel to locations 1, 2 and 3 above.
5. Any intersections or side streets in proximity to schools, senior centers, libraries, places of worship, medical facilities, or priority bicycle routes.

This data will establish the baseline to be used in the post-operations study.

**SHORT-RANGE POST-CONSTRUCTION / OPERATIONS PHASE:** Within the first year of BRT operations, probably around the 6-month point, a second round of data collection will be conducted at the same locations used in the pre-construction data collection. The baseline and post operations data will be analyzed based on the existing traffic standards for the cities of Oakland and San Leandro, and Caltrans. By the end of the first year of operations, a technical memorandum will be prepared which will provide, on a neighborhood basis, the data collection and analysis methodology, all collected data on traffic volumes and flows, identification of trouble spots and their cause and potential mitigations to those problems. Once consensus is reached with our inter-agency partners on the approved mitigation,



then the District will initiate the design and construction effort to implement the solution within six months after the report is published.

**LONG-RANGE POST-CONSTRUCTION / OPERATIONS PHASE:** After completion of the short range mitigations, AC Transit will conduct studies and assessments to address miscellaneous neighborhood traffic management issues that may arise over the on-going 10-year period. The District will only complete the design and installation of mitigations if the neighborhood traffic program of the Cities and Caltrans identifies additional traffic management problems that can be attributed to the operation of the BRT.

Summary of Conditions of Approval Attached to City of Oakland Adoption of the Downtown Oakland to San Leandro Alternative for the East Bay Bus Rapid Transit (BRT) Project in July 2012 [CMS]	Final Design Phase Compliance Activities	100% Final Design Conforms	Construction Phase Activities
<b>III. Relocated and Additional BRT Project Station Locations</b>			
<b>A. International at 63rd Avenue</b>			
AC Transit shall coordinate/design a new BRT station.	Final designs incorporate a BRT median station between 63rd Avenue and 64th Avenue.	YES	There are no specific construction phase activities associated with this condition.
AC Transit shall hold additional community meetings to resolve any issues that arise	AC Transit has conducted community meetings and provided stakeholders the opportunity to review and comment on the proposed BRT designs.	YES	
<b>B. International at 67th Avenue</b>			
AC Transit shall coordinate/design the relocation of a BRT station.	Final designs incorporate a BRT median station at 67th Avenue.	YES	There are no specific construction phase activities associated with this condition.
AC Transit shall hold additional community meetings to resolve any issues that arise	AC Transit has conducted community meetings and provided stakeholders the opportunity to review and comment on the proposed BRT designs.	YES	
<b>C. International at 86th Avenue</b>			
AC Transit shall coordinate/design the relocation of a BRT station.	Final designs incorporate a BRT median station at 86th Avenue.	YES	There are no specific construction phase activities associated with this condition.
AC Transit shall hold additional community meetings to resolve any issues that arise	AC Transit has conducted community meetings and provided stakeholders the opportunity to review and comment on the proposed BRT designs.	YES	
<b>D. International at 90th Avenue</b>			
AC Transit shall coordinate/design a new BRT station.	Final designs incorporate a BRT median station at 90th Avenue.	YES	There are no specific construction phase activities associated with this condition.
AC Transit shall hold additional community meetings to resolve any issues that arise	AC Transit has conducted community meetings and provided stakeholders the opportunity to review and comment on the proposed BRT designs.	YES	
<b>E. International at 103rd Avenue</b>			
AC Transit shall coordinate/design the relocation of a BRT station.	Final designs incorporate a BRT median station at 103rd Avenue.	YES	There are no specific construction phase activities associated with this condition.
AC Transit shall hold additional community meetings to resolve any issues that arise	AC Transit has conducted community meetings and provided stakeholders the opportunity to review and comment on the proposed BRT designs.	YES	

