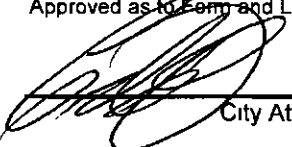


**OAKLAND CITY COUNCIL**

2014 NOV 20 PM 12:20

RESOLUTION No. 85303

C.M.S.

  
\_\_\_\_\_  
City Attorney

Introduced by Councilmember \_\_\_\_\_

**RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR, THE DIRECTOR OF PUBLIC WORKS, OR THE ASSISTANT DIRECTOR, BUREAU OF ENGINEERING AND CONSTRUCTION, TO EXECUTE AGREEMENTS WITH BART, FOURTH BORE COALITION, AND METROPOLITAN TRANSPORTATION COMMISSION (MTC) FOR THE SR2T GRANT FUNDS AND TO ACCEPT AND APPROPRIATE: 1) FOUR HUNDRED SEVENTY-TWO THOUSAND DOLLARS (\$472,000.00) IN REGIONAL MEASURE 2 (RM-2) SAFE ROUTES TO TRANSIT (SR2T) FUNDS; 2) EIGHTEEN THOUSAND DOLLARS (\$18,000.00) MATCHING FUNDS FROM BART; AND 3) FIFTY THOUSAND DOLLARS (\$50,000.00) MATCHING FUNDS FROM FOURTH BORE COALITION; TO FUND PEDESTRIAN AND BICYCLE ACCESS AND SAFETY IMPROVEMENT AROUND ROCKRIDGE BART STATION, AND AT THE INTERSECTIONS OF COLLEGE AVENUE/KEITH AVENUE AND COLLEGE AVENUE/MILES AVENUE**

**WHEREAS**, the City of Oakland submitted an application to the Safe Routes to Transit Program in September 2013 requesting grant funds for the Rockridge BART Access Improvement Project; and

**WHEREAS**, the program is funded by Regional Measure 2 (RM-2) and administered by TransForm and the East Bay Bicycle Coalition; and

**WHEREAS**, the funds are available from the Metropolitan Transportation Commission (MTC); and

**WHEREAS**, on February 26, 2014, MTC approved the programming of \$472,000.00 of Regional Measure 2 grant funds for the Rockridge BART Access Improvement Project; and

**WHEREAS**, the grant will fund the following improvement:

- Acquire and install twenty-four new bicycle lockers and thirty new bicycle racks at the BART station;
- Install a Class 2 bicycle lane along College Avenue between Broadway and Alcatraz Avenue;
- Design and construct of pedestrian safety improvements at the intersections on College Avenue at Keith/Shafter Avenue and at Miles Avenue including bulb-outs, sidewalk extensions, pedestrian countdown signal indications, accessible pedestrian push buttons, bike lane on Keith Avenue with lane reduction, and slip lane removal from southbound College Ave to Miles Avenue; and

**WHEREAS,** BART has pledged \$18,000.00 to cover a portion of the costs to acquire and manage the installation of bicycle lockers and racks; and

**WHEREAS,** BART will administer the acquisition and installation of bicycle lockers and racks at the BART station; and

**WHEREAS,** the Fourth Bore Coalition is contributing \$50,000.00 as match for this grant to help ensure these projects are constructed; and

**WHEREAS,** SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

**WHEREAS,** the MTC is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

**WHEREAS,** MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

**WHEREAS,** allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

**WHEREAS,** the City of Oakland is an eligible sponsor of transportation projects in Regional Measure 2, Regional Traffic Relief Plan funds; and

**WHEREAS,** the Rockridge BART Access Improvement Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

**WHEREAS,** the Regional Measure 2 allocation request, attached hereto in the Initial Project Report (Exhibit A) and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which the City of Oakland is requesting that MTC allocate Regional Measure 2 funds; now, therefore be it

**RESOLVED,** that the City of Oakland, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it

**FURTHER RESOLVED,** that the City of Oakland certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it

**FURTHER RESOLVED,** that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it

**FURTHER RESOLVED,** that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it

**FURTHER RESOLVED**, that the City of Oakland approves the updated Initial Project Report, attached to this resolution (Exhibit A); and be it

**FURTHER RESOLVED**, that the City of Oakland approves the cash flow plan, attached to this resolution; and be it further

**FURTHER RESOLVED**, that the City of Oakland has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and, be it

**FURTHER RESOLVED**, that the City of Oakland is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it

**FURTHER RESOLVED**, that the City of Oakland is authorized to submit an application for Regional Measure 2 funds for the Rockridge BART Access Improvement Project in accordance with California Streets and Highways Code 30914(c); and be it

**FURTHER RESOLVED**, that there is no legal impediment to the City of Oakland making allocation requests for Regional Measure 2 funds; and be it

**FURTHER RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the City of Oakland to deliver such project; and be it

**FURTHER RESOLVED**, that the City of Oakland agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it

**FURTHER RESOLVED**, that the City of Oakland indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the City of Oakland, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it

**FURTHER RESOLVED**, that the City of Oakland shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvement or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the project; and be it

**FURTHER RESOLVED**, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it

**FURTHER RESOLVED**, that the City of Oakland shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it

**FURTHER RESOLVED**, the Public Works Department requests a waiver of the 1.5% public art fee for this project because the program disallow its use for public art; and be it

**FURTHER RESOLVED**, that the City Council hereby authorized acceptance and appropriation of Four Hundred Seventy-Two Thousand Dollars (\$472,000.00) in Regional Measure 2 (RM-2) Safe Routes to Transit (SR2T) Funds, Eighteen Thousand Dollars (\$18,000.00) matching funds from BART and Fifty Thousand Dollars (\$50,000.00) matching funds from Fourth Bore Coalition and to execute agreements with BART and Fourth Bore Coalition; and be it

**FURTHER RESOLVED**, that the City Administrator or designee, execute agreements with BART and the Fourth Bore Coalition for the Rockridge BART Access Improvement Project; and be it

**FURTHER RESOLVED**, that the SR2T grant be deposited into the Metropolitan Transportation Commission – Transportation Program grant Fund (2163), Transportation Services Bureau Organization (30264) in Fourth Bore of the Caldecott Tunnel Settlement Project on College Avenue (C369530); and be it

**FURTHER RESOLVED**, that the matching grants be deposited into the Miscellaneous Grants (2999), Transportation Services Division (30264) in Fourth Bore of the Caldecott Tunnel Settlement Project on College Avenue (C369530); and be it

**FURTHER RESOLVED**, that the City Administrator, or designee, on behalf of the City of Oakland, to execute and submit an allocation request for the environmental, design and construction phase with MTC for Regional Measure 2 funds in the amount of \$472,000.00, for the project, purposes and amounts included in the project application attached to this resolution (Exhibit B); and be it,

**FURTHER RESOLVED**, that the City Administrator, or designee, on behalf of the City of Oakland, to execute and submit all documents payment request and related actions, as well as to appropriate any additional grant funds received for the completion of this project; and be it

**FURTHER RESOLVED,** that the City Administrator, or designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate; and be it

**FURTHER RESOLVED,** that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the City of Oakland application referenced herein.

DEC 09 2014

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

**PASSED BY THE FOLLOWING VOTE:**

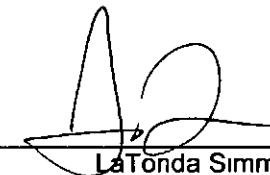
AYES - BROOKS, GALLO, GIBSON MCELHANEY, KALB, KAPLAN, REID, SCHAAF and PRESIDENT KERNIGHAN - 8

NOES - 0

ABSENT - 0

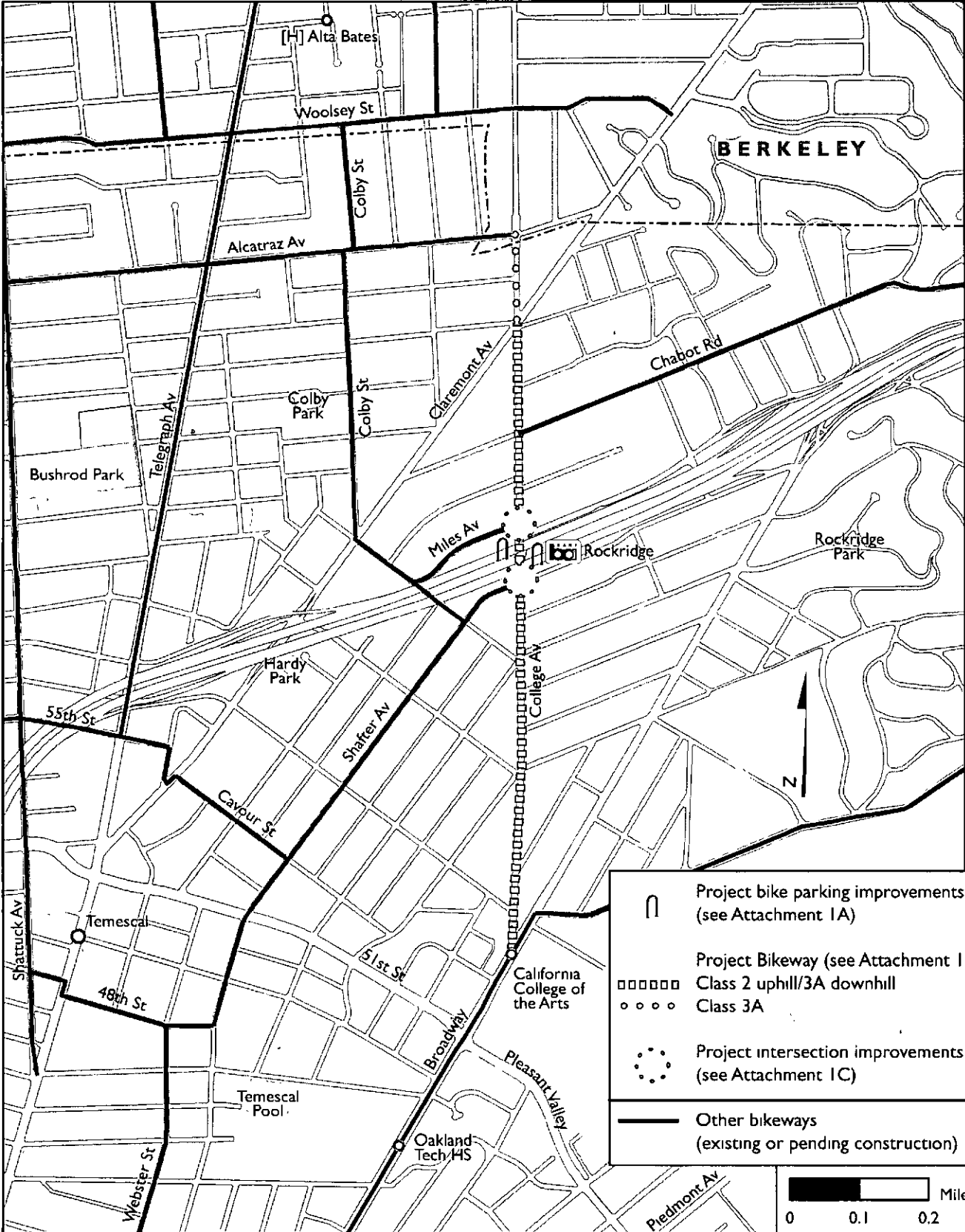
ABSTENTION - 0







ATTEST \_\_\_\_\_

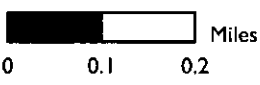


LaTonda Simmons  
City Clerk and Clerk of the Council  
of the City of Oakland, California

**ATTACHMENT A**



-  Project bike parking improvements (see Attachment 1A)
-  Project Bikeway (see Attachment 1B)
-  Class 2 uphill/3A downhill
-  Class 3A
-  Project intersection improvements (see Attachment 1C)
-  Other bikeways (existing or pending construction)





**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**  
 300 Lakeside Drive, P.O. Box 12688  
 Oakland, CA 94604-2688  
 (510) 464-6000

**ATTACHMENT B**

2013

September 27, 2013

Tom Radulovich  
 PRESIDENT

Joel Keller  
 VICE PRESIDENT

Grace Crunican  
 GENERAL MANAGER

Clarrissa Cabansagan  
 Transportation Advocate  
 TransForm

Subject: Safe Routes to Transit, Grant Application Cycle V –Rockridge BART Access Improvements

Dear Ms. Cabansagan:

**DIRECTORS**

Gail Murray  
 1ST DISTRICT

Joel Keller  
 2ND DISTRICT

Rebecca Saltzman  
 3RD DISTRICT

Robert Raburn  
 4TH DISTRICT

John McPartland  
 5TH DISTRICT

Thomas M. Blalock, PE  
 6TH DISTRICT

Zakary Mallett  
 7TH DISTRICT

James Fang  
 8TH DISTRICT

Tom Radulovich  
 9TH DISTRICT

BART is happy to partner with the City of Oakland in submitting a Safe Routes to Transit grant application for the design and construction of bicycle and pedestrian access improvements to the Rockridge BART Station.

The proposed project will complete a package of improvements along the College Avenue corridor and at the Rockridge BART station that will have a significant impact on making access to the Rockridge BART Station safer and more convenient. The improvements include a new Class 2 bike lane along College Avenue, pedestrian improvements at the intersections closest to the BART station, and additional bike parking at the BART station.

The Rockridge BART station is located in a relatively dense urban neighborhood, where walking and biking are favored means of getting around. However, in our most recent station profile study (2008), Rockridge BART patrons were only marginally more likely to bike to the station than the system average (5% at Rockridge vs. 4% system-wide). Existing rack space is full, showing that demand for bike access is great. With the addition of 54 new bicycle parking spaces at the BART Station, along with the other bike improvements proposed by the City, we hope to increase the number of patrons biking to this BART station. The pedestrian improvements proposed by the City of Oakland should also bolster our already high level of pedestrian access.

BART, the City of Oakland, and the Fourth Bore Coalition are all contributing significant funds to support this project. BART has pledged \$18,000 from our General Operating Fund to cover a portion of the costs to acquire and manage the installation of bike parking racks and lockers.

Thank you so much for your consideration.

Sincerely,

Steve Beroldo, Manager of Access Programs

Cc: Bruce Williams, City of Oakland





2930 Domingo Ave., #139  
Berkeley, CA 94705  
info@fourthbore.org

September 26, 2013

Founding Organizations:

Claremont-Elmwood  
Neighborhood Association

East Bay Bicycle Coalition

FRQG Park

North Hills Community  
Association

Parkwoods Community  
Association

Rockridge Community Planning  
Council

Clarrissa Cabansagan  
TransForm  
436 14<sup>th</sup> Street, Suite 600  
Oakland, CA 94612

Subject: Safe Routes to Transit, Grant Application Cycle V  
Rockridge BART Access Improvements

Dear Ms. Cabansagan:

The Fourth Bore Coalition (FBC) is writing to support the City of Oakland's Safe Routes to Transit grant application for the design and construction of bicycle and pedestrian access improvements to Rockridge BART. Our board of directors voted September 23-24, 2013 to dedicate \$50,000 to the project, contingent upon the award of the Safe Routes to Transit grant to Oakland. The funds were granted to the FBC, in a settlement agreement with Caltrans, for spending in the Highway 24 corridor.

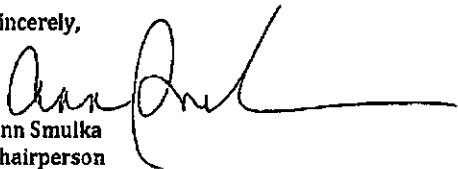
This project meets FBC's goals to mitigate the construction of the fourth bore of the Caldecott Tunnel by investing in transit, bicycle, pedestrian and local street improvements, and in projects that encourage the reduction of single-occupant motorized vehicles along the Highway 24 corridor.

FBC has been working with the cities of Oakland and Berkeley over the past several years to review potential projects, which include intersection, pedestrian, bicycle, and transit improvements along the Highway 24 corridor. Unfortunately, available funds will only be able to support a small number of the worthy projects that have been investigated for funding.

We welcome the opportunity to leverage our limited funds to help construct improvements that will increase bike and pedestrian safety in the vicinity of the Rockridge BART Station. Safe Routes to Transit funding will ensure that these important improvements are built, and will benefit the entire region as well as our local community.

Thank you very much for your consideration.

Sincerely,

  
Ann Smulka  
Chairperson

cc: Bruce Williams, City of Oakland



## Regional Measure 2 Initial Project Report (IPR)

---

**Project Title:**

Rockridge BART Access Improvements

**RM2 Project No.**

20.55

**Allocation History:**

	<b>MTC Approval Date</b>	<b>Amount</b>	<b>Phase</b>
<b>#1:</b>			
<b>#2</b>			
<b>#3</b>			

**Total:     \$**

**Current Allocation Request:**

<b>IPR Date</b>	<b>Amount Being Requested</b>	<b>Phase Requested</b>
	<b>\$472,000.00</b>	<b>PS&amp;E, CON</b>

## **Regional Measure 2 – INITIAL PROJECT REPORT**

### **I. OVERALL PROJECT INFORMATION**

#### **A. Project Sponsor / Co-sponsor(s) / Implementing Agency**

Lead Sponsor: City of Oakland

Co-sponsor: BART

#### **B. Project Purpose**

The purpose of the project is to improve the safety, convenience and accessibility of bicycling and walking to the Rockridge BART Station, and to increase the bicycle mode share at the Rockridge BART Station.

