

FILED
OFFICE OF THE CITY CLERK
OAKLAND

CITY OF OAKLAND

AGENDA REPORT

2010 OCT 14 PM 2:10

TO: Office of the City Administrator
ATTN: Dan Lindheim
FROM: Public Works Agency
DATE: October 26, 2010

RE: **Resolution Authorizing the City Administrator, or His Designee, to Accept and Appropriate Ninety Thousand Dollars (\$90,000.00) in Transportation Fund for Clean Air Funds for the Webster/Franklin Streets Bikeway Project**

Resolution Authorizing the Installation of Class II Bicycle Lanes on Webster and Franklin Streets by Reducing Travel Lanes from Four (4) Through Lanes to Three (3) Through Lanes on Franklin Street between 14th Street and 20th Street, and on Webster Street between 14th Street and 19th Street; and From Three (3) Through Lanes to Two (2) Through Lanes on Franklin Street between 20th Street and 22nd Street, and on Webster Street between 19th Street and 25th Street

SUMMARY

Staff has prepared two resolutions pertaining to the Webster/Franklin Streets Bikeway Project. The first authorizes the City Administrator, or his designee, to accept and appropriate up to \$90,000.00 in Transportation Fund for Clean Air (TFCA) Funds for the Webster/Franklin Streets Bikeway Project. The project includes two components: (1) installation of bikeway striping on Webster Street between 14th Street and 25th Street, and on Franklin Street between 14th Street and 22nd Street; and (2) installation of bicycle wayfinding signage along the Webster/Franklin Streets bikeway and along the existing Broadway bikeway extending north to MacArthur Boulevard. See *Attachment A*.

The second resolution approves the removal of travel lanes and the installation of bicycle lanes on Webster and Franklin Streets between 14th Street and 25th Street. The Webster/Franklin Streets Bikeway requires the conversion of travel lanes to bicycle lanes. Per Council policy, staff must seek City Council approval for bicycle projects that reduce the number of travel lanes on a roadway. This lane conversion project is called for in the Bicycle Master Plan, adopted by City Council on December 4, 2007.

FISCAL IMPACT

Approval of these resolutions will authorize the City Administrator, or his designee, to accept and appropriate up to \$90,000.00 in TFCA Funds. The funds will be deposited into TFCA Grant Fund (2166), Capital Projects – Transportation Services Organization (92246), Street Construction Account (57411), and a new project number to be established. There is no local match requirement for the TFCA program. The engineer's estimate for the project is \$90,000.00.

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Public Works Committee
October 26, 2010

BACKGROUND

AB434 (Sher; Statutes of 1991) and AB 414 (Sher, Statutes of 1995) permit the Bay Area Air Quality Management District (BAAQMD) to collect a fee of up to \$4.00 per vehicle per year for the Transportation Fund for Clean Air (TFCA) and related programs. The purpose of the TFCA program is to provide grants to implement the most cost-effective projects that will decrease motor vehicle emissions and improve Bay Area air quality. The legislation requires BAAQMD to allocate 40% of the revenue to an overall program manager in each county.

The Alameda County Congestion Management Agency (CMA) is the designated TFCA program manager in Alameda County. The CMA issues an annual call for projects from local jurisdictions and transit agencies. Projects qualify for these funds by meeting eligibility requirements by specific project type. The Webster/Franklin Bikeway qualifies for funding as a Bicycle Transit Priority Zone Project, as defined in the Alameda Countywide Bicycle Plan.

The Webster/Franklin Streets Bikeway is also a Priority Project in Oakland's Bicycle Master Plan (2007), part of the Land Use and Transportation Element of the City's General Plan. The Project will implement Bicycle Master Plan Policy 1C – Safe Routes to Transit: Improve bicycle access to transit, bicycle parking at transit facilities, and bicycle access on transit vehicles. It also implements Action 1C.1 – Bikeways to Transit Stations: Prioritize bicycle access to major transit facilities from four directions, integrating bicycle access into the station design and connecting the station to the surrounding neighborhoods.

The Project will complete the first continuous bikeway into Oakland's downtown, and serve three regional transit stations. The bikeway will connect the North Oakland neighborhoods of Piedmont Avenue, Temescal, and Rockridge via existing bikeways on Broadway and along the Webster/Shafter corridor to downtown Oakland, 12th Street BART, 19th Street BART, and AC Transit's Uptown Transit Center. It will also serve the Lake Merritt neighborhoods of Adams Point, Grand Lake, Haddon Hill, and Peralta Heights via existing bikeways on Grand Avenue, Lakeshore Avenue, and MacArthur Boulevard. Via West Grand Avenue, the project will connect to completed bikeways on West Street and Market Street in West Oakland.

The Project will improve access to BART and attract new users via an increasingly continuous network of bikeways. Based on an analysis in the Bicycle Master Plan, over 87,000 Oakland residents live within two miles of the 12th Street BART Station and over 96,000 residents live within two miles of the 19th Street BART Station. This two-mile distance equates to a comfortable 12-minute bicycle ride. From 1998 to 2008, bicycle mode share increased from 2.5% to 6.2% at the 19th Street BART station and from 1.1% to 2.6% at the 12th Street BART station. The City installed and maintains electronic bicycle lockers and overflow bicycle parking racks to serve both BART stations and the Uptown Transit Center. Before the end of 2010,

BART plans to install approximately 40 additional secure bicycle parking spaces to serve patrons of the 19th Street Station.

In April 2010, staff sent an outreach mailer (*Attachment A*) to 379 addresses within one block of the project area (predominantly offices and retail businesses). The mailer requested input on the proposed lane reduction and installation of the bikeway. Six percent of recipients (21 individuals) responded with 81% (17) in favor and 19% (4) opposed. The project was reviewed by Oakland's Bicycle and Pedestrian Advisory Committee on June 18, 2009.