TBD: To be determined  
 IB: International Boulevard  
 N/A: Not Applicable

Summary of Conditions of Approval Attached to City of Oakland Adoption of the Downtown Oakland to San Leandro Alternative for the East Bay Bus Rapid Transit (BRT) Project in July 2012 [CMS]	Final Design Phase Compliance Activities	100% Final Design Conforms	Construction Phase Activities
<b>IV. Pedestrian Scale Lighting and Other Security Provisions</b>			
<b>A. Pedestrian lighting at stations:</b>			
Provide pedestrian-scale safety lighting inside all BRT Project stations	Final designs provide pedestrian scale lighting inside/under the canopy of all BRT stations.	YES	The final designs incorporate the requirements of these conditions. AC Transit will be required to cooperate with the City's contractor that will be installing additional pedestrian lighting along the International Boulevard corridor.
Provide pedestrian-scale safety lighting for sidewalks adjacent to stations	Final designs provide two pedestrian scale lights adjacent to all curb side BRT stations. These two lights illuminate the sidewalk ingress/egress to/from the BRT station. All BRT median stations are located at signalized intersections, and all signalized intersections have pedestrian safety lighting.	YES	
Provide pedestrian-scale safety lighting in the vicinity of stations	Final designs provide two pedestrian scale lights adjacent to all curb side BRT stations. These two lights illuminate the sidewalk ingress/egress to/from the BRT station. All BRT median stations are located at signalized intersections, and all signalized intersections have pedestrian safety lighting.	YES	
AC Transit will replace pedestrian lighting, as needed	Final designs install uniform lighting at each BRT station, including replacing existing lighting as necessary to achieve average lighting illumination per city standards.	YES	
AC Transit will be responsible for energy to all pedestrian-scale safety lighting	Final designs include pedestrian safety lighting in the vicinity of each BRT station. Lights that are within or adjacent to each BRT station are on an ACT circuit for energy costs.	YES	
AC Transit will be responsible for maintaining all pedestrian-scale safety lighting	The amended O&M agreement is still in development. The final O&M agreement will state that AC Transit will be responsible for maintaining all pedestrian scale lights that are on the AC Transit circuit.	YES	
<b>B. Pedestrian lighting at all new/upgraded signalized intersections:</b>			
Install new safety lighting at all signalized intersections	Final designs include intersection safety lighting at all signalized intersections. The safety lighting is in conformance with current City standards.	YES	There are no specific construction phase activities associated with this condition.
Signalized safety lighting will be replaced or repaired by AC Transit, as needed		NO	
City will be responsible for energy supply to intersection safety lighting	The intersection safety lighting is on a City electrical circuit. The City will pay these energy costs.	YES	
City will be responsible for maintaining intersection safety lighting	The amended O&M agreement is still in development. The final O&M agreement will note that the City is responsible for maintaining all intersection safety lighting.	YES	

TBD: To be determined  
 IB: International Boulevard  
 N/A: Not Applicable

Summary of Conditions of Approval Attached to City of Oakland Adoption of the Downtown Oakland to San Leandro Alternative for the East Bay Bus Rapid Transit (BRT) Project in July 2012 [CMS]	Final Design Phase Compliance Activities	100% Final Design Conforms	Construction Phase Activities
<b>C. Pedestrian lighting at all new/upgraded pedestrian crossings:</b>			
Install safety lighting at all pedestrian crossings	Final designs include safety lighting at all unsignalized pedestrian crossings. The illumination of the safety lighting is in conformance with current City standards.	YES	There are no specific construction phase activities associated with this condition.
Install pedestrian detection at all pedestrian crossings	The final designs include signalization and specifically pedestrian detection at each BRT station access point. At 34 unsignalized crosswalks along the corridor, pedestrian detection is not included in the final designs. However, additional safety lighting has been incorporated at each of these 34 crossings.	NO	
Pedestrian crossings safety lighting will be replaced/repared by AC Transit, as needed	The safety lighting at unsignalized pedestrian crossings are connected to City of Oakland electrical circuits/meters and will be owned and maintained by the City.	NO	
City will be responsible for energy supply to pedestrian crossing safety lighting		YES	
City will be responsible for maintaining pedestrian crossing safety lighting		YES	
<b>D. Security provisions at all stations</b>			
Install security cameras at all stations	Each BRT station has been designed to have four security cameras within the station platform area.	YES	AC Transit is to provide the City with the Security Plan.
Provide safety personnel, as necessary, to ensure security of patrons at stations	AC Transit must prepare a security plan that identifies the personnel that will be on the BRT system and how patrons will be provided security.	TBD	
Provide safety personnel, as necessary, to ensure security of patrons in nearby		TBD	
Security system will be replaced/repared by AC Transit, as needed	The security plan must include a maintenance program to ensure the security system is properly maintained throughout the life of the BRT project.	TBD	
AC Transit will be responsible for energy supply to the security system	The design plans include power and communication cables to the security cameras. Said power and communications cables are integrated into the AC Transit systems, including the responsibility for energy costs.	YES	
AC Transit will be responsible for maintaining the security system	The amended O&M agreement is still in development. The final O&M agreement will require that AC Transit maintain the security system.	YES	