#### **C. Project Description (please provide details)**

**Project Graphics to be sent electronically with This Application**

##### Bike Parking:

The project will include expansion of secure bike parking in the public areas of the Rockridge BART station. Both bike lockers and bike racks will be installed, including 24 spaces in shared use electronic lockers in locations on both the east and west side of College Avenue, and 30 spaces in bike racks on the west side of the pedestrian bridge.

##### Bike Lane:

The project includes installation of a bikeway and directional bike signage on College Ave from Broadway to near Alcatraz Ave, the length of College Ave in Oakland. Between Broadway and Claremont Ave, the bikeway will include a bike lane in the uphill direction and a wide shared lane in the downhill direction.

##### Intersection Improvements:

Improvements are proposed for the two intersections of College Ave closest to the Rockridge BART entrances, Keith Avenue and Miles Avenue.

At Keith Avenue, the proposal includes measures to calm traffic and enhance pedestrian safety, including bulbouts and sidewalk extensions to calm traffic and add additional pedestrian space; pedestrian countdown timer and accessible pedestrian push buttons; and an upgraded traffic signal controller. During the design process, the project will also consider reducing Keith to one lane east of the BART driveway, with the potential addition of a bicycle lane.

At Miles Avenue, the proposal would remove a slip lane from Southbound College Avenue to Miles Avenue, which currently creates a pedestrian hazard, and replace it with a bulbout. Similarly to Keith Avenue, the proposal would also add countdown pedestrian heads.

#### **D. Impediments to Project Completion**

The improvements at the Keith Avenue and Miles Avenue intersections on College Avenue have been conceptually designed and reviewed by the City of Oakland and the community through the Caldecott Tunnel Settlement public process. However, another round of community review at a midpoint in the design process will be conducted to resolve final design issues.

#### **E. Operability**

**Regional Measure 2 – INITIAL PROJECT REPORT**

The City of Oakland has been maintaining the streets and traffic signals in the project area, and the City will continue the maintenance of these facilities even after the project is completed.

**II. PROJECT PHASE DESCRIPTION and STATUS**

**F. Environmental –**

Does NEPA Apply:  Yes  No

The proposed project is to make minor changes to the traffic conditions. No significant impact is expected. Categorical Exemption expected.

**G. Design –**

The bicycle racks and lockers can be purchased and installed within the first year of the grant period. Recognizing that the design and bid/award processes can take longer than expected, City Staff intends to have the design phase of the bike lane and the intersection improvements be completed in 2015, have the project to bid in 2016, and have the project be constructed in 2016.

**H. Right-of-Way Activities / Acquisition –**

The project is within public right-of-way.

**I. Construction / Vehicle Acquisition -**

No construction equipment or vehicle acquisition is expected.

**III. PROJECT BUDGET**

**J. Project Budget (Escalated to year of expenditure)**

<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	\$113
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	\$577
<b>Total Project Budget (in thousands)</b>	<b>\$690</b>

**K. Project Budget (De-escalated to current year)**

<b>Phase</b>	<b>Total Amount - De-escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	\$113
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	\$577
<b>Total Project Budget (in thousands)</b>	<b>\$690</b>

**Regional Measure 2 – INITIAL PROJECT REPORT**

**L. Project Budget – Deliverable Segment (Escalated to year of expenditure)**

<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED).	
Design - Plans, Specifications and Estimates (PS&E)	\$113
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	\$577
<b>Total Project Budget (in thousands)</b>	<b>\$690</b>

**M. Project Budget – Deliverable Segment(De-escalated to current year)**

<b>Phase</b>	<b>Total Amount - De-escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	\$113
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	\$577
<b>Total Project Budget (in thousands)</b>	<b>\$690</b>

**IV. OVERALL PROJECT SCHEDULE**

<b>Phase-Milestone</b>	<b>Planned (Update as needed)</b>	
	<b>Start Date</b>	<b>Completion Date</b>
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	Jan 2015	Apr 2015
Environmental Document	Mar 2015	Apr 2015
Final Design - Plans, Specs. & Estimates (PS&E)	May 2015	Dec 2015
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	Sept 2016	Mar 2017

**Regional Measure 2 – INITIAL PROJECT REPORT**

**V. ALLOCATION REQUEST INFORMATION**

**N. Detailed Description of Allocation Request**

**Describe the scope of the allocation request. Provide background and other details as necessary.**

The funding will pay for

- Acquisition and installation of new bicycle parking at the Rockridge BART Station (24 shared use Electronic lockers and 30 bike racks),
- Installation of a Class 2 bikeway along College Avenue between Broadway and Alcatraz, including directional signage along the bike route,
- Design and construction of pedestrian improvements at the intersection of College Avenue with Keith Avenue (immediately south of the BART station), including bulbout, lane reductions (Keith Avenue), pedestrian countdown heads, accessible pedestrian push buttons, extended sidewalks, and potential addition of a new bicycle lane on Keith Avenue, and
- Design and construction of Pedestrian improvements at the intersection of College Avenue with Miles Avenue (immediately north of the BART station), including bulbout, pedestrian countdown heads, and removal of slip lane from College Avenue to Miles Avenue

Amount being requested (in escalated dollars)	\$472,000
Project Phase being requested	Design & Construction
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	
Month/year being requested for MTC Commission approval of allocation	November 2014

**O. Status of Previous Allocations (if any)**

**P. Workplan**

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	Begin Design	Preliminary Design	Jan 2015
2	Environmental	TIS	Apr 2015
3	Detail Design	PS&E	Dec 2015
4	Bid Process	Construction Contract Award	Sept 2016
5	Construction	Street Improvements	Mar 2017
6	Project Closeout	Complete Final Reporting	Jun 2017

**Q. Impediments to Allocation Implementation**

**Regional Measure 2 – INITIAL PROJECT REPORT**

Not expected.

**VI. RM-2 FUNDING INFORMATION**

**R. RM-2 Funding Expenditures for funds being allocated**

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included  
**S. Next Anticipated RM2 Allocation Request.**

**VII. GOVERNING BOARD ACTION**

**Check the box that applies:**

- Governing Board Resolution attached
- Governing Board Resolution to be provided on or before: October 2014

**VIII. CONTACT / PREPARATION INFORMATION**

**Contact for Applicant's Agency**

Name: Si Lau  
Phone: (510) 238-6105  
Title: Transportation Engineer  
E-mail: slau@oaklandnet.com  
Address: 250 Frank H. Ogawa Pl, Suite 4344, Oakland CA 94612

**Information on Person Preparing IPR**

Name: Si Lau  
Phone: (510) 238-6105  
Title: Transportation Engineer  
E-mail: slau@oaklandnet.com  
Address: 250 Frank H. Ogawa Pl, Suite 4344, Oakland CA 94612

**Applicant Agency's Accounting Contact**

Name: Elma Flores  
Phone: (510) 238-6385  
Title: Budget and Grants Administrator  
E-mail: emflores@oaklandnet.com  
Address: 250 Frank H. Ogawa Pl, Suite 4314, Oakland CA 94612

**RM-2 Initial Project Report**  
**TOTAL PROJECT FUNDING PLAN**

(Amounts Escalated in Thousands)

Project Title <b>Rockrdge BART Access Improvements</b>													Project ID				
Agency <b>City of Oakland</b>													Date <b>9/24/2014</b>				
<b>TOTAL PROJECT: COMMITTED/UNCOMMITTED/TBD/TO BE DETERMINED</b>																	
Fund Source	Phase	Prior	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	TOTAL		
<b>COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING)</b>																	
SR2T	PS&E											41,350	41,350		82,700		
City of Oakland	PS&E											45,438	45,438		90,875		
SR2T	CON													389,300	389,300		
Fourth Bore Coalition	CON													50,000	50,000		
BART	CON													18,000	18,000		
City of Oakland	CON													59,125	59,125		
<b>UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)</b>																	
<b>FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)</b>																	
<b>TOTAL PROJECT: COMMITTED/UNCOMMITTED/TBD/FUNDING TOTAL</b>																	
														66,788	86,788	516,425	690,000
Comments																	

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding.  
 Eligible Phases: ENV (or PA&ED), PS&E, RW or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT, RW, SUP or CT, CON, SUP for Caltrans support, but not necessary (optional).

**RM-2 Initial Project Report**

**DEFINED SEGMENT FUNDING PLAN**

(Amounts Escalated in Thousands)

Project Title		Rockridge BART Access Improvements													Project ID	
Agency		City of Oakland													Plan Date	
															09/24/14	
<b>RM-2 DELIVERABLE/SEGMENT - Fully Funded Phase or Segment of Total Project</b>																
Fund Source	Phase	Prior	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	TOTAL	
SR2T	PS&E											41,350	41,350		82,700	
City of Oakland	PS&E											45,438	45,438		90,875	
SR2T	CON													389,300	389,300	
Fourth Bore Coalition	CON													50,000	50,000	
BART	CON													18,000	18,000	
City of Oakland	CON													59,125	59,125	
		Prior	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	TOTAL	
<b>RM-2 SEGMENT FUNDING TOTAL</b>												68,788	66,788	516,425	690,000	

Comments

(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)  
 Enter funds on the RM-2 Deliverable Phase or Segment ONLY if the RM-2 Phase or Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in a operable or useable segment.  
 Enter only funds Committed to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding. The RM-2 Phase or Segment must be fully funded.  
 Eligible Phases: ENV (or PASED) PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).



**RM-2 Initial Project Report**

**EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES**

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED				
PS&E			\$ -	\$ 173,575.00
R/W				
CON / Operating			\$ -	\$ 516,425.00
Total to date (in thousands)				\$ 690,000.00

Comments

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID      0  
Date            9/24/2014

**RM-2 Initial Project Report**

**RM-2 FUNDING CASH FLOW PLAN For Allocation  
(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title	Rockridge BART Access Improvements										Project ID	20 55
Agency	City of Oakland										Plan Date	09/24/14
<b>RM-2 CASH FLOW PLAN</b>												
RM-2 Expenditures	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2014-15	2015-16	2016-17	TOTAL
ENV/PA&ED												
PS&E								86,788	86,788			173,575
R/W												
CON										516,425		516,425
	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2014-15	2015-16	2016-17	TOTAL
<b>RM-2 CASH FLOW PLAN TOTAL</b>												
								86,788	86,788	516,425		690,000

Comments

Provide the expected RM-2 expenditures – by phase and year (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year)  
Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation  
Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (option

## Regional Measure 2 Program Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

<b>TITLE OF PROJECT</b> Rockridge BART Access Improvements	<b>RM2 Legislation ID</b> (and project subelements if any) <div style="text-align: right;">0</div>
<b>NAME AND ADDRESS OF IMPLEMENTING AGENCY</b> City of Oakland 250 Frank h. Ogawa Pl, #4344 Oakland, CA 94612	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
<b>1 DIRECT LABOR of Implementing Agency (Specify by name &amp; job function)</b>			
Project Manager	252	50.00	12,600
Assistant Engineer	250	40.00	10,000
Resident Engineer	500	40.00	20,000
			0
			0
<b>TOTAL DIRECT LABOR</b>			<b>42,600</b>
<b>2. OVERHEAD &amp; DIRECT BENEFITS (Specify)</b>			
	<b>RATE</b>	<b>X BASE</b>	
Overhead	50%	42,600	
Direct Benefit	100%	42,600	
<b>TOTAL OVERHEAD &amp; DIRECT BENEFIT</b>			<b>63,900</b>
<b>3 DIRECT CAPITAL COSTS (include engineer's estimate on construction, right-of-way, or vehicle acquisition)</b>			
	<b>Unit (if applicable)</b>	<b>Cost per Unit (\$)</b>	
Construction			468,500
<b>TOTAL DIRECT CAPITAL COSTS</b>			<b>468,500</b>
<b>4 CONSULTANTS (Identify purpose and or consultant)</b>			
Prepare PS&E			115,000
<b>TOTAL CONSULTANTS</b>			<b>115,000</b>
<b>5 OTHER DIRECT COSTS (Specify - explain costs, if any)</b>			
<b>TOTAL OTHER DIRECT COSTS</b>			<b>-</b>
<b>6 TOTAL ESTIMATED COST</b>			<b>690,000</b>

<b>Comments</b> <div style="height: 40px;"></div>
--

Date 9/24/2014

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**APPLICATION COVER SHEET****Application Checklist:**

To check a box, double click on the box and mark "Default Value" as "Checked."

- All attachments are labeled as per the numbering system provided below.
- All materials should be readable when reproduced in black and white.
- All required attachments are included, any unused attachments have been deleted.

**Application Instructions:**

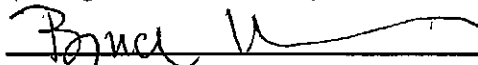
All applicants must complete parts 1-5, 9. In addition to parts 1-5, applications requesting funding for a project must complete part 6, 7, and 8; applications requesting funding to produce a plan must complete part 10.

When filling out the application, please show all methodology, assumptions, and sources used in your calculations. If the information requested in the application is not available, please provide a brief explanation.

- Attachment 1:** Map of Project Area (required)
  - Attachment 1A:** Bike Parking Plan
  - Attachment 1B:** Bike Lane Cross-Section
  - Attachment 1C:** Intersection Improvements Plan
- Attachment 2:** Budget Charts (required; included as a separate Excel file)

**List any additional attachments included in the application:****Attachment 3:** Bike Parking Sketches**Attachment 4:** Bike Lane Signage**Attachment 5 (1-2):** Intersection Existing Conditions**Attachment 6:** BART Station Access**Attachment 7 (1-3):** Safety Attachments**Attachment 8 (1-3):** Plan Documentation**Attachment 9 (1-3):** Letters of Support

An authorized representative of the primary applicant agency must sign below, affirming that the statements in the application package are true and complete to the best of the applicant's knowledge.

**Signature:****Name:**

Bruce Williams

**Title:**

Funding Program Manager, Transportation Planning and Funding Div, PWA

**Date:**

September 30, 2013

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**PART 1: BASIC PROPOSAL INFORMATION (ALL APPLICATIONS)****Proposal Name:** Rockridge BART Access Improvements**Sponsoring Agencies:** City of Oakland and Bay Area Rapid Transit District**Project or Plan Area:** City of Oakland, College Avenue Corridor**Capital Project or Plan Project:**

Safe Routes to Transit proposals may request funding for capital projects or plans. An agency wishing to submit applications for both a plan and a project should submit two separate applications. Please indicate below which type of project your application is for

**Capital Project**— Physical safety and/or access improvements for bicyclists and/or pedestrians to regional transit service (ex bicycle box, bicycle loop detector, bulbouts, improved intersection signalization, lighting, etc ) and/or improves access at a transit station/stop and/or on onboard transit vehicles (bicycle facilities on transit vehicles, wayfinding, bicycle lockers, etc)

**Planning Project**—Development of a plan that specifically addresses bicycle and/or pedestrian access to regional transit service (ex station area plan, access plan, etc )

**PART 2: GENERAL SPONSOR INFORMATION (ALL APPLICATIONS)**

*Project sponsors are expected to jointly cooperate on the design and implementation of project*

**A. Primary Project Sponsor Agency:**

Project role/responsibilities of agency

Primary contact Wlad Wlassowsky

Phone # (510) 238-7229

Mailing Address 250 Frank Ogawa Plaza, Suite 4344  
Oakland, CA 94612

Title Div Mgr, Transport. Services Div

Email wwlassowsky@oaklandnet.com

Secondary contact

Jason Patton

Phone # (510) 238-7049

Mailing Address 250 Frank Ogawa Plaza, Suite 4344  
Oakland, CA 94612

Title: Bicycle and Ped Program Manager

Email jpatton@oaklandnet.com

**B. Second Project Sponsor Agency (if applicable):**

Project role/responsibilities of agency BART Station bike parking improvements

Primary contact Steve Beroldo

Phone # (510) 464-6158

Mailing Address PO Box 12688, Oakland CA 94604-2688

Title Manager Access Programs

Email sberold@bart.gov

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**PART 3: FUNDING REQUEST (ALL APPLICATIONS)**

Please fill out the budget charts (Attachment 2 in the application), included as a separate Excel file, in addition to providing the information requested below. The amounts below should match numbers from the Budget Charts

**A. Amount of Funding Requested: \$472,000****B. This funding will pay for**

- Acquisition and installation of new bicycle parking at the Rockridge BART Station (24 shared use Electronic lockers and 30 bike racks)
- Installation of a Class 2 bikeway along College Avenue between Broadway and Alcatraz, including directional signage along the bike route
- Design and Construction of Pedestrian improvements at the intersection of College Avenue with Keith Avenue (immediately south of the BART station), including bulbout, lane reductions (Keith Avenue), pedestrian countdown heads, accessible pedestrian push buttons, upgrade of traffic signal controller, extended sidewalks, and potential addition of a new bicycle lane on Keith Avenue
- Design and Construction of Pedestrian improvements at the intersection of College Avenue with Miles Avenue (immediately north of the BART station), including removal of slip lane from College Avenue to Miles Avenue, new bulbout, pedestrian countdown heads

**C. Total Project Cost** (cost of entire phase of proposed capital project or plan only, not to include other elements/phases associated with the proposal)

Bicycle Parking Procurement and Installation	\$90,000
Bikeway Final Design and Installation	\$70,000
Ped Improvements Design and Construction	
College/Keith	\$315,000
College/Miles	<u>\$215,000</u>
	\$690,000

**D. Outside Funding:** Amount of Project Cost (for entire phase of proposed project or plan) secured from other sources (please list each source and amount of funding secured)

BART	\$18,000
City of Oakland (Caldecott Settlement Funds)	\$150,000
Fourth Bore Coalition (Caldecott Settlement Funds)	<u>\$50,000</u>
	\$218,000 (31.6% match)

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**PART 4: DETAILED PROJECT DESCRIPTION (AND APPLICATIONS)****A. Project Description:**

The Rockridge BART Bicycle and Pedestrian Access Improvement project will improve the safety and convenience of bicycling and walking to the Rockridge BART Station, one of eight BART Stations in Oakland. The project is a multi-jurisdictional effort of Oakland and BART to work both inside and outside the BART Station to improve accessibility by bicyclists and pedestrians to this station.