TBD: To be determined  
 IB: International Boulevard  
 N/A: Not Applicable

Summary of Conditions of Approval Attached to City of Oakland Adoption of the Downtown Oakland to San Leandro Alternative for the East Bay Bus Rapid Transit (BRT) Project in July 2012 [CMS]	Final Design Phase Compliance Activities	100% Final Design Conforms	Construction Phase Activities
<b>V. Functional Needs (ADA) Access</b>			
<b>A. Staff Review</b>			
AC Transit shall obtain approval from the City ADA Coordinator for all BRT improvements	The AC Transit design team prepared detailed design plans at each BRT station and curb return.	YES	The AC Transit Construction Managers will be required to inspect each ADA improvement for compliance with the applicable standards and per the approved plans.
<b>B. Community Review</b>			
AC Transit shall respond to comments from a joint District/City Access Advisory Committee	The AC Transit Senior Project Managers coordinated with the City/District Access Advisory Committee and incorporated design elements into the BRT project.	YES	The AC Transit Construction Managers will be required to inspect each ADA improvement for compliance with the applicable standards and per the approved plans.
Joint District/City Access Advisory Committee will review and comment on project plans/designs	The AC Transit Senior Project Managers coordinated with the City/District Access Advisory Committee and incorporated design elements into the BRT project.	YES	The AC Transit Construction Managers will be required to inspect each ADA improvement for compliance with the applicable standards and per the approved plans.
Joint District/City Access Advisory Committee will review all aspects of the BRT project	The AC Transit Senior Project Managers coordinated with the City/District Access Advisory Committee and incorporated design elements into the BRT project.	YES	The AC Transit Construction Managers will be required to inspect each ADA improvement for compliance with the applicable standards and per the approved plans.
<b>C. ADA Compliance Standards</b>			

Summary of Conditions of Approval Attached to City of Oakland Adoption of the Downtown Oakland to San Leandro Alternative for the East Bay Bus Rapid Transit (BRT) Project in July 2012 [CMS]	Final Design Phase Compliance Activities	100% Final Design Conforms	Construction Phase Activities
The BRT Project shall comply with Federal ADA Guidelines and Standards	The AC Transit Senior Project Managers coordinated with the AC Transit design team and consulted the Federal ADA Guidelines and Standards. The plans were approved by the Federal Transit Agency.	YES	The AC Transit Construction Managers will be required to inspect each ADA improvement for compliance with the applicable standards and per the approved plans.
The BRT Project shall comply with applicable State and Local requirements	The AC Transit Senior Project Managers coordinated with the AC Transit design team and consulted the State Architecture Office. The plans have been approved by the State Architecture Office.	YES	The AC Transit Construction Managers will be required to inspect each ADA improvement for compliance with the applicable standards and per the approved plans.
<b>D: International Best Practices</b>			
The BRT Project shall apply international ADA best practices and universal design principles	The AC Transit Senior Project Managers coordinated with the AC Transit design team and consulted multiple resources to assure the BRT project was compliant with the best practices design principles.	YES	The AC Transit Construction Managers will be required to inspect each ADA improvement for compliance with the applicable standards and per the approved plans.
Principles shall apply to infrastructure, vehicle, service delivery, construction and operation	The AC Transit Senior Project Managers coordinated with the AC Transit design team and consulted multiple resources to assure the BRT project was compliant with the best practices design principles.	YES	The AC Transit Construction Managers will be required to inspect each ADA improvement for compliance with the applicable standards and per the approved plans.

Summary of Conditions of Approval Attached to City of Oakland Adoption of the Downtown Oakland to San Leandro Alternative for the East Bay Bus Rapid Transit (BRT) Project in July 2012 [CMS]	Final Design Phase Compliance Activities	100% Final Design Conforms	Construction Phase Activities
<b>VI. Paving Rehabilitation</b>			
<b>A. Paving for the Downtown Oakland to San Leandro component of the BRT Project</b>			
AC Transit shall rehabilitate the BRT-dedicated travel lanes	The final plans include pavement rehabilitation of the BRT dedicated lanes.	YES	There are no specific construction phase activities associated with this condition.
AC Transit shall rehabilitate general purpose travel lanes (IB, 11th, 12th and E. 12th)	The final plans include pavement rehabilitation of the general purpose lanes and parking lanes on International Boulevard, E. 12th Street, 12th Street and 11th Street.	YES	
AC Transit shall rehabilitate the on-street parking lane and bike lanes		YES	
Repaving shall be 2" minimum overlay with base reconstruction, as needed	The final plans include various structural section pavement reconstruction along the BRT corridor. The pavement section designs are consistent with the project materials report and recommendations.	YES	
AC Transit shall rehabilitate all lanes whenever needed for a 12-year useful life	The amended O&M agreement is still in development. The current O&M requires the City to rehabilitate the pavement within the City of Oakland jurisdiction. The pavement within the Caltrans jurisdiction is currently maintained by the City of Oakland per the 1991 City/Caltrans maintenance agreement. However, this 1991 maintenance agreement will be renegotiated as part of this project.	NO	
<b>VII. Bicycle Safety</b>			
<b>A. Class II bike lanes</b>			
AC Transit shall design/construct class II bike lanes on E. 12th St from 2nd to 3rd	The final plans install class II bike lanes on E. 12th Street between 2nd Ave and 3rd Ave.	YES	There are no specific construction phase activities associated with this condition.
<b>B. Bicycle safety provisions near each BRT station</b>			

TBD: To be determined  
 IB: International Boulevard  
 N/A: Not Applicable

Summary of Conditions of Approval Attached to City of Oakland Adoption of the Downtown Oakland to San Leandro Alternative for the East Bay Bus Rapid Transit (BRT) Project in July 2012 [CMS]	Final Design Phase Compliance Activities	100% Final Design Conforms	Construction Phase Activities
AC Transit will install bike racks adjacent to BRT stations	Final designs include removing and replacing existing bicycle racks that are in the construction work areas. Further, final designs include the installation of new bicycle racks at each median station (63 total), and in the vicinity of each curbside station (24 total).	YES	Additional bike rack may need to be installed after the project begins operations and there is a need for more bike rack in the vicinity of BRT stations.
AC Transit is to install bike racks based on demand	AC Transit did not perform a demand assessment to determine the number of bike racks needed at BRT stations. The placement of bicycle racks for this project was done based on a general distribution.	NO	
Bicyclists are to be provided safe, lighted and easy access to the BRT system	Final designs include bike lane improvements throughout the corridor. These improvements include the striping and signing of new or existing bike lanes. In addition, all traffic signals are equipped with bicycle detection and intersection safety lighting.	YES	There are no specific construction phase activities associated with this condition.
Bike racks to be designed/installed per City's Bicycle and Pedestrian Program	Final designs include removing and replacing existing bicycle racks that are in the construction work areas. Further, final designs include the installation of new bicycle racks at each median station (63 total), and in the vicinity of each curbside station (24 total).	YES	
Bike racks are to be maintained by AC Transit	The amended O&M agreement is still in development. The final O&M agreement will require that AC Transit maintain bike racks that are within each BRT station area. Some of the new bicycle racks within the curbside station areas may be installed outside the maintenance areas of the BRT station, and therefore these racks will not be maintained by AC Transit.	YES	