The Rockridge BART station is located in a dense urban neighborhood in North Oakland, in the median of elevated Highway 24. It is the 25<sup>th</sup> busiest in the BART system, with 5933 exits per day (2012). Approximately 65% of its riders ride across the bay to locations in downtown San Francisco (2012 BART data). Despite the location in the highway median, the station enjoys reasonably good pedestrian connections to the surrounding community, which can be characterized as a traditional neighborhood commercial strip with along College in both directions. Accordingly, walk access to the BART station accounts for 49% of ridership (2008 BART Passenger Survey), significantly higher than the systemwide average of 31%. However bicycle mode share is only 4.8% of passengers, somewhat higher than the systemwide average of 3%, but perhaps low considering the high density of bikes in North Oakland and Berkeley. The objectives of the project are to improve the pedestrian connections in both directions at the intersections closest to the Station, and introduce better bicycle access and additional bicycle parking.

Specifically, the project incorporates four complementary component projects (See Attachments 1, 1A, 1B, and 1C)

1. Installation of 24 new bicycle lockers and 30 new bicycle racks at the BART station outside of the paid area, increasing total bicycle parking at the station by 30%
2. Completion of a class 2 bicycle lane along the entire length of College Avenue between Broadway and Alcatraz Avenue, a distance of one mile, resulting in increased safety and enhanced connections to the Oakland and Berkeley bike network, including directional bike signage
3. Improvement of the two College Avenue intersections directly adjacent to the Rockridge BART Station, one at the intersection of College Ave and Miles Ave, and a second at the intersection of College Ave and Keith Ave in an area of high pedestrian density to make them safer for pedestrians accessing the Rockridge BART Station. The projects will widen sidewalks and create bulbouts, shorten crossing distances and improve crosswalks, add and enhance pedestrian signals and through all of these interventions calm auto traffic in the vicinity of the BART station.

**A.1. Detailed Project Description**Bike Parking

The project will include expansion of secure bike parking in the public areas of the Rockridge BART station. Both bike lockers and bike racks will be installed, including 24 spaces in shared use electronic lockers in locations on both the east and west side of College Avenue, and 30 spaces in bike racks on the west side of the pedestrian bridge (see Attachment 1A for site plan, and Attachment 2 for sketches). The project will take advantage of limited available spaces within the station area, and will increase total bike parking by 60% for bike locker parking, and 32% for bike parking overall within the station area.

Bike Lane

The project includes installation of a bikeway on College Ave from Broadway to near Alcatraz Ave, the length of College Ave in Oakland. Between Broadway and Claremont Ave (0.9 miles), the bikeway will include a bike lane in the uphill direction and a wide shared lane in the downhill direction (see attachment 1B for a typical cross-section). This design was developed in collaboration with the City of Oakland's Bicycle and Pedestrian Advisory Committee as the preferred design given limited right-of-way, frequent AC Transit bus service and safety issues associated with the door zone. College Ave is 46' in width with one travel lane in each direction and parallel parking on each side. The proposed cross-section is 8' parking, 5' bike lane, 11' travel lane, 14' travel lane, and 8' parking lane. The parking lane will be delineated with

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extended parking Ts to mark the door zone out to 10' from the curb. Between Claremont Ave and Alcatraz Ave (0.1 miles), the roadway narrows to 40' in width and thus sharrows will be installed in both directions. The length of the project will include Oakland's signature bicycle guide signs that will include directions and distances to key destinations, including Rockridge BART (see Attachment 4)

#### Intersection Improvements

Improvements are proposed for the two intersections of College Ave closest to the Rockridge BART entrances, Keith Avenue and Miles Avenue (see Attachment 1C for proposed improvements). These improvements have been conceptually designed and reviewed by the City of Oakland and the community through the Caldecott Tunnel Settlement public process, and the proposal will take these projects through the design and construction process, including another round of community review at a midpoint in the design process to resolve final design issues.

At Keith Avenue, the proposal includes measures to calm traffic and enhance pedestrian safety, including bulbouts and sidewalk extensions to calm traffic and add additional pedestrian space, Pedestrian countdown timer and accessible pedestrian push buttons, and an upgraded traffic signal controller. During the design process, the project will also consider reducing Keith to one lane east of the BART driveway, with the potential addition of a bicycle lane.

At Miles Avenue, the proposal would remove a slip lane from Southbound College Avenue to Miles Avenue, which currently creates a pedestrian hazard, and replace it with a bulbout. Similarly to Keith Avenue, the proposal would also add countdown pedestrian heads.

All improvements will be designed and constructed in compliance with the Americans with Disabilities Act. All curb cuts and pedestrian push buttons on walk signals will be ADA compliant.

### **A.2. Existing Conditions: Context, Transit Service, Collisions**

#### Context: College Ave and Rockridge BART

As noted above, the Rockridge BART Station is located within the Highway 24 right of way, between the east and westbound lanes. College Avenue, in the Rockridge neighborhood, provides access to the BART station with entrances to the BART station from both the east and west sides of College. College Avenue is a two-lane street (one lane in each direction) with parking, and serves as both an active neighborhood commercial street on both sides of Highway 24, and also a significant arterial connecting UC Berkeley to downtown Oakland via Broadway. College is served by AC Transit's lines 51a, 51b and 49, which directly serve the BART station with stops on College. Keith Avenue and Miles Avenue, the first intersections north and south of the BART station, provide the entrances to BART's parking lots, and so generate many auto turn movements from College. The Rockridge BART station currently has a total of 166 bicycle parking spaces, 40 in lockers and the remainder on wave racks.

Rockridge BART recorded 5933 passenger exits per average weekday in 2012. Bicycle and Pedestrian trips to the Rockridge BART station are highly concentrated along the College Avenue corridor within a half mile of the station (see Attachment 6 Rockridge Station Home Location of BART Riders by Mode). Nearly all pedestrian and bike trips use at least a portion of the College Ave corridor to access the BART station.

*Note. The color map linked here shows ped and bike access best.*

[http://bart.gov/docs/StationProfileStudy/StationMaps\\_HomeOrigins\\_NConcord-WOakland.pdf](http://bart.gov/docs/StationProfileStudy/StationMaps_HomeOrigins_NConcord-WOakland.pdf)

#### Collisions

College Avenue is defined as a "High Bicycle Crash Corridor" (11-16 crashes per mile) in the City of Oakland's analysis of Transportation Injury Mapping System (TIMS) data on bicycle crashes collected between 2007 and 2011 (see Attachment 7).



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**A3. Project History**

This project has an established history both in BART capital planning for improvements to bicycle access, as well as in City of Oakland plans for pedestrian and bicycle improvements

Bike Parking

The need for additional bicycle parking is noted in BART's Bicycle Plan (2012) and BART Bike Parking Capital Program (2013), with a goal in both documents to raise average systemwide bike access from 4.8% to 8% by 2023. In the latter document, BART proposed the addition of up to 119 bicycle parking spots at the Rockridge station.

Bicycle Plan

College Avenue is identified as an arterial bicycle route (Class 3) in the City of Oakland's Bicycle Master Plan (2007). Because of the relatively narrow width of College Avenue (approximately 46 feet), no Class 2 bike lanes have been developed to date on College, although the street is a major bicycle route serving UC Berkeley, Rockridge BART, and the Broadway corridor to downtown Oakland. In 2012, working with the Bicycle and Pedestrian Advisory Committee, the city devised a plan to provide one Class 2 bike lane in the uphill direction, with a sharrow treatment in the downhill direction as a feasible alternative to provide safer bike facilities in this important corridor.

Caldecott Settlement

The City of Oakland settled a lawsuit with Caltrans over the Fourth Bore of the Caldecott Tunnel for \$8 million, to be spent on projects that improve conditions for cyclists and pedestrians in the SR24 corridor, between the Tunnel and MacArthur BART, or otherwise encourage motorists to travel in the corridor by alternative means. In 2010, the City initiated a public process, which resulted in a prioritized list of 37 projects that each satisfy the requirements to spend this funding. Current cost estimates for all improvements total over \$16 million dollars, so full funding is available for only the first nine or ten projects on the priority list. In other words, the Settlement funding will cover just half the total cost of the prioritized projects. The City's SR24 application for Rockridge BART Access Improvements includes partial funding for the following four projects on the Caldecott list, which are the most likely to attract outside funding because of the bike parking at transit component, safety enhancements to bike and ped access to transit aspects, and overall enhancement of bike and ped access to frequent transbay transit service:

- Bike Route Signage at Rockridge BART
- Rockridge BART Bicycle Parking
- College/Keith Intersection Improvements
- College/Miles Intersection Improvements

The Fourth Bore Coalition, a coalition of community-based groups, undertook a separate lawsuit with Caltrans and, as a result, has its own settlement to spend in the corridor. After years of considering various ways to spend their money, the coalition has concluded that the public process undertaken by the City resulted in the best projects to improve bike and ped travel and, therefore, are contributing a portion of their settlement as match for this grant to help ensure these projects are constructed.

**A.4 Proposed Use of Grant Funds**

The grant funds are intended to complete design and construct the proposed improvements. They will be matched by BART, City of Oakland, and Fourth Bore Coalition matching funds, which total 32% of total project costs.

**B Project Completeness/Gaps:**

The project seeks to fill a current gap in Oakland's bicycle network by creating signed bike lanes along College Avenue. By adding additional bike parking at the Rockridge BART station, the project will also add to the completeness and robustness of that network. The pedestrian improvements perhaps do not bridge a physical "gap", but seek to complete a pedestrian transition from a highly pedestrianized urban retail

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corridor to an under-freeway BART station by making pedestrian travel across roadways leading to and from freeway ramps safer to cross

Bicycle and Pedestrian trips to the Rockridge BART station are highly concentrated along the College Avenue corridor (see Attachment 6 Rockridge Station Home Location of BART Riders by Mode) ([http://bart.gov/docs/StationProfileStudy/StationMaps\\_HomeOrigins\\_NConcord-WOakland.pdf](http://bart.gov/docs/StationProfileStudy/StationMaps_HomeOrigins_NConcord-WOakland.pdf)) Nearly all pedestrian and bike trips will use at least a portion of the College Ave corridor to access the BART station

The College Avenue Bikeway seeks to fill an important gap by installing a Class 2 bikeway on the uphill direction of College, and a sharrow in the downhill lane. Given the narrowness of College Avenue (46 feet), this is the maximum bike project that can be implemented without removing substantial parking. We believe that this is a creative solution to a difficult urban design problem.

The College Avenue Bikeway will connect directly to four other bikeways.

- Broadway Bike lanes are pending construction on Broadway between Broadway Ter and 38<sup>th</sup> St. This project will complete a continuous bikeway connection on Broadway between College Ave and 14<sup>th</sup> St in downtown Oakland.
- Alcatraz Ave Bike lanes are pending construction on the length of Alcatraz Ave in Oakland, from College Ave to Dover St.
- Chabot Rd/Tunnel Rd Oakland's first designated bikeway – established in 1976 – connects College Ave to Skyline Blvd. Chabot Rd is scheduled to be paved in 2014 and sharrows will be added at that time.
- Webster/Shafter Bikeway Connecting Berkeley to the edge of downtown Oakland, this bikeway connects to College Ave via Miles Ave and Shafter Ave, immediately on either side of Rockridge BART. As part of the Chabot Rd project described above, a bike lane will be installed on Miles Ave and sharrows will be installed on Shafter Ave. The City is also completing a feasibility study of bike boulevard improvements for the Webster/Shafter Bikeway, including Forest St and Colby St in close proximity to Rockridge BART.

### **C. Traffic Calming/Traffic Awareness:**

The project is designed to improve the pedestrian connections to BART by making substantial improvements to the intersections closest to the BART station to calm traffic, create more space for pedestrians, and increase the safety of street crossings. The project does this by narrowing travel lanes, creating pedestrian bulbouts and wider sidewalks, and removing slip turns that favor auto movement but create pedestrian hazards. This transition to and from the BART station is a particularly important area of concern because of the node of activity around the station as cars, buses, bikes and pedestrians all maneuver for access to the Station. In addition, the under freeway location of the BART station is distinctly different from the nearby commercial corridor along College characterized by many small businesses and pedestrian activity and slow moving traffic. Therefore, it is important that as the streets enter this "no-man's zone" under the freeway that the design of the streets establishes as many cues as possible to enforce traffic calming, the project seeks to ensure that pedestrians are protected to the greatest degree possible by introducing bulb-outs and removing slip turns that encourage faster auto driving (see Attachment 1C)

### **D. Personal Safety:**

This proposal primarily seeks to increase the personal safety of bicyclists and pedestrians as they travel along the corridor. For bicyclists, College Avenue is defined as a "High Crash Corridor" (11-16 crashes per mile) in the City of Oakland's analysis of Transportation Injury Mapping System (TIMS) data on bicycle crashes collected between 2007 and 2011 (see Attachment 7). It shares this distinction with many arterials in the north Oakland/downtown area, particularly those that lack class 2 bike lanes. For bicyclists, the proposed bicycle facility will provide a class 2 bike lane in the uphill direction, which is the direction in which there is the most potential for vehicular/bicycle conflicts due to speed differential. By focusing pedestrian improvements on the intersections closest to the BART station, where vehicles turn off college to access BART parking lots, we seek to diminish the potential for pedestrian injury in the future.

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Security is a significant issue at all locations in Oakland, and this under-freeway BART location is no exception. Security concerns (i.e. threats of violence) have already been addressed through lighting and cameras in the immediate vicinity of the BART station, and this proposal does not propose any additional measures.

Finally, the provision of bike lockers and bike racks in secure areas of the BART station seeks to minimize property theft.

**E. Maps/Drawings:**

- Attachment 1 Project Location Map**
- Attachment 1A Bike Parking details**
- Attachment 1B Proposed Bike Lanes details**
- Attachment 1C Intersection Improvements**
- Attachment 2 Bicycle Parking Additional**
- Attachment 3 Bicycle Signage**

**F Routine accommodation checklist:** Please fill out the MTC Routine Accommodation Checklist (<http://completestreets.mtc.ca.gov/>) and provide a link to your completed checklist here

<http://completestreets.mtc.ca.gov/projects/576>

## **PART 5: PILOT PROJECT (ALL APPLICATIONS)**

**A. Pilot Project (optional, but does accrue points):** The SR2T Program encourages the design and development of facilities that provide a high standard of safety, convenience and comfort for pedestrians and bicyclists. Project applicants are encouraged to go above and beyond basic designs to develop innovative solutions for the pedestrian and bicycle challenges at hand, bringing new models to the region. To get added points for innovation for bikeways, the project should include innovative facilities that are included in the NACTO Urban Bikeway Design Guide (<http://nacto.org/cities-for-cycling/design-guide/>) and yet are not included in the CA MUTCD, such as a conventional bike lane. Innovative points are also awarded for innovative transit elements and innovative pedestrian improvements. By innovative, it is meant designs not tried previously or widely used in the Bay Area.