Summary of Conditions of Approval Attached to City of Oakland Adoption of the Downtown Oakland to San Leandro Alternative for the East Bay Bus Rapid Transit (BRT) Project in July 2012 [CMS]	Final Design Phase Compliance Activities	100% Final Design Conforms	Construction Phase Activities
<b>VIII. Oakland Streetscape Coordination</b>			
<b>A. 14th Avenue Streetscape Project Coordination</b>			
AC Transit shall coordinate with the City's 14th Avenue Streetscape Project	BRT final designs were coordinated with the City's 14th Avenue Streetscape Project. The BRT project changed the lane configurations along 14th Avenue to accommodate BRT operations. This resulted in the City's Streetscape designs (between E. 12th Street and International Boulevard) to be omitted, and the BRT project installing landscaping in the BRT revised median area. The BRT designs accommodate the City's 14th Avenue streetscape designs outside the BRT limits.	YES	There are no specific construction phase activities associated with this condition.
AC Transit will ensure 14th Avenue BRT related components are constructed		YES	
<b>IX. Coordination with International Boulevard (IB) Transit-Oriented Development (TOD) Plan</b>			
<b>A. Implement Category 1 pedestrian improvements</b>			
AC Transit shall install pedestrian signals at named locations along IB	Final designs have incorporated pedestrian crossings at a maximum spacing of 800 feet. To achieve this criteria, the final designs incorporate illuminated pedestrian crosswalks between signalized intersections at 34 locations along the BRT corridor.	YES	There are no specific construction phase activities associated with this condition.
AC Transit shall install other pedestrian improvements at named locations along IB		YES	
AC Transit shall install other pedestrian signals/improvements at alternate locations		YES	
Distance between pedestrian crossings shall be a minimum of 800-feet between signals		YES	

TBD: To be determined  
 IB: International Boulevard  
 N/A: Not Applicable

East Bay Bus Rapid Transit (BRT) Project  
**City of Oakland Comments Resolution Matrix (CRM)**  
**Conditional Approval of Outstanding Items,**  
**A Part of the Bid Package #3 Permit Checklist**  
(Current as of February 4, 2016)

Prepared by:  
Garrett Gritz  
Diablo Engineering Group

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1. Right of Way Management, Comment #38 – Driveway Closures

AC Transit will physically impact existing driveways along the corridor. AC Transit must have signed agreements with property owners to close or modify existing driveways.

Conditional Approval – AC Transit is to secure an agreement with the property owner prior to starting construction within 1,000 feet of noted driveway.

2. Transportation Services Division - Signals, Comment #35 – Signal Comm. During Construction

The AC Transit Contractor will disable signal communications along the corridor during the construction operations. The City (and presumably Caltrans) will require the maintenance of signal communications along the corridor throughout construction.

Conditional Approval – AC Transit committed to maintaining timing/operations of traffic signals along the BRT corridor during construction. This is the responsibility of the AC Transit Contractor. The specifications allow for the City or Caltrans to require the contractor (through the AC Transit Resident Engineer) to make timely modifications based on input / direction from City or Caltrans representatives.

3. Transportation Services Division - Signals, Comment #133 – Bicycle Signal Equipment  
Transportation Services Division - Signals, Comment #167 – Bicycle Signal Equipment

The City team provided AC Transit with preliminary acceptance from Caltrans regarding geometric design solution at this intersection (of 54<sup>th</sup>/55<sup>th</sup> and International). The City has provided AC Transit with the preliminary concept for consideration after which a three-way meeting will occur with Caltrans. After three-way concurrence, the AC Transit design team will prepare plans for Caltrans approval.

Conditional Approval – AC Transit will process the necessary construction change order(s) to implement the agreed upon modifications associated with this comment. Full resolution/concurrence by all three parties is required prior to beginning revenue service.

4. Transportation Services Division - Signals, Comment #169 – Bicycle Box at 54<sup>th</sup> Avenue  
Transportation Services Division - Signals, Comment #170 – Bicycle Box at 54<sup>th</sup> Avenue  
Transportation Services Division - Signals, Comment #172 – Bicycle Box at 54<sup>th</sup> Avenue

The AC Transit team made initial plan modifications for bid purposes. After three-way concurrence, the AC Transit design team will prepare plans for Caltrans approval.

Conditional Approval – AC Transit will process the necessary construction change order(s) to implement the agreed upon modifications associated with this comment. Full resolution/concurrence by all three parties is required prior to beginning revenue service.

5. Transportation Services Division - Signals, Comment #249 – Install Left Turn Pockets

AC Transit will direct the BP3 contractor to install left turn pockets at mutually selected locations along San Leandro Street, after construction begins on International Boulevard in the Fruitvale District. The installation of the left turn pockets will be via change order.

Conditional Approval – AC Transit will process the necessary construction change order(s) to implement the agreed upon modifications associated with this comment. Full implementation is required within 4 weeks of initiating construction within Zone 6 and Zone 7, between Derby Avenue and 42<sup>nd</sup> Avenue.

6. Transportation Services Division - Striping, Comment #15 – Bike Safe Grates on Inlets

Transportation Services Division - Striping, Comment #69 – Bike Safe Grates on Inlets

AC Transit will need to assure the City that where bike lanes are adjacent to curbs, all drainage inlets are to be equipped with bike safe grates.

Conditional Approval – Prior to final acceptance from the City in advance of revenue service operations, AC Transit shall confirm that all drainage inlets where a bike lane has been installed as part of the BRT project, all drainage inlets are to be equipped with bike safe grates.

7. Transportation Services Division - Signal, Comment #249 – Signal Communications SL Street

AC Transit will work with Caltrans to ensure that fiber optic communications are installed along San Leandro Street to allow the City to communicate with existing signals along this bypass route. During the interim, signal communications will be via GPS clocks. AC Transit understands the requirement of fiber optic communications and the importance of the Fruitvale Bypass operating as efficiently as possible.

Conditional Approval – AC Transit will remove the interim GPS clocks along the San Leandro Street corridor, and will also install or cause to be installed fiber optic communications for the existing traffic signals along the Fruitvale Bypass. It is desirable that these actions occur prior to AC Transit construction operations in the Fruitvale District. These actions must occur prior to final acceptance of improvements in the City's right of way and prior to the start of revenue service.

8. Transportation Services Division - Specs, Comment #1 – Implement CIM Plan Requirements  
Resident Engineer, Comment #12 – Implement CIM Plan Requirements

AC Transit has made commitments to the community through the Construction Impacts Mitigation Plan, community meetings and through other communications with the community.

Conditional Approval – AC Transit shall be responsible to enforce all requirements, including liquidated damages, and for directing the Contractor to implement all required and implied mitigation measures identified in the CIM Plan.

9. Transportation Services Division - General, Comment #26 – Caltrans Signal Design Criteria  
AC Transit has prepared traffic signal design plans for intersections along IB between 42<sup>nd</sup> Avenue and Durant Avenue. At intersection locations 50<sup>th</sup>, 53<sup>rd</sup>, 54<sup>th</sup>, 57<sup>th</sup>, 58<sup>th</sup>, 62<sup>nd</sup>, 64<sup>th</sup>, 96<sup>th</sup> and 104<sup>th</sup>, the design plans inappropriately require the Contractor to install improvements in accordance with City of Oakland design standards. Since these locations are within the Caltrans right of way, these traffic signal designs are to be in accordance with Caltrans standard design criteria.

Conditional Approval – At the intersections noted above, AC Transit shall issue a contract change order to modify the designs to be compliant with Caltrans standards. This change order should be issued prior to ordering equipment.

10. Right of Way Management, Comment #20 – Intersection Precise Grading Designs  
AC Transit has developed design plans that depict proposed surface elevations at most intersections along the BRT corridor. Many of these intersections are being modified to eliminate existing crown lines that create undesirable bumps along the dedicated bus route. The City team suggested several grade modifications and these modifications were not incorporated into the final bid documents.

Conditional Approval – Prior to installation of final paving, AC Transit shall provide the City with intersection precise grading plans that adjust intersection elevations in accordance with prior City suggestions.