## **PART 6: PROJECT READINESS (CAPITAL PROJECT APPLICATIONS)**

*This section is to be completed only for applications requesting funding for capital projects*

**A. What project development stages have been completed? Provide details if necessary**

- Preliminary Planning
- Planning/Conceptual Engineering
- Design Engineering
- Project is Construction Ready
- Other--Explain

**B. Is the project dependent upon another uncompleted major capital project?**

- Yes Please explain
- No

**C. What type of environmental documents will be prepared to meet CEQA (and NEPA, if applicable) requirements? If the environmental phase is complete, provide the document type and approval date for CEQA (and NEPA, if applicable)**

Categorical Exemption expected

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**D. List any environmental issues that may require more detailed study.**

None expected. Minor changes to traffic will be reviewed but no changes are significant enough to impact traffic operations. Categorical Exemption expected

**E. Is the project entirely within the Sponsor's (or Sponsors') right-of-way?**

- Yes
- No Describe any new right-of-way, permits or easements required and state when they will be acquired. Please note if the project is in a CalTrans right-of-way and indicate communication that has taken place about the proposal with CalTrans

**F. Are there any potential conflicts or challenges between the proposed project and public utilities, including any relocations/installations that are being implemented separately from the proposed project?**

None known or expected.

**G. Have all affected departments within the local government agency, transit agencies, and/or other public agencies been involved in the development of the project and reviewed the project to ensure feasibility?**

- Yes List these departments, agencies, and highest level of staff that reviewed the project proposal, and describe the extent of technical review

City of Oakland Transportation Services Division, Wlad Wlassowsky, Division Manager  
 BART Steve Beroldo, Access Program Manager (responsible for bike parking proposal)  
 AC Transit AC Transit Planning Staff (Stephen Newhouse and Will Buller)

Re AC Both the proposed intersection improvements and bicycle lane have been reviewed by AC Transit staff, most recently in July, 2013. No significant issues have been identified to date by AC staff to date, but we will continue to work with AC during the final design process. Oakland and AC staff have discussed the positive impact of adding a Class 2 bikelane in the uphill direction on allowing AC Transit buses to safely pass slower moving cyclists

**H. Is there significant local opposition or any pending lawsuits related to the project that may prevent the project from meeting the three deadline for spending SR2T funds?**

- Yes Please explain
- No

**I. Who will oversee implementation of the project? Please provide a list of key staff (including names and titles); indicate which responsibilities will be carried out by outside consultants.**

BART bike parking Steve Beroldo, Access Manager BART District

Bike Lanes Jason Patton, Bicycle and Pedestrian Program Manager, City of Oakland, design will be completed in-house

Intersection Improvements Wlad Wlassowsky, Division Manager, Transportation Services Division, design will be completed in house or with consultant assistance, implementation through RFP for construction

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**J. Briefly describe the strategy to comply with the SR2T requirement that the proposed project/plan be completed within three (3) years of grant approval (completion of project/plan by December 2016).**

The bicycle racks and lockers can be purchased and installed within the first year of the grant period

The bike lane and the intersection improvements will complete final design during the first year of the grant period. The bike lane and intersection improvements will be packaged as one project to be bid out in a competitive RFP. City Staff intends to complete the design phase during 2014, so that the project can be bid in early 2015 and constructed largely in the summer and fall of 2015. Recognizing that both the design and bid/award processes can take longer than expected, there is ample buffer for construction to finish in early 2016 if necessary. We have projected a notice of completion by May of 2016 for the entire project.

**K. How long is the project expected to be in place? (Describe plans, if any, to redevelop/repave the area, or other capital projects that would affect this project.)**

This project will be in place permanently. If bicycle demand continues to grow, and additional bike storage space is required at the Rockridge BART Station, a bicycle station could potentially replace some of the existing bicycle parking at some point in the future. However, any bike racks/bike lockers purchased with these funds would be used at Rockridge BART or at some other location in the BART system.

**I. Schedule:** Complete the following schedule (applicable parts only). Please keep in mind that sponsors have three years from MTC approval of SR2T Cycle V grantees--through December 2016-- to complete the awarded project.

Milestone	Projected or Actual Date of Completion (Month/Year)
Begin Environmental Studies	Aug 2014
Environmental Approval – CEQA	Sept 2014 (neg dec)
Environmental Approval – NEPA	n/a
Begin Design	Jan 2014
Final PS&E	November, 2014
Secure Right-of-Way Certification	n/a
Advertise Construction Phase	February 2015
Begin Construction (Award)	May 2015
Notice of Completion Date -- Accept Contract	May 2016
Project Closeout – Complete Final Report and Invoice to Funding Agency	Dec 2016

FY: 2013/2014

**PART 7: LOCAL SUPPORT (CAPITAL PROJECT APPLICATIONS)**

**A. Inclusion in Planning Documents:** Local and regional Bicycle and/or Pedestrian Master Plans, General Plans, Specific Area Plans, Transit Access Plans, etc

- 1 Attachment 8-1 City of Oakland Bicycle Master Plan (2007, with 2012 update of priorities)

<http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024597>.  
College Ave is listed as a priority on page 102.

(Priorities were updated in March 2012 to reflect construction since BMP adoption and College is still a priority; see <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak032744.pdf>.)

- 2 Attachment 8-2 BART Bike Parking Capital Program, April 2013

<http://www.bart.gov/bikes/BikeParkingPlan.pdf>

- 3 Attachment 8-3 Caldecott Tunnel Settlement Agreement: Final Project List

Attach the document cover and the applicable pages only of each document that identifies the proposed project or plan as a priority, and list the websites where the full document can be accessed, if available. Each attachment should be indicated on the application and labeled according to its attachment number. Please do not include a copy of the entire plan.

**B. Has this project/plan concept been reviewed by local bicycle and/or pedestrian committees?**

Yes Committee Names and meeting dates Oakland Bicycle and Pedestrian Advisory Committee, September 19, 2013

No Please explain why not

**C. Has this project/plan concept been reviewed by the relevant transit operator or operators?**

Yes Transit Agencies BART  
Contact persons Steve Beroldo  
Dates of review September 10, 2013

AC Transit  
Contact persons Stephen Newhouse, Will Buller  
Dates of review July 19, 2013

No Please explain why not

**D. Public Meetings:** (neighborhood meetings, etc.) Please provide information, including date, on any other public meetings that have occurred for this specific project/plan concept

Multiple public meetings have been held on the development of the Caldecott Tunnel Settlement Agreement project list. This process began with three 3-hour walking tours, including one in the Rockridge area, in which participants pointed out needed improvements to bicycle and pedestrian transportation. Two dozen representatives of neighborhood and merchant groups participated in the June 2010 Rockridge event. Based on the stipulations of the settlement agreement, projects that emanated from the walk audits were prioritized and presented at a community meeting in November 2010, which was publicized in the Rockridge News, among other outlets. Additional public meetings are planned.

The proposed bike lane was discussed at several noticed public meetings of Oakland's Bicycle and Pedestrian Advisory Committee, and the entire project was discussed and approved at the September 22<sup>nd</sup>, 2013 meeting of the Committee.

FY: 2013/2014

**E. Support Letters:** Letters will only be accepted as attachments to the application Please do not mail them separately

<b>Attachment 9-1</b>	<b>BART (cosponsoring agency and financial match)</b>
<b>Attachment 9-2</b>	<b>Fourth Board Coalition (community support and financial match)</b>
<b>Attachment 9-3</b>	<b>BPAC Endorsement Letter</b>

**F. Community Partners** Please list below any community groups or agencies that have demonstrated strong support for this specific project through a commitment to participation in the project/plan. Include the group name, contact person and phone number below, as well as an explanation of the responsibilities associated with each co-sponsoring agency or organization with regard to the proposed project or plan.

Fourth Board Coalition Anna Smulka, Chair ([info@fourthbore.org](mailto:info@fourthbore.org))

The Fourth Board Coalition is a coalition of community organizations founded by the Claremont-Elmwood Neighborhood Association, the East Bay Bicycle Coalition, FROG Park, North Hills Community Association, Parkwoods Community Association, and the Rockridge Community Planning Council to press for mitigation of the construction of the fourth bore of the Caldecott Tunnel. They are contributing \$50,000 of their settlement funds to this proposed project, and will continue to participate in final design/implementation.

#### **PART 8: TRANSIT AND COMPLETE STREETS INFORMATION (CAPITAL PROJECT APPLICATIONS)**

**Regional Transit Information:** Please review the FAQs document for details about what qualifies as regional transit service for SR2T purposes. For each transit station/stop associated with the project/plan, please provide the following information, along with data sources: (1) to/at/on which transit services will the project provide safe access? (2) number of existing daily weekday trips made to and from transit station/stop.

The Rockridge BART Station is the regional transit service around which this project is focused. In FY 2012, the station average 5933 exits per day, the 25<sup>th</sup> busiest in the BART system. <http://bart.gov/about/reports/index.aspx> Approximately 65% of traffic from Rockridge BART Station ride through the transbay tube to locations in San Francisco and the Peninsula.

**B. Please provide a link to your Routine Accommodation checklist for the project (<http://completestreets.mtc.ca.gov/>) and provide a project-specific link to your completed checklist:**

<http://completestreets.mtc.ca.gov/projects/576>

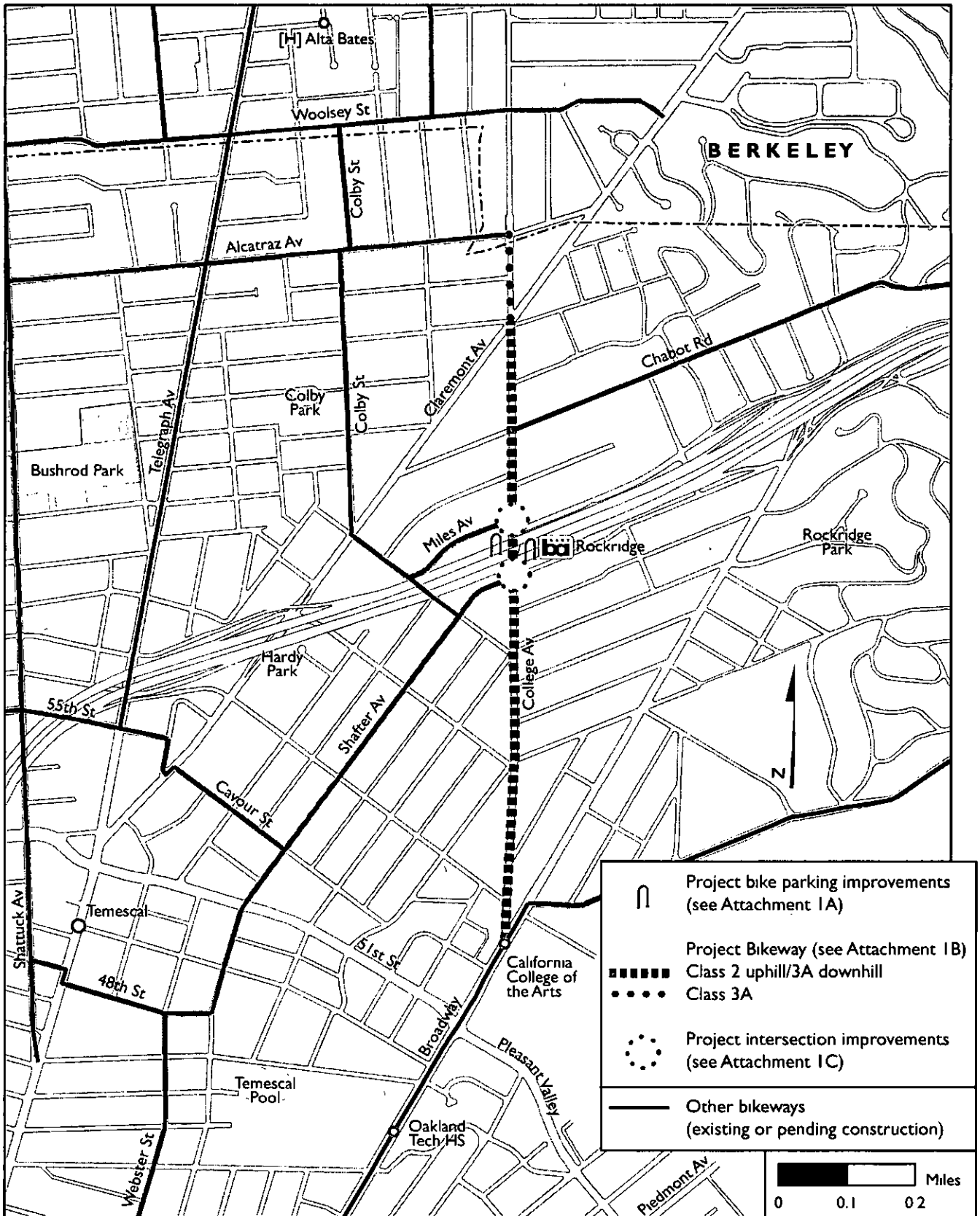
#### **PART 9: LOW-INCOME COMMUNITY (ALL APPLICATIONS)**

##### **D. Low-Income, Minority Community:**

The immediate project area, defined as the four census tracts (4002, 4003, 4004, and 4043) within about ½ mile of the College Avenue corridor, comprise some of the wealthiest areas in the hills, but also lower middle class areas in the "flats." Overall, people of color comprise 29% of this district. Twice the poverty rate is \$22,980 for an individual (2013). In the 2012 American Community Survey, approximately 6586 households had incomes below \$25,000, or 14.5% over all. There is great variation within the area, with Census Tract 4004 (between College and Claremont) having a high of 22%, while the hills tract of 4043 had a low of 4.5%. In the City of Oakland as a whole, 74.1% of individuals are non-white (Census 2010) and 24.2% of all households earn below \$25,000 (American Community Survey, 2012).

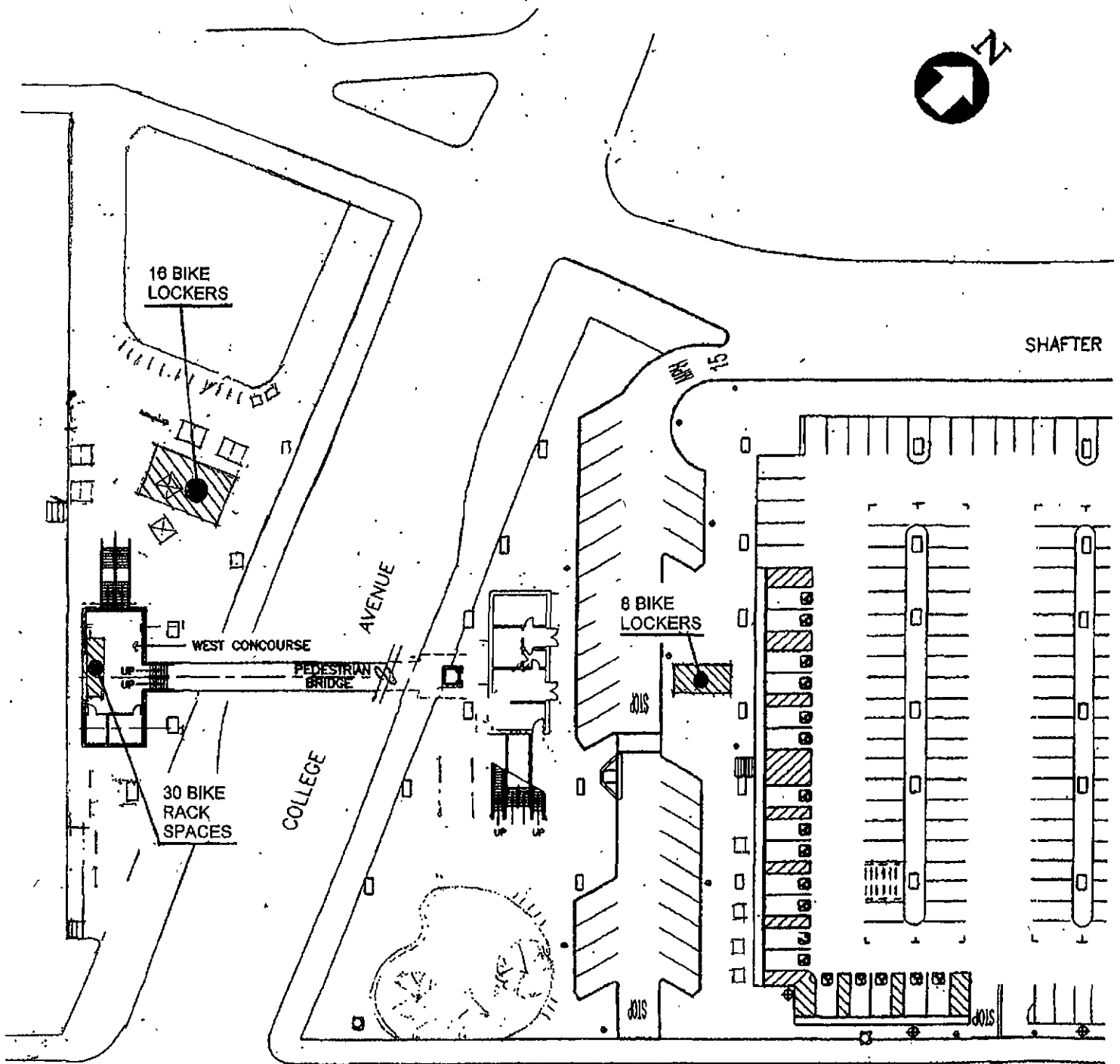
This project will serve to make biking and walking easier and safer; these modes of transport are affordable to people of all income levels, and provide important access to this BART station from the "flatlands" areas of Oakland. Thus, these improvements disproportionately help lower income households within the immediate walk and bike shed of Rockridge BART (as opposed to hill residents who mostly access this area by vehicle), and also other Oakland residents who access the district via BART or AC Transit.