11. Right of Way Management, Comment #6 – Truck Turn Analysis  
AC Transit has developed design plans that modify the intersection geometry. The City team identified several locations where opposing left turn movements are physically in conflict. It appears the design plans were adjusted to accommodate these conflicts, except at the following intersections:

- International Boulevard / 5<sup>th</sup> Avenue
- International Boulevard / 8<sup>th</sup> Avenue
- East 12<sup>th</sup> Street / 5<sup>th</sup> Avenue
- East 12<sup>th</sup> Street / 8<sup>th</sup> Avenue

Conditional Approval – AC Transit shall field verify the left turn geometry and signal phasing of each intersection prior to creating any potential interim conflicts or the completion of final paving and striping, whichever comes first.

12. Transportation Services Division - Lighting, Comment #3 – Identify Lighting Service Point  
Transportation Services Division - Lighting, Comment #5 – Identify Lighting PEU  
The AC Transit design plans do not identify all service points and/or PEUs.

Conditional Approval – Prior to modification to existing street lights on the BRT corridor, the AC Transit Resident Engineer is to identify the service point and PEU for each electrical circuit. This information is to be represented on as built drawings.

13. Additional City of Oakland Comments (not found in the CRM)

- A. Tree removal permits – AC Transit should start the process to secure tree removal permits as soon as possible. Securing the tree removal permits can delay construction activities.

Conditional Approval: Trees cannot be removed prior to securing the tree removal permits.

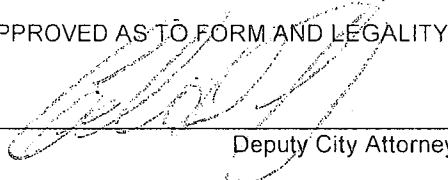
- B. Design criteria to preserve EBMUD facilities – The City understands that AC Transit is working closely with EBMUD representatives to develop appropriate designs that preserve the integrity of existing EBMUD infrastructure. Any design modifications are to be reviewed and approved by the City of Oakland.

Conditional Approval: Design modification to accommodate EBMUD facilities along the BRT corridor shall be presented to the City of Oakland prior to issuance of any excavation permits.

- C. Preparation of as-built drawings – AC Transit shall maintain a master set of construction drawings that represent the as constructed condition. Any and all design modifications are to be represented on the as built drawings. All documentation shall be updated on a prompt and consistent basis.

Conditional Approval: Prior to final acceptance and implementation of revenue service, AC Transit shall deliver to the City of Oakland AutoCAD files that represent the as built condition along the BRT corridor.

FILED  
OFFICE OF THE CITY CLERK  
OAKLAND

  
Deputy City Attorney

2016 APR 28 PM 6:16

OAKLAND CITY COUNCIL

RESOLUTION NO. \_\_\_\_\_ C.M.S.

RESOLUTION APPROVING THE ALAMEDA - CONTRA COSTA COUNTY (AC) TRANSIT DISTRICT'S CONSTRUCTION IMPACT MITIGATION PLAN FOR THE EAST BAY BUS RAPID TRANSIT (BRT) PROJECT PHASE II: INFRASTRUCTURE AND STATION PLATFORM CONSTRUCTION PROGRAM (BID PACKAGE #3) DATED JANUARY 13, 2016, AS APPENDED TO INCLUDE: BRT CORRIDOR – BENEFICIAL USE AND INTERIM OPERATIONS PLAN (APPENDIX F), AC TRANSIT BUSINESS TECHNICAL ASSISTANCE PROGRAM DESCRIPTION (APPENDIX G), AND BRT NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM DESCRIPTION (APPENDIX H), ALL DATED MARCH 10, 2016

WHEREAS, the Alameda-Contra Costa Transit District (AC Transit) desires to design, construct, and operate the East Bay Bus Rapid Transit (BRT) project, which includes, but is not limited to, dedicated travel lanes, passenger platforms, ticket vending and validation systems, safety and security systems, public address and passenger information systems, landscaping, traffic signals and street lighting, crosswalk treatments, pedestrian warning signals, sidewalk improvements, and signage; and

WHEREAS, on April 25, 2012, the AC Transit Board of Directors adopted Resolution No. 12-018 certifying the Final Environmental Impact Report/Statement (FEIR/FEIS) for the BRT Project, and selection of the Downtown Oakland – San Leandro Alternative (DOSL) as the Locally Preferred Alternative for the BRT Project; and