# Attachment I – Project Map





Attachment 1A - Bicycle Parking



**ROCKRIDGE STATION**  
**"C" LINE - STATION C-10**  
**PATRON PARKING - EAST**

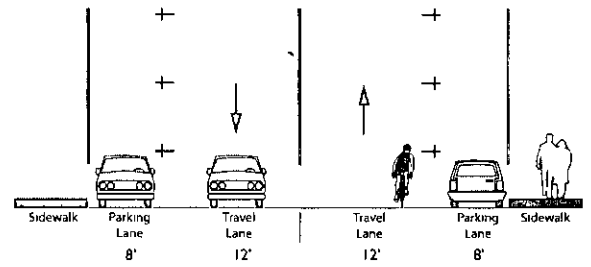
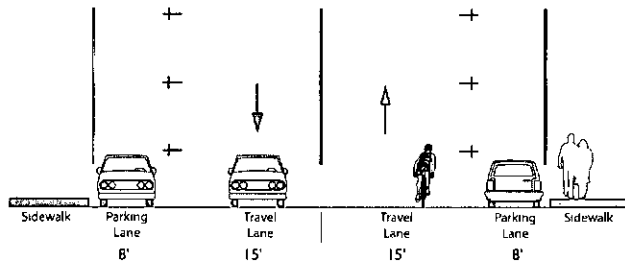
5660 COLLEGE AVENUE OAKLAND, CA. 94618  
CAD01847 SHEET 003 OF 003 REV 02

**Attachment 1B – Cross Sections**

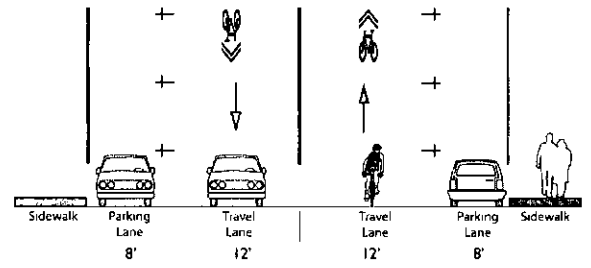
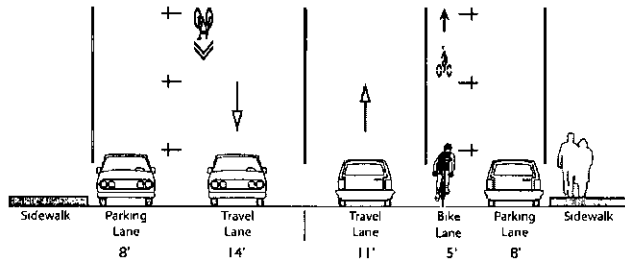
College Ave, Broadway to Claremont Ave  
46 ft, curb to curb (0.9 miles)

College Ave, Claremont Ave to Alcatraz Ave  
40 ft, curb to curb (0.1 miles)

**Existing**



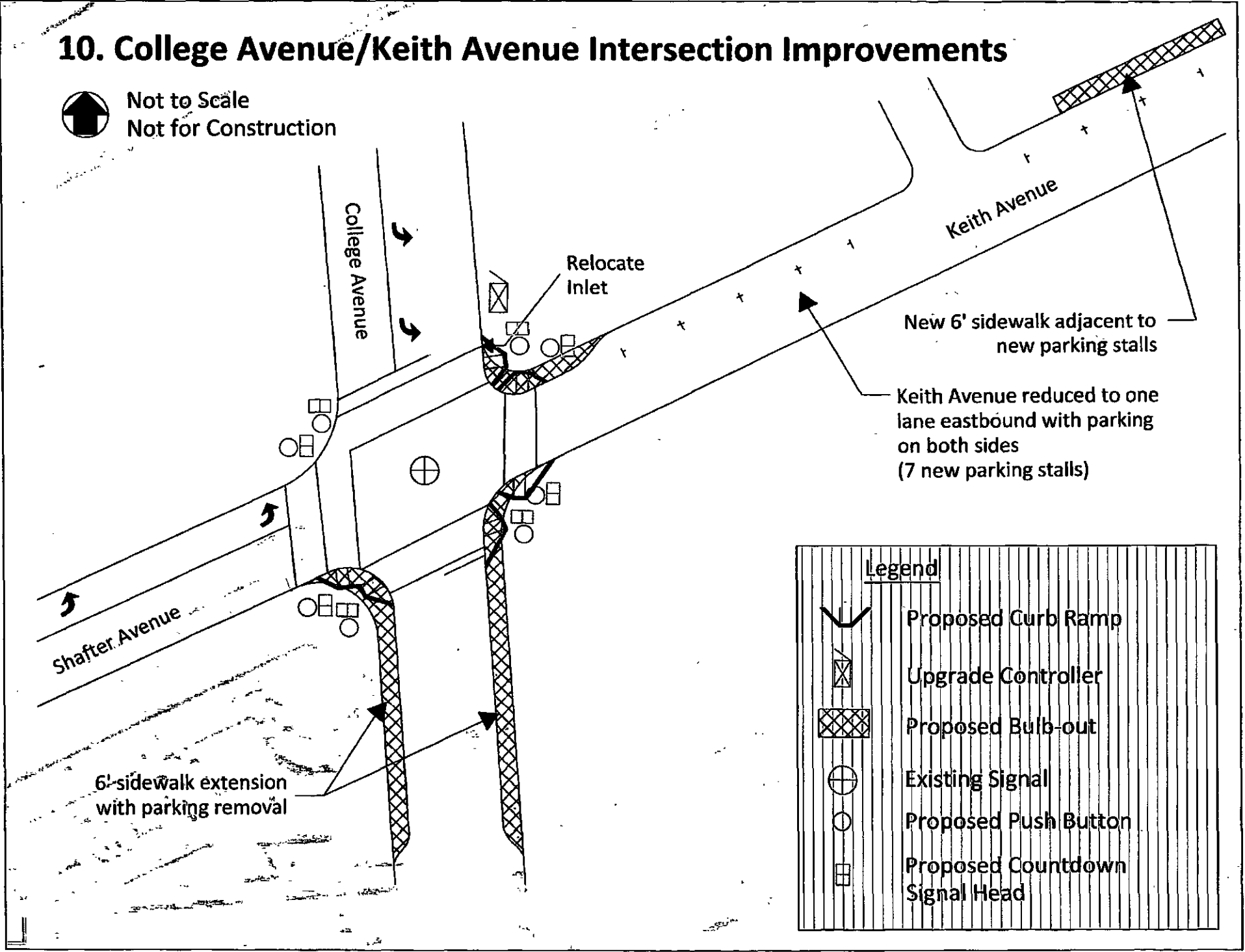
**Project**



# 10. College Avenue/Keith Avenue Intersection Improvements









Not to Scale  
Not for Construction



Legend	
	Proposed Curb Ramp
	Upgrade Controller
	Proposed Bulb-out
	Existing Signal
	Proposed Push Button
	Proposed Countdown Signal Head

# 20. College Avenue and Miles Avenue

 Not to Scale  
Not for Construction

Legend	
	Proposed Curb Ramp
	Upgrade Controller
	Proposed Bulb-out
	Existing Signal
	Proposed Push Button

College Avenue

Proposed Landscape Area

Relocated Bus Stop

Miles Avenue

Miles Avenue

**ATTACHMENT 2: BUDGET CHARTS**

Complete the appropriate "Cost Estimate" table below with budget information for the entire project, and to the right with information for the parts of the project for which you seek Safe Routes to Transit funds. Please also complete the "Project Funding" tables (in second worksheet). Provide any necessary explanations for budget info in the third worksheet ("Explanation"). If there is a large funding gap, even with this funding request, please describe the funding plan, including possible funding sources, in this section.

Cost Estimate for ENTIRE PROJECT	Cost Estimate for PROPOSAL
List the estimated cost of each project phase/line item. Add additional phases/line items, as needed. The total estimated cost will be automatically calculated at the bottom of the chart.	List the estimated cost of each project phase/line item. Add additional phases/line items, as needed. The total estimated cost will be automatically calculated at the bottom of the chart.

A. Entire Cost Estimate. Capital Project	A. Proposed Safe Routes to Transit Work Cost Estimate. Capital Project
NOTE: Operations and maintenance costs are ineligible for SR2T funds. However, you should list any identified operations or maintenance costs in this cost estimate, though they will have to be funded by another funding source. <b>General overhead (office-related) costs associated with developing a plan are not eligible for SR2T funds. Staff time and applicable capital costs (for materials, etc) are eligible expenses. Overhead expenses associated with these direct costs are also eligible, but are capped at 50% of the direct staff time/materials costs.</b> [For instance, if staff time and materials cost \$1000, a maximum of \$500 in associated overhead is eligible as an SR2T expense.] Please factor these into your budget.	NOTE: Operations and maintenance costs are ineligible for SR2T funds. However, you should list any identified operations or maintenance costs in this cost estimate, though they will have to be funded by another funding source. <b>General overhead (office-related) costs associated with developing a plan are not eligible for SR2T funds. Staff time and applicable capital costs (for materials, etc) are eligible expenses. Overhead expenses associated with these direct costs are also eligible, but are capped at 50% of the direct staff time/materials costs.</b> [For instance, if staff time and materials cost \$1000, a maximum of \$500 in associated overhead is eligible as an SR2T expense.] Please factor these into your budget.

Amount Requested from Safe Routes to Transit	Project Phase	Estimated Costs	Amount Requested from Safe Routes to Transit	Project Phase	Estimated Costs
	<b>1 Environmental Studies (ENV/PE/PAED)</b>	part of PS&E		<b>1 Environmental Studies (ENV/FE/PAED)</b>	part of PS&E
	Agency Staff Time			Agency Staff Time	
	Overhead Costs Assoc. with Staff Time			Overhead Costs Assoc. with Staff Time (can't exceed 50% of staff time costs)	
	Other			Other	
	<b>2 Final Design - PS&amp;E</b>	\$112,700		<b>2 Final Design - PS&amp;E</b>	\$82,700
	Agency Staff Time	\$79,284		Agency Staff Time	\$58,179
	Overhead Costs Assoc. with Staff Time	\$33,416		Overhead Costs Assoc. with Staff Time (can't exceed 50% of staff time costs)	\$24,521
	Other			Other	
	<b>3 Right of Way (Acquisition + Services) (RW)</b>	none		<b>3 Right of Way (Acquisition + Services) (RW)</b>	none
	Agency Staff Time			Agency Staff Time	
	Overhead Costs Assoc. with Staff Time			Overhead Costs Assoc. with Staff Time (can't exceed 50% of staff time costs)	
	Other			Other	
	<b>4 Construction (Capital + Services) (CON)</b>	\$577,300		<b>4 Construction (Capital + Services) (CON)</b>	\$389,300
	Agency Staff Time	\$80,199		Agency Staff Time	\$43,617
	Overhead Costs Associated with Staff Time	\$33,801		Overhead Costs Associated with Staff Time (can't exceed 50% of staff time costs)	\$18,383
	Other (Hard costs)	\$463,300		Other	\$327,300
	<b>5</b>			<b>5</b>	
	<b>Total Estimated Costs:</b>	<b>\$690,000</b>		<b>Total Funds Requested:</b>	<b>\$472,000</b>

B. Entire Cost Estimate. Planning Project	B. Proposed Safe Routes to Transit Work Cost Estimate. Planning Project
---	---

NOTE: General overhead office-related costs associated with developing a plan are not eligible for SR2T funds. Staff time and applicable capital costs (for materials, etc) are eligible expenses. Overhead expenses associated with these direct costs are also eligible, but are capped at 50% of the direct staff time/materials costs. [For instance, if staff time and materials cost \$1000, a maximum of \$500 in associated overhead is eligible as an SR2T expense.] Please factor these into your budget.

NOTE: General overhead office-related costs associated with developing a plan are not eligible for SR2T funds. Staff time and applicable capital costs (for materials, etc) are eligible expenses. Overhead expenses associated with these direct costs are also eligible, but are capped at 50% of the direct staff time/materials costs. [For instance, if staff time and materials cost \$1000, a maximum of \$500 in associated overhead is eligible as an SR2T expense.] Please factor these into your budget.

Line Items	Estimated Costs	Line Items	Estimated Costs
1 Agency Staff Time		1 Agency Staff	
Overhead Costs Associated with Staff Time		Overhead Costs Associated with Staff Time (can't exceed 50% of staff time costs)	
2 Consultant(s)		2 Consultant(s)	
3 Materials (describe)		3 Consultant(s)	
4 Duplication/Production Costs		4 Materials (describe)	
5		4 Duplication/Production Costs	
6		5	
7		6	
8		7	
		8	
<b>Total Estimated Costs:</b>	<b>\$0</b>	<b>Total Estimated Costs:</b>	<b>\$0</b>

< Note, Also Complete "Project Funding" Worksheet! >

< Note, Also Complete "Project Funding" Worksheet! >

### Project Funding

A. Secured Capital Project or Plan Funding (Currently Programmed) - List All Sources									
	Source	Phase <sup>1</sup>	Type <sup>2</sup>	Prior	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Totals
1	BART	Con	Other			18,000		0	18,000
2	Fourth Bore Coalition	CON	Other			50,000		0	50,000
3	Oakland	PS&E	Other			30,000			30,000
4	Oakland	CON	Other				120,000		120,000
5									0
6									0
<b>Total Secured Funding:</b>									<b>\$218,000</b>
<b>% from Non-Bike/Ped Sources</b>									<b>100%</b>

<sup>1</sup> Phase - For Capital projects, choose from ENV, PSE, RW, or CON. For all other projects, use line items used in "Cost Estimate" table.  
<sup>2</sup> Type - Indicate if source is primarily a "bike/ped" funding source or "other"

B. Potential Capital Project or Plan Funding - List All Sources									
	Source	Phase <sup>1</sup>	Type <sup>2</sup>	Prior	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Totals
1	SR2T Funding Requested	PSE	bike/ped			82,700			82,700
2	SR2T Funding Requested	CON	bike/ped				389,300		389,300
3									0
4									0
5									0
6									0
<b>Total Potential Funding:</b>									<b>\$472,000</b>

<sup>1</sup> Phase - For Capital projects, choose from ENV, PSE, RW, CON, or OPS. For all other projects, use line items used in "Cost Estimate" table.  
<sup>2</sup> Type - Indicate if source is primarily a "bike/ped" funding source or "other"

The Project Funding and Estimated Costs, automatically included below, should be equal

<b>Total Project Funding (Secured + Potential):</b>	<b>\$690,000</b>
Total Estimated Costs (from "Cost Estimate" charts)	\$690,000

**Budget Explanation:**

*Note: Use Alt-Enter for hard returns.*

Costs by Project Component:

BART Bicycle Parking: \$80,000

College Bike Lanes & Signage \$70,000

College/Miles Intersection: \$215,000

College/Keith Intersection \$315,000

Bike Racks assume an installation/management cost of 20%

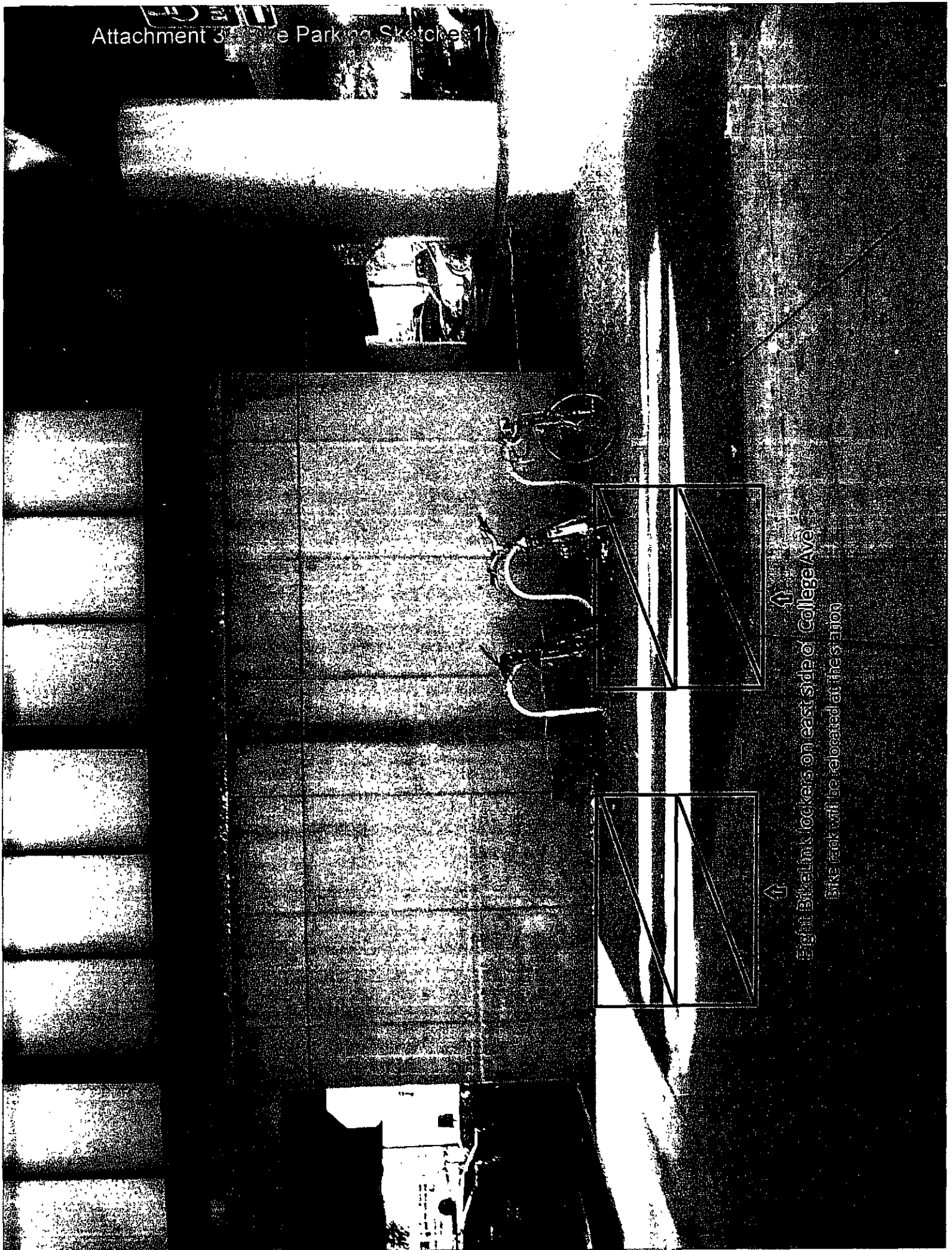
Bike Lanes Assume an PS&E cost of PS&E cost of 15%

Bike Signage is a component of Bike Lanes @ \$9,800

Intersection improvements assume PS&E @ 20% of project cost

Should budgetted sources be insufficient to complete the work as scoped, sources include Measure B Local Street and Road Funds

Design of intersections may be done in-house or by on-call consultants; construction to be completed by contractors



↑  
Eight BikedLink lockers on east side of College Ave  
Bike rack will be relocated at this station





The BikeLink locker spaces located here on west side of College Ave.



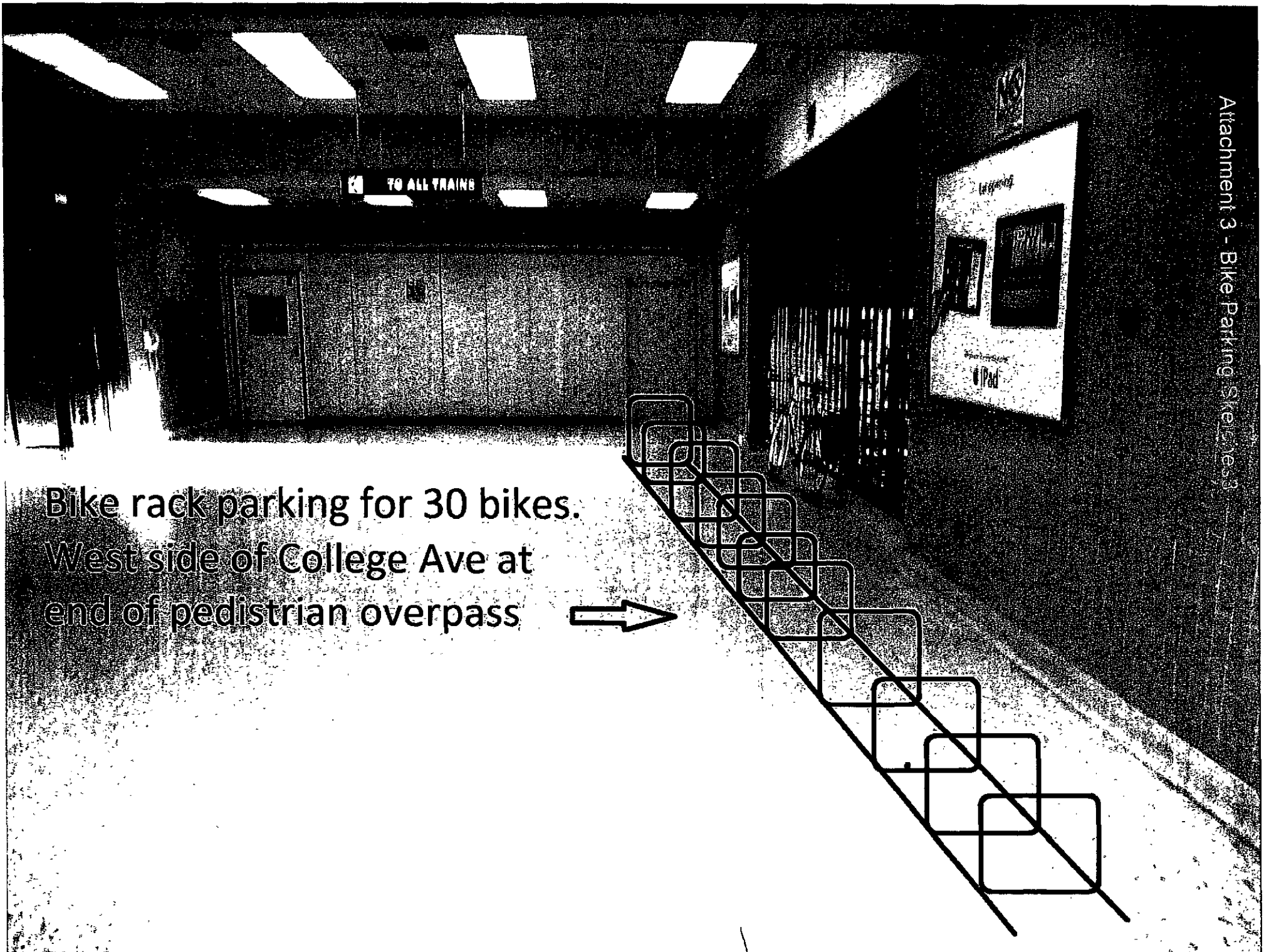
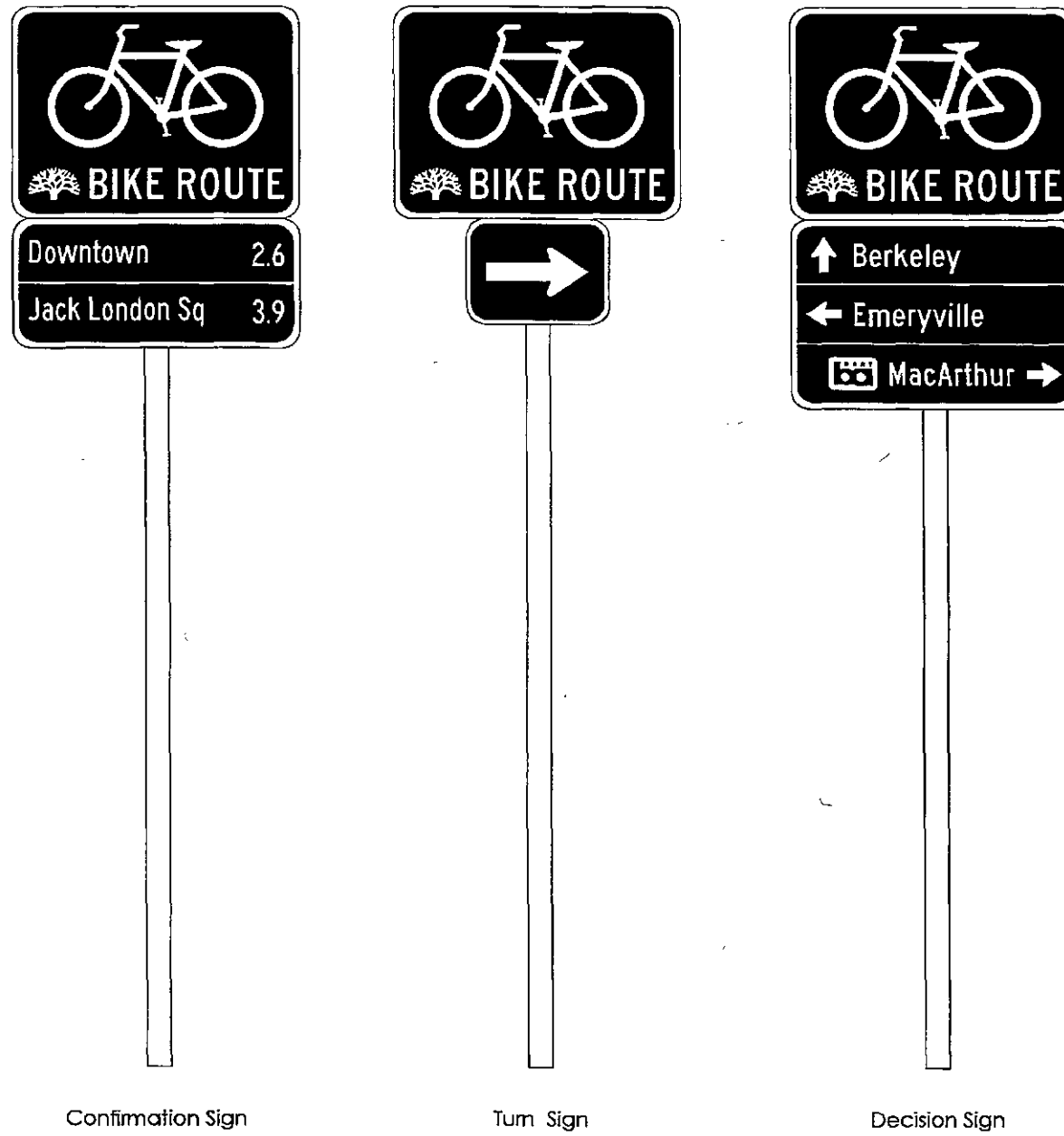


Figure 3: Sign Types



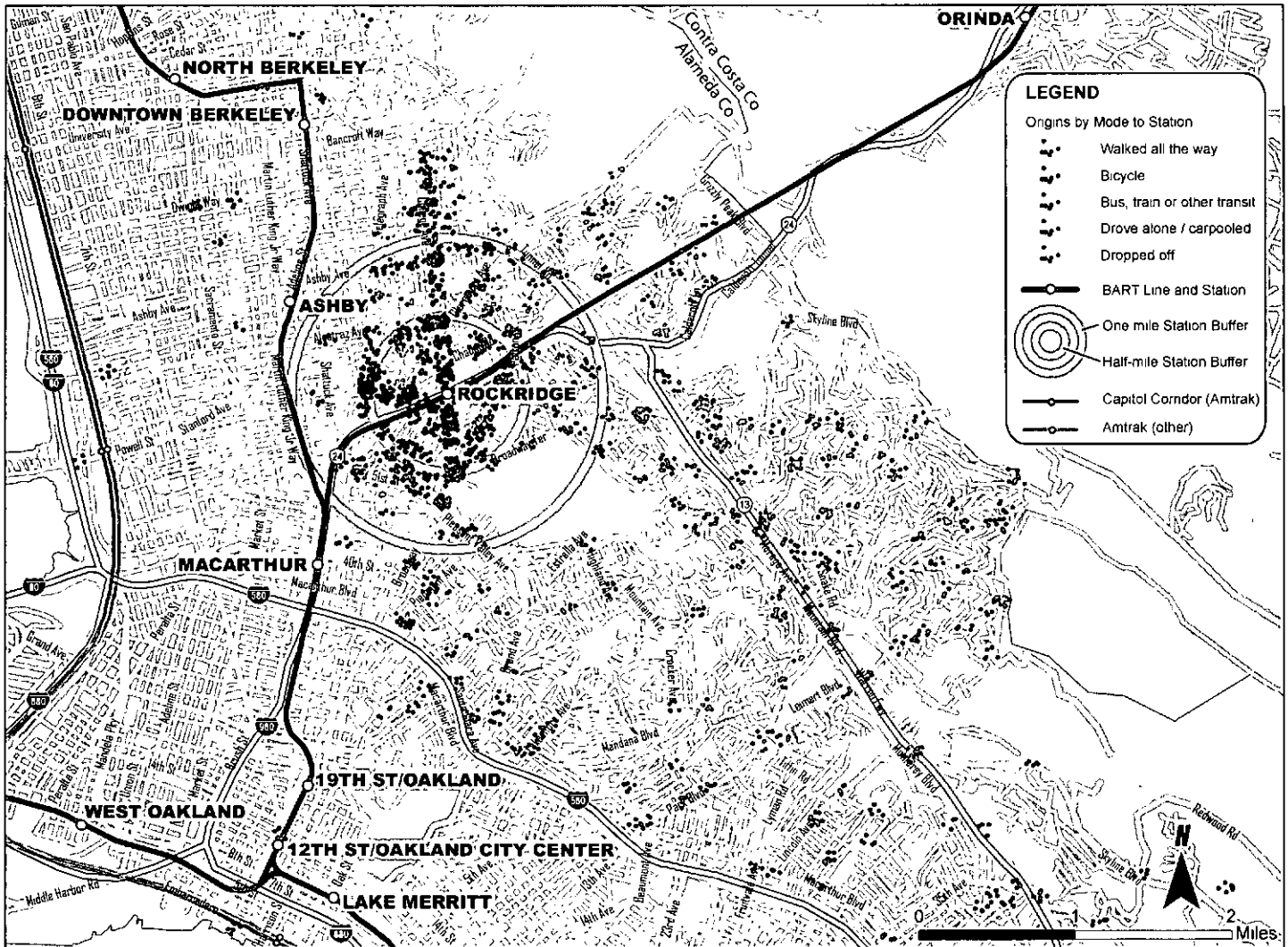
**Attachment 5 - 1 - College & Keith Existing Conditions**



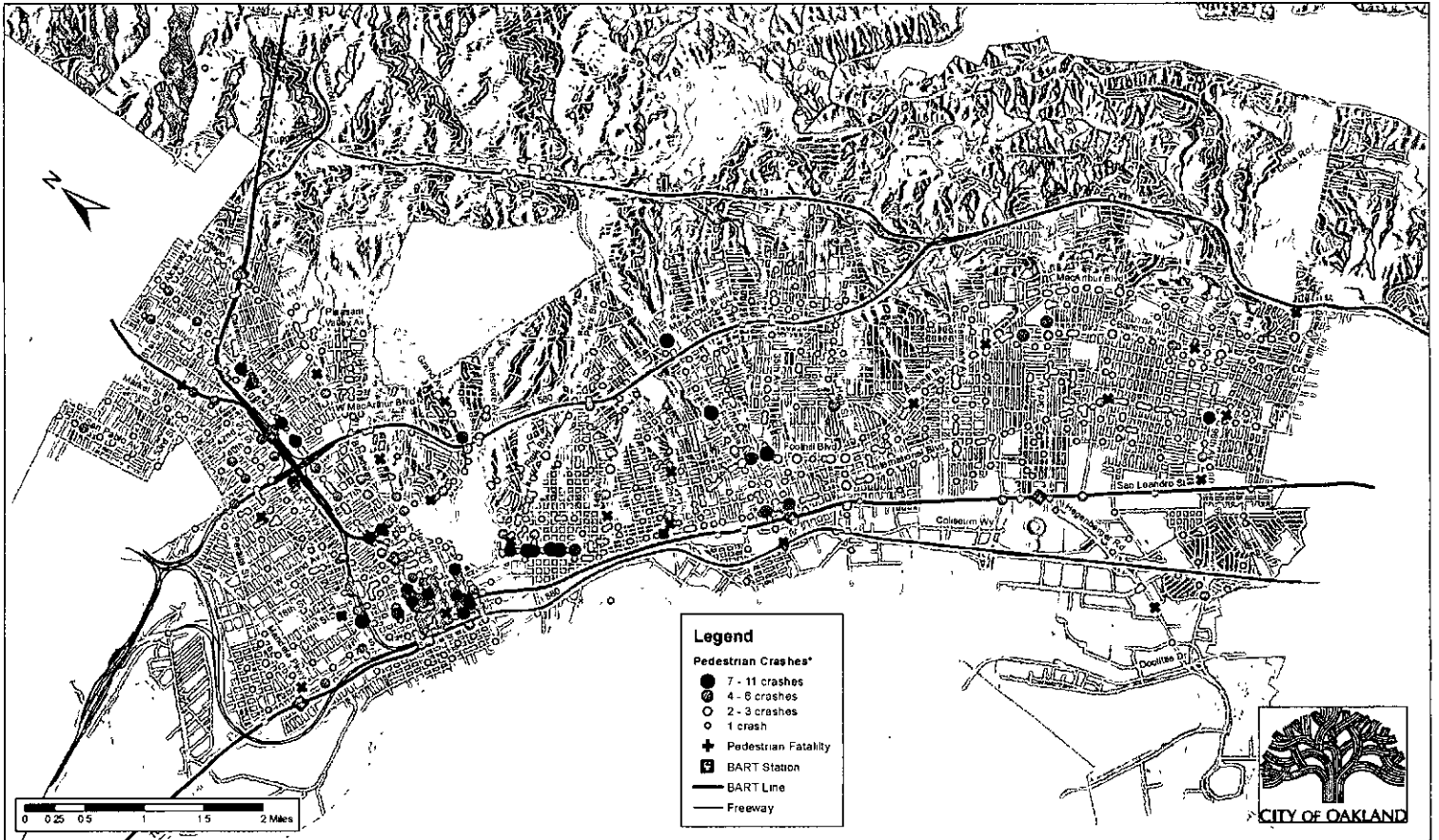
**Attachment 5 - 2 - College & Miles Existing Conditions**