WHEREAS, on July 17, 2012, the Oakland City Council adopted as its own the CEQA-related findings of AC Transit for the East Bay Bus Rapid Transit (BRT) Project; adopted the Locally Preferred Alternative for the BRT Project; and required that the AC Transit append the City Conditions of Approval (COA) to the BRT Project (Resolution No. 84106); and

WHEREAS, Resolution No. 84570 authorized the City Administrator to enter into Master Cooperative Agreement (MCA) with AC Transit for Final Design and Construction of the BRT Project, and the MCA attaches COA Standards to the BRT Project; and

WHEREAS, the COA Standards require that AC Transit submit a draft Construction Impact Mitigation Plan and a corresponding draft Parking Impact Mitigation Plan for the Oakland City Council review on or before the completion of the 65% Design Phase, and return to Council with an update on or before completion of Final Design Phase of the BRT Project; and

WHEREAS, the BRT Project will be constructed in two phases: Phase I which is substantially complete included Advanced Utility Relocations, Fruitvale Bypass, and Off-Street Parking Lot Construction; and Phase II will commence in April 2016 and include approximately \$108 million of Infrastructure and Station Platform Construction (Bid Package 3); and

WHEREAS, on November 18, 2014, the City Council unanimously adopted Resolution No. 85283 approving the BRT Project Business Impact Mitigation Plan for Advanced Utility Relocations (Bid Package 1) and the Parking and BRT Business Impact Mitigation Plans for Fruitvale Bypass and Off-Street Parking Lot Construction in the Fruitvale and Elmhurst Areas of Oakland (Bid Package 2).

WHEREAS, Oakland Public Works approved the 100% plans, specifications, and estimates (PSE) for Bid Package 3 as substantially compliant with local requirements conditional upon completion of special permit requirements. These staff approvals, along with City Council approval of the CIM-p and Parking Impact Mitigation Plan, are required by the Master Cooperative Agreement. These City approvals will allow AC Transit to proceed to obtain the necessary permits and commence major construction within Oakland; and

WHEREAS, The AC Transit Construction Impact Mitigation Plan as appended to include the AC Transit Beneficial Use and Interim Operations Plan, Business Technical Assistance Project, and Neighborhood Traffic Management Plan; the Oakland Business Sustainability Fund; and the Oakland Business Technical Assistance Project when taken together represent a robust BRT – Business Impact Mitigation Plan; and

WHEREAS, Resolution No. 84570 C.M.S. urged AC Transit to consult with and include stakeholder representatives with neighborhood expertise from the Unity Council, Allen Temple, and East Bay Asian Youth Center, and AC Transit subsequently formed a Community Outreach Working Group (COWG) to advise the interagency design team during the Final Design Phase, and the expanded group included the East Bay Asian Local Development Corporation, Downtown Oakland and Uptown Lake Merritt District Associations, OCCUR and Transform;

WHEREAS, AC Transit and City staffers, along with COWG partners, conducted extensive community engagement to inform stakeholders about planned construction and to gather feedback and refine the BRT Project final design and construction impact mitigation plan; now, therefore be it

**RESOLVED:** That the Oakland City Council hereby approves the Alameda - Contra Costa County (AC) Transit District's Construction Impact Mitigation Plan for the East Bay Bus Rapid Transit (BRT) Project Phase II: Infrastructure and Station Platform Construction Program (Bid Package #3) dated January 13, 2016, as Appended to include: BRT Corridor – Beneficial Use and Interim Operations Plan (Appendix F), AC Transit Business Technical Assistance Program Description (Appendix G), and BRT Neighborhood Traffic Management Program Description (Appendix H), all dated March 10, 2016.

IN COUNCIL, OAKLAND, CALIFORNIA, \_\_\_\_\_

**PASSED BY THE FOLLOWING VOTE:**

AYES - BROOKS, CAMPBELL WASHINGTON, GALLO, GUILLEN, KALB, KAPLAN, REID, and  
PRESIDENT GIBSON MCELHANEY

NOES -

ABSENT -

ABSTENTION -

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