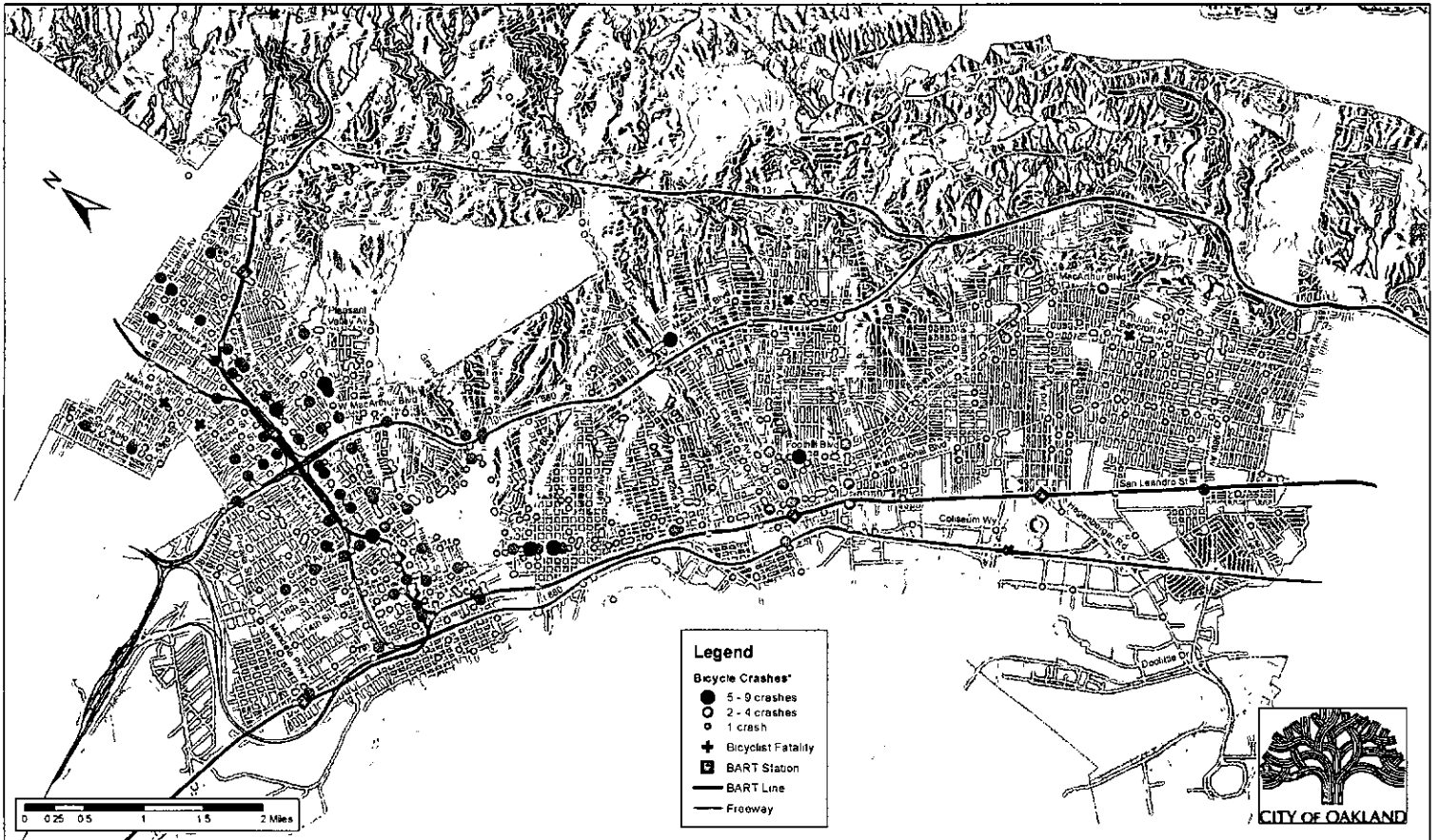
Attachment 6  
**Rockridge Station: Home Locations of BART Riders by Mode**



Data Sources: ESRI, 2008 BART Station Profile Study (weekday only, data are weighted from survey sample to represent average weekday ridership)

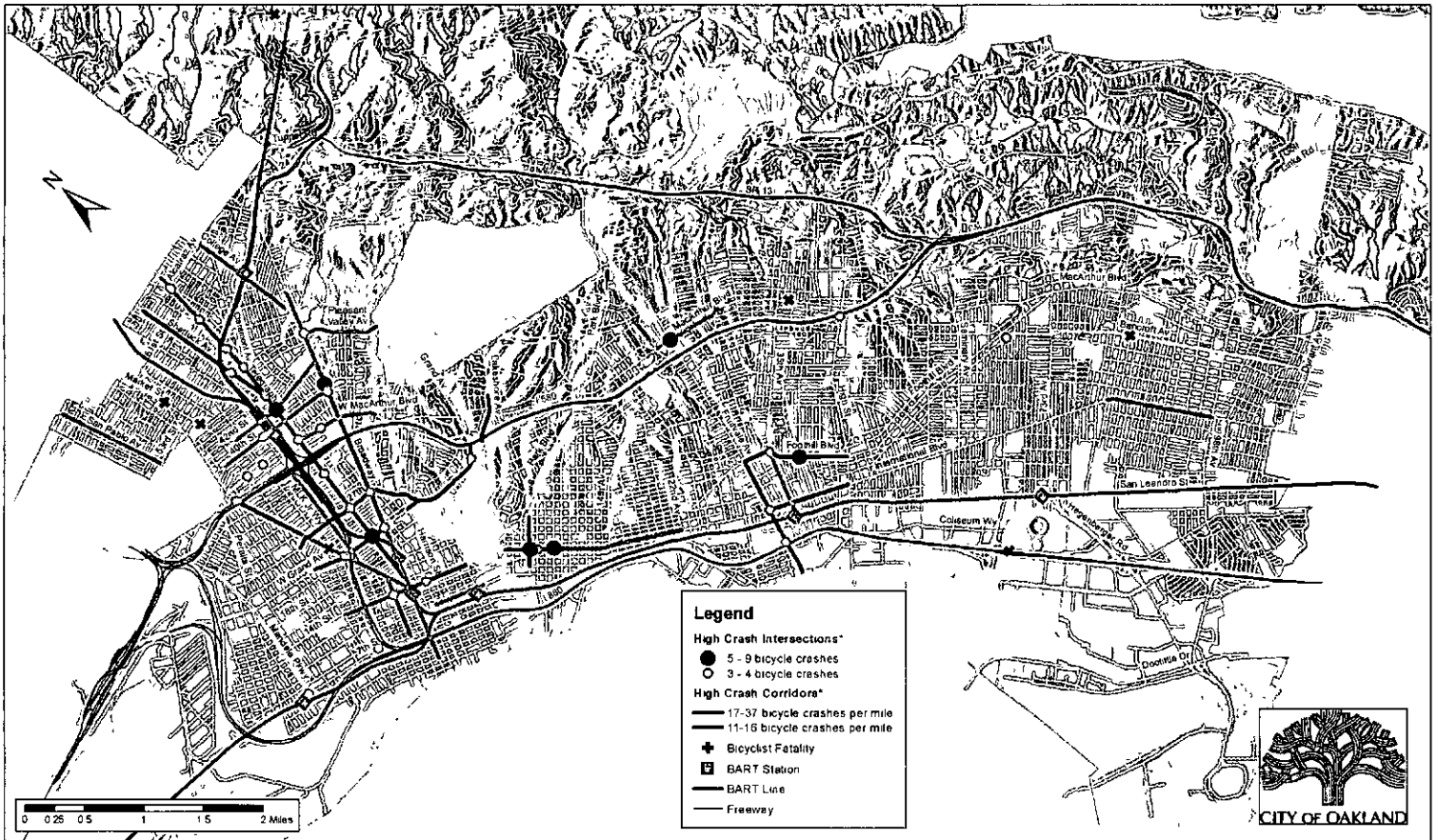


\*Analysis based on 2007-2011 crash data retrieved from the Transportation Injury Mapping System (TIMS) on May 21, 2013



\*Analysis based on 2007-2011 crash data retrieved from the Transportation Injury Mapping System (TIMS) on May 21, 2013





\*Analysis based on 2007-2011 crash data retrieved from the Transportation Injury Mapping System (TIMS) on May 21, 2013

# City of Oakland Bicycle Master Plan



part of the **Land Use & Transportation Element**  
of the Oakland General Plan  
December 2007 • Oakland, California



# Attachment 8-1 (2 of 3)

## CITY OF OAKLAND BICYCLE MASTER PLAN (2007)

Project	From	To	Segments	Miles	Class
104th/105th/106th Aves	Stanley Ave	Edes Ave	195, 197, 639, 193, 194, 751, 758	2.14	2, 3A
14th St	Wood St	Brush St	424, 425	0.75	2
16th Ave	E 21st St	Embarcadero	695, 677, 749	0.79	2, 3B
20th St	San Pablo Ave	Harrison St	628, 427, 426, 344	0.55	2, 3A
2nd St	Brush St	Oak St	28, 29	0.99	3A
38th Ave	MacArthur Blvd	E 12th St	433, 432, 621, 620, 619	1.76	2, 3A
4th/5th Aves	E 18th St	Embarcadero	336, 338, 757	0.87	2, 3B
53rd St/55th St/Cavour St	Emeryville border	Shafter Ave	655, 624, 623, 690, 691	1.58	2, 3B
Camden/Havenscourt (1)	MacArthur Blvd	International Blvd	105, 108	1.32	2
College Ave	Alcatraz Ave	Broadway	374, 51, 612, 692, 52	2.38	3A
E 12th St (1)	Fruitvale Ave	40th Ave	409	0.50	3A
E 7th St	Kennedy St	Fruitvale Ave	663, 33	0.55	2, 3B
Foothill Blvd	23rd Ave	Fremont Wy	237, 241, 242, 657	1.45	3A
Fruitvale Ave	MacArthur Blvd	Foothill Blvd	82	1.20	3A
Hollis St/32nd St/San Pablo	Emeryville border	16th St	101, 104, 674, 2, 3, 675, 659, 660	2.88	3A, 3B
MacArthur Blvd	35th Ave	High St	269	0.55	3A
Market St (1)	Berkeley border	Adeline St	128, 688, 127	0.44	3A
Mountain Blvd	Lake Temescal Path	Park Blvd	299, 302, 747, 748, 641, 308	1.92	3A, 3B
San Leandro St (1)	66th Ave	85th Ave	164, 165	0.93	2
Telegraph Ave (2)	20th St	Broadway	282, 283, 597	0.28	3A
Webster/Shafter/Forest/Colby	Berkeley border	29th St	202, 203, 204, 205, 206, 207, 385, 755	2.99	3B

Figure 6.1: Priority Projects – Signing and Striping Projects. (1) Under development; (2) Construction pending.

# Attachment 8-1 (3 of 3)

## City of Oakland Bicycle Master Plan (2007)

## Bikeway Prioritization: Updated 22-Mar-2012

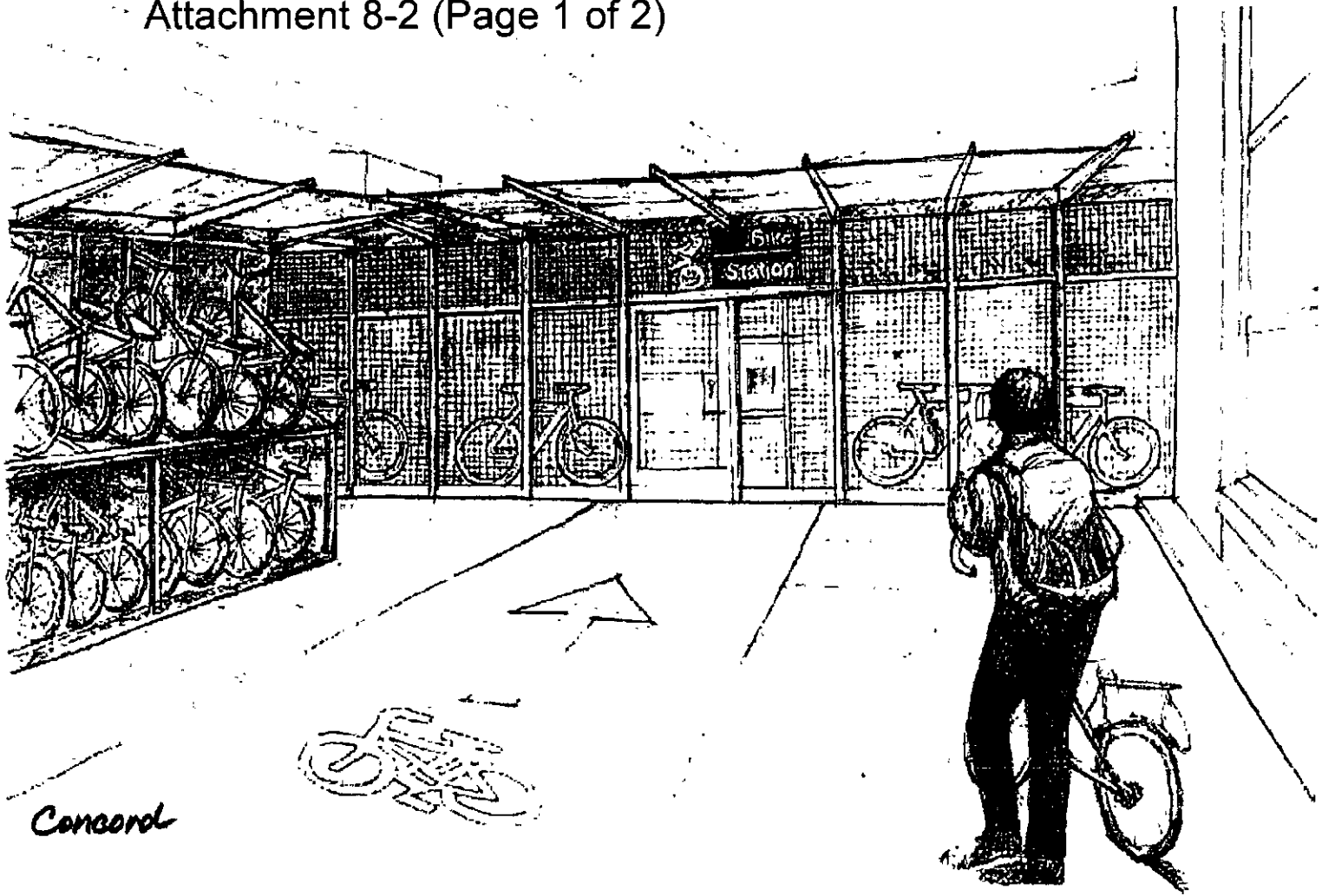
Priority Projects:

Signing and Striping (SS)  
Lane Conversion (LC)  
Bicycle Path (BP)

6 or more points  
6 or more points  
5 or more points

pending implementation  
 priority project

Project	#	From	To	Bikeway Segments	Primary Bikeway	Gap Closure	SR2T	Land Use	Feasibility	Project Type	Score
Cavour / Vicente / 56th	431	Shafter Ave	Telegraph Ave	601,690,624	2	2	2	2	4	SS	9
Telegraph Ave	422	20th St	Broadway	282,283,607	2	4	2	2	2	SS	9
20th St	8	Broadway	Harrison St	427,426,344	0	2	2	2	2	SS	8
54th St/Gaskill St/53rd St	49	Adelme St	Emeryville	800,799,798	2	4	2	2	4	SS	8
Foothill Blvd	64	23rd Ave	Frement Wy	237,241,242,657	2	2	0	2	2	SS	8
Genoa St	66	Stanford Ave	West St	746,146,147	0	2	2	2	2	SS	8
MaeArthur Blvd	86	36th Ave	High St	269	2	2	0	2	2	SS	8
San Pablo/32nd St/Hollis	118	Emeryville border	16th St	401,404,674,2,3,676,6 69,660	0	2	2	2	2	SS	8
Webster/Shafter/Forest/Colby	420	Berkeley border	20th St	202,203,204,205,206,2 07,386,765	0	2	2	2	2	SS	8
14th St	5	Brush St	Lakeside Dr	617,618	2	0	2	2	1	SS	7
14th St	6	Mandela Pkwy	Brush St	424,425	2	4	0	2	2	SS	7
69th Ave	22	International Blvd	San Leandro St	874	2	0	2	2	4	SS	7
Ardley / 23rd / E-30th / 21st / 16th	7	MaeArthur Blvd	Embarcadero	370,728,743,742,740,6 77,696	2	2	0	2	4	SS	7
College Ave	49	Alcatraz Ave	Broadway	374,51,612,692,52	2	0	2	2	1	SS	7
E-18th St	437	Lakeshore Ave	Park Blvd	72	2	2	0	2	4	SS	7
Link St/104th Ave/105th Ave	4	Bancroft Ave	Edes Ave	194,106,107,639	2	4	0	2	2	SS	7
San Leandro St	116	66th Ave	75th Ave	164	2	0	2	1	2	SS	7
10th St	2	Madison St	5th Ave	152,492,153, 757	0	0	2	2	2	SS	6
4th Ave	17	E-18th St	E-10th St	336	2	0	0	2	2	SS	6
Broadway/Caldecott Ln/Tunnel Rd	42	Tunnel Rd	Keith Ave	55,54,53,230,469,58,5 98	2	1	0	1	2	SS	6
E-21st St / Mitchell St	9	44th Ave	Foothill Blvd	440,441,696	0	2	0	2	2	SS	6
Edes / Jones / Cairo / Hegenberger Loop / Edgewater Grand Ave	58	105th Ave	Bay Trail	198,412,721,723,724,7 25,44,413,42	2	2	0	1	1	SS	6
Hegenberger/Snell/75th/Hamilton	133	Lake Park Ave	El Embarcadero	517,518	0	2	0	2	2	SS	6
Lakeshore Ave	72	International Blvd	San Leandro St	117,,764,765,766	0	1	2	1	2	SS	6
Mountain Blvd	84	Mandana Blvd	MaeArthur Blvd	366	0	2	0	2	2	SS	6
Shattuck Ave	103	Lake Temescal Path	Park Blvd	299,302,747,748,641,3 08	2	2	0	1	1	SS	6
7th St	120	Berkeley border	Telegraph Ave	355,356,359	0	2	0	2	2	SS	6
85th Ave	25	Wood St	Mandela Pkwy	449,450	0	1	2	1	1	SS	5
	27	Bancroft Ave	Edes Ave	682,681,685	2	1	0	1	1	SS	5



Concord



## BART Bike Parking Capital Program

# Increasing bike access while reducing bikes onboard

April 2013



EISEN | LETUNIC

TRANSPORTATION, ENVIRONMENTAL AND URBAN PLANNING

# Rockridge Station

## Secure bicycle parking recommendations

### Station Characteristics



Site of recommended self-serve bike station

The primary entrance to Oakland's Rockridge station is on the east side of College Avenue, with a secondary entrance

on the west side. There are over 120 wave rack bike parking spaces sprinkled around the escalators that lead to the station fare gates, plus 40 electronic lockers (16 on the east side and 24 on the west side of College Avenue). The station provides limited opportunities for new bicycle racks because of the space needed to accommodate the high level of pedestrian circulation in the area, particularly near the escalator and stairway.

#### Summary of station characteristics

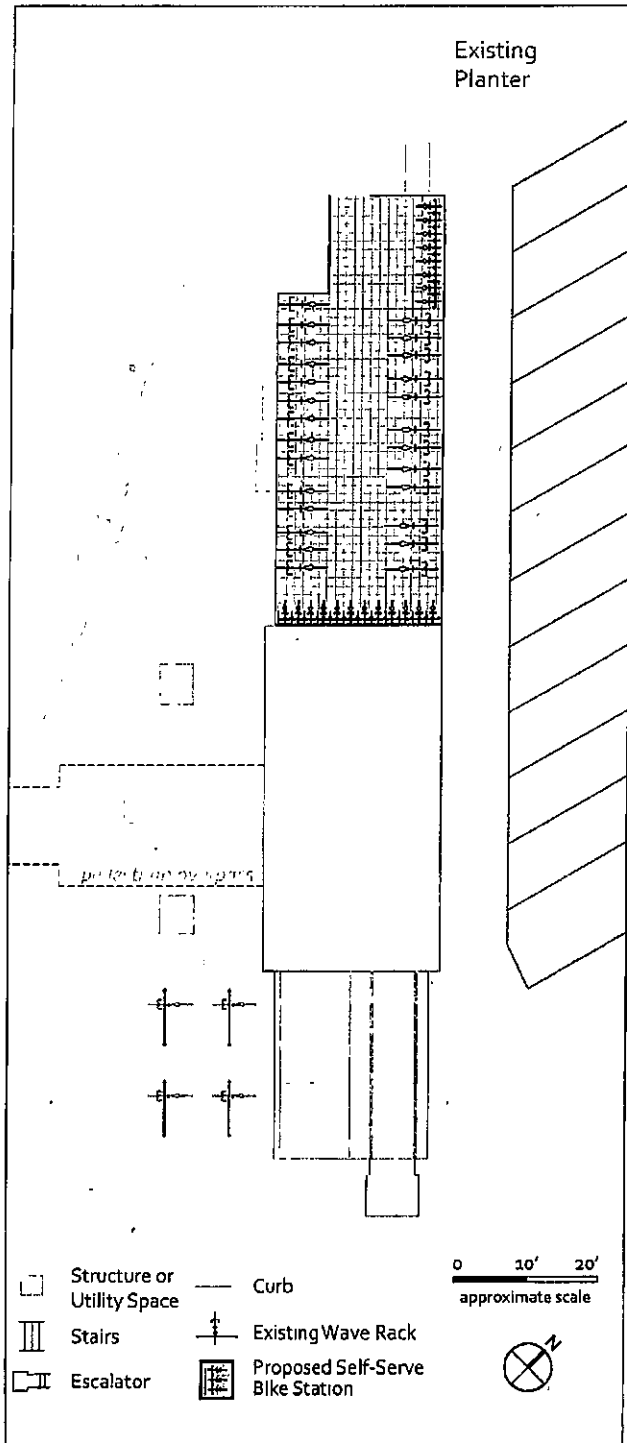
Average weekday passengers (2013): 5,937  
 Projected weekday passengers (2023): 5,782  
 Bike access rate (2008): 4.8% | Goal (2023): 8%  
 Existing bike parking (2013): 166; 40 secure, 126 other

### Bicycle Parking Recommendation

It is recommended that BART construct a self-serve bike station north of the escalators, alongside College Avenue. This space can accommodate 119 bicycles with a mix of space-saver and double decker racks. This location will not impede sidewalk circulation and there are many eyes on the street to prevent the location from feeling isolated.

#### Summary of bike parking recommendations

Proposed secure bicycle parking spaces: 119  
 Self-serve bike station spaces: 119  
 Projected need of secure spaces: 110 to 130



Plan view



## Caldecott Tunnel Settlement Agreement | Final Project List

### No. Name

- 
- 1 Tunnel Road/SR 13/Hiller Drive Intersection Improvements
  - 2 Pedestrian Facilities on Caldecott Lane/Tunnel Road
  - 3 Bicycle Facilities on Caldecott Lane/Tunnel Road
  - 2&3 *Pedestrian & Bicycle Facilities on Caldecott Lane/Tunnel Road*
  - 4 Caldecott Lane/Kay overcrossing Intersection Improvements
  - 5 Bike facilities on Broadway from Brookside Avenue to Kay OC
  - 6 Jogging/walking path on Broadway from Golden Gate to Lake Temescal
  - 4-6 *Pathway & Bicycle facilities on upper Broadway*<sup>1</sup>
  - 7 Soundwall study: Eastbound between Vicente Way and Broadway<sup>2</sup>
  - 8 Soundwall study: Westbound between Ross Street and Telegraph Avenue<sup>2</sup>
  - 9 Broadway/Keith Intersection Improvements
  - 9&14 *Broadway bike & ped improvements, Keith Avenue to Brookside Lane*
  - 10 College/Keith Intersection Improvements
  - 11 Bike Route Signage at Rockridge BART **\$8 million funding line**
- 
- 12 Broadway/Lawton Intersection Improvements
  - 13 Broadway/Ocean View intersection improvements
  - 14 Broadway/Brookside/SR 24 On-ramp Intersection Improvements
  - 15 Rockridge BART Bicycle Parking
  - 16 On-street Bicycle Parking in Commercial Areas
  - 17 52nd/51st/SR 24 ramps/Shattuck Intersection Improvements
  - ~~18 Soundwall study: Westbound between Patton Street and Ross Street~~<sup>3</sup>
  - 19 Alternatives' Analysis of Lake Temescal - Tunnel Rd Bike/ped connections
  - 20 College/Miles Intersection Improvements
  - 21 Claremont/Hudson/SR 24 On-ramp Intersection Improvements
  - 22 College/Manila intersection improvements
  - 23 Pedestrian Scale Lighting on Telegraph from 42nd Street to Berkeley border
  - 24 Soundwall study: Eastbound between 40th and 52nd Streets
  - 25 Soundwall study: Westbound between Telegraph Ave. and M.L.K. Jr Way
  - 26 Telegraph/56th/Eastbound SR 24 On-ramp Intersection Improvements
  - 27 Soundwall study: Eastbound between Broadway and Golden Gate Avenue
  - 28 College/Claremont Intersection Improvements
  - 29 Broadway/Manila Intersection Improvements
  - 30 Telegraph/Aileen/SR 24 Off-ramp Intersection Improvements
  - 31 Soundwall study: Eastbound between 52nd Street and Claremont Avenue
  - 32 Soundwall study: Eastbound between Golden Gate Ave. and Lake Temescal
  - 33 Soundwall study: Westbound between M.L.K. Jr. Way on-ramp and 40th St
  - 34 Soundwall study: Westbound between Golden Gate Avenue and Patton St
  - 35 AC Transit Route 51 Service Improvement
  - 36 Telegraph/Claremont/52nd Intersection Improvements
  - 37 Bicycle and Pedestrian Park Rest Stop



## Caldecott Tunnel Settlement Agreement | Project List Notes

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### Notes

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1. Project includes improvements to the Kay Overcrossing, bike facilities on Broadway from the Kay Overcrossing to Keith Avenue, and pedestrian facilities from Golden Gate Avenue to Lake Temescal.
2. Includes Caltrans oversight Studies cannot be separated, both locations must be studied, or neither.
3. Found to be infeasible.
4. Projects #24-37 hidden to allow notes to be seen. Please see earlier list versions for projects farther down list



# Attachment 9-1



## SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688  
Oakland, CA 94604-2688  
(510) 464-6000

2013

September 27, 2013

Tom Radulovich  
PRESIDENT

Joel Keller  
VICE PRESIDENT

Grace Crunican  
GENERAL MANAGER

Clarrissa Cabansagan  
Transportation Advocate  
TransForm

**Subject: Safe Routes to Transit, Grant Application Cycle V –Rockridge BART Access Improvements**

Dear Ms. Cabansagan:

### DIRECTORS

Gail Murray  
1ST DISTRICT

Joel Keller  
2ND DISTRICT

Rebecca Saltzman  
3RD DISTRICT

Robert Reburn  
4TH DISTRICT

John McPartland  
5TH DISTRICT

Thomas M. Blalock, P.E.  
6TH DISTRICT

Zakary Mallett  
7TH DISTRICT

James Fang  
8TH DISTRICT

Tom Radulovich  
9TH DISTRICT

BART is happy to partner with the City of Oakland in submitting a Safe Routes to Transit grant application for the design and construction of bicycle and pedestrian access improvements to the Rockridge BART Station.

The proposed project will complete a package of improvements along the College Avenue corridor and at the Rockridge BART station that will have a significant impact on making access to the Rockridge BART Station safer and more convenient. The improvements include a new Class 2 bike lane along College Avenue, pedestrian improvements at the intersections closest to the BART station, and additional bike parking at the BART station.

The Rockridge BART station is located in a relatively dense urban neighborhood, where walking and biking are favored means of getting around. However, in our most recent station profile study (2008), Rockridge BART patrons were only marginally more likely to bike to the station than the system average (5% at Rockridge vs. 4% system-wide). Existing rack space is full, showing that demand for bike access is great. With the addition of 54 new bicycle parking spaces at the BART Station, along with the other bike improvements proposed by the City, we hope to increase the number of patrons biking to this BART station. The pedestrian improvements proposed by the City of Oakland should also bolster our already high level of pedestrian access.

BART, the City of Oakland, and the Fourth Bore Coalition are all contributing significant funds to support this project. BART has pledged \$18,000 from our General Operating Fund to cover a portion of the costs to acquire and manage the installation of bike parking racks and lockers.

Thank you so much for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Beroldo".

Steve Beroldo, Manager of Access Programs

Cc: Bruce Williams, City of Oakland



# Attachment 9-2



2930 Domingo Ave., #139  
Berkeley, CA 94705  
info@fourthbore.org

September 26, 2013

**Founding Organizations:**

Claremont-Elmwood  
Neighborhood Association

East Bay Bicycle Coalition

FROG Park

North Hills Community  
Association

Parkwoods Community  
Association

Rockridge Community Planning  
Council

Clarrissa Cabansagan  
TransForm  
436 14<sup>th</sup> Street, Suite 600  
Oakland, CA 94612

**Subject: Safe Routes to Transit, Grant Application (Cycle V  
Rockridge BART Access Improvements**

Dear Ms. Cabansagan:

The Fourth Bore Coalition (FBC) is writing to support the City of Oakland's Safe Routes to Transit grant application for the design and construction of bicycle and pedestrian access improvements to Rockridge BART. Our board of directors voted September 23-24, 2013 to dedicate \$50,000 to the project, contingent upon the award of the Safe Routes to Transit grant to Oakland. The funds were granted to the FBC, in a settlement agreement with Caltrans, for spending in the Highway 24 corridor.

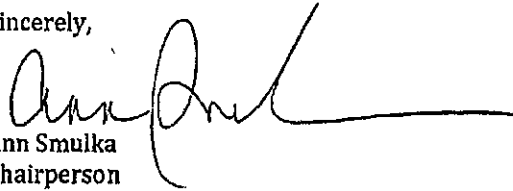
This project meets FBC's goals to mitigate the construction of the fourth bore of the Caldecott Tunnel by investing in transit, bicycle, pedestrian and local street improvements, and in projects that encourage the reduction of single-occupant motorized vehicles along the Highway 24 corridor.

FBC has been working with the cities of Oakland and Berkeley over the past several years to review potential projects, which include intersection, pedestrian, bicycle, and transit improvements along the Highway 24 corridor. Unfortunately, available funds will only be able to support a small number of the worthy projects that have been investigated for funding.

We welcome the opportunity to leverage our limited funds to help construct improvements that will increase bike and pedestrian safety in the vicinity of the Rockridge BART Station. Safe Routes to Transit funding will ensure that these important improvements are built, and will benefit the entire region as well as our local community.

Thank you very much for your consideration.

Sincerely,

  
Ann Smulka  
Chairperson

cc: Bruce Williams, City of Oakland

# Attachment 9-3 BPAC Letter of Support

September 27, 2013

Clarrissa Cabansagan  
Transportation Advocate  
TransForm  
436 14th Street, Suite 600  
Oakland, CA 94612

Subject: Safe Routes to Transit, Grant Application Cycle V – College Avenue/Rockridge BART Access Improvements

Dear Ms. Cabansagan:

The Bicycle and Pedestrian Advisory Committee of the City of Oakland (BPAC) is writing to support the City of Oakland's Safe Routes to Transit grant application for the design and construction of bicycle and pedestrian access to Rockridge BART. The project calls for:

1. Pedestrian safety improvements at the two College Avenue intersections closest to the BART Station
2. 54 new bike parking spots at the station itself, and
3. The addition of a new Class 2 bicycle lane on College between Broadway and Alcatraz.

Members of BPAC believe this multi-agency portfolio of improvements will go a long way towards improving safe access to and from the Rockridge BART Station and enhance the experience of visitors and residents in the immediate vicinity. We also note that Oakland and BART are prepared to offer substantial matching funds to this effort, in part, by leveraging the Caldecott Tunnel settlement agreement.

The Bicycle and Pedestrian Advisory Committee voted unanimously to support this application at its meeting on September 19, 2013

Please contact me with any questions or clarification. I can be reached at [chris\\_hwang@yahoo.com](mailto:chris_hwang@yahoo.com).

Sincerely,



Chris Hwang, Chair  
City of Oakland Bicycle and Pedestrian Advisory Committee