KEY ISSUES AND IMPACTS

City policy requires Council approval of bikeway projects that reduce the number of motor vehicle travel lanes. The potential traffic impacts of the Webster/Franklin Streets Bikeway were evaluated as part of the Environmental Impact Report (EIR) for the Bicycle Master Plan that is available at www.oaklandpw.com/Page123.aspx#enviro. The feasibility study is included in the EIR as Appendix C, Illustrative Example of Plan Implementation: Broadway Corridor Bikeway Feasibility Study. The analysis showed that the project would not result in a significant impact to traffic operations under existing conditions nor the future-year scenario that reflects projected growth.

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

The Bicycle Master Plan EIR can be applied to this set of proposed actions because the criteria of CEQA Guidelines Section 15162 requiring additional environmental review have not been met. Specifically, and without limitation, the project would not result in any new or more severe significant impacts; there is no new information of substantial importance that would result in any new or more severe significant impacts; there are no substantial changes in circumstances that would result in any new or more severe significant impacts; and there is no feasible mitigation measure or alternative that is considerably different from others previously analyzed that has not been adopted. On a separate and independent basis, the project is exempt from CEQA review pursuant to CEQA Guidelines Sections 15301(c), 15183 and/or 15304(h).

PROJECT DESCRIPTION

The project includes two components: (1) installation of bikeway striping on Webster Street between 14th Street and 25th Street, and on Franklin Street between 14th Street and 22nd Street; and (2) installation of bicycle wayfinding signage along the Webster/Franklin Streets bikeway and along the existing Broadway bikeway extending north to MacArthur Boulevard. *Attachment A* shows the existing and proposed lane configurations for the Webster/Franklin Streets Bikeway.

SUSTAINABLE OPPORTUNITIES

Economic: Bicycle facilities promote bicycling, one of the most cost-effective forms of transportation. Bicycle trips tend to be local and thus are more likely to contribute to local economic activity. The project will improve access to and from downtown and between a variety of residential neighborhoods and commercial districts.

Environmental: Bicycling is the most energy efficient form of transportation and creates no emissions. As part of Oakland's bikeway network, the project will facilitate bicycle travel, thereby contributing to the City's efforts to reduce greenhouse gas emissions.

Social Equity: Bicycling is an inexpensive and broadly accessible form of transportation. Bicycle facilities provide added freedom and independence for youth and parents (who are otherwise shuttling their children) as well as for some people who cannot drive and those who have chosen not to drive.

DISABILITY AND SENIOR CITIZEN ACCESS

The project will improve pedestrian safety on Webster and Franklin Streets by reducing the number of travel lanes. The change will provide an overall benefit for senior citizens and persons with disabilities.

RECOMMENDATIONS AND RATIONALE


Staff recommends that the City Council authorize the City Administrator, or his designee, to accept and appropriate \$90,000.00 in Transportation Fund for Clean Air Funds for the Webster/Franklin Streets Bikeway Project. Staff also recommends that the City Council approve the installation of bicycle lanes on Webster and Franklin Streets by reducing travel lanes from four (4) through lanes to three (3) through lanes on Franklin Street between 14th Street and 20th Street, and on Webster Street between 14th Street and 19th Street; and from three (3) through lanes to two (2) through lanes on Franklin Street between 20th Street and 22nd Street, and on

Webster Street between 19th Street and 25th Street. These resolutions will allow the City to implement bicycle access improvements per the policies and priorities of the City's Bicycle Master Plan.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolutions.

Respectfully submitted,



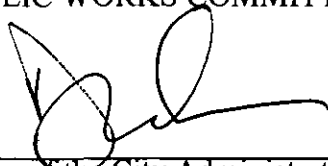
Vitaly B. Troyan, Interim Director
Public Works Agency

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

Iris Starr, AICP
Infrastructure Plans and Programming Division Manager

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

APPROVED AND FORWARDED TO THE
PUBLIC WORKS COMMITTEE:



Office of the City Administrator

ATTACHMENTS

- A. Outreach Flyer, Webster/Franklin Bikeway Project
- B. Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan
- C. Mitigation Monitoring and Reporting Program

Item: _____
Public Works Committee
October 26, 2010

Webster/Franklin Bikeway Project

DESCRIPTION

The City of Oakland is proposing to install a new bikeway on Webster and Franklin Sts in downtown Oakland. The bikeway, recommended in the City's Bicycle Master Plan (BMP), would be installed in 2011, funded by a grant from the Transportation Fund for Clean Air, a program of the Bay Area Air Quality Management District. The project will provide the first continuous bikeway into Oakland's downtown. The BMP calls for the installation of bikeways throughout Oakland to encourage bicycling as a healthy, non-polluting and affordable transportation option, helping Oakland to realize its sustainability and livability goals.

FEASIBILITY & SAFETY

The City conducted a traffic feasibility study that demonstrated that the project will not have significant impacts on motor vehicle traffic flow, now and 20 years in the future. No parking spaces would be removed as part of this project.

On the Webster/Franklin one-way couplet, the project would add bicycle lanes by removing one travel lane on each street. Between 14th and 20th Sts, Webster St and Franklin St would each generally have three travel lanes and a bike lane. Between 20th St and Grand Ave, each street would generally have two travel lanes and a bike lane. On Webster St, W Grand Ave-25th St,

the project would remove one of the two southbound travel lanes resulting in one lane in each direction, bicycle lanes in the southbound direction, and a lane shared by motorists and bicyclists in the northbound direction.


The project also includes shared lanes on Broadway from 25th St to Grand Ave. All shared lanes will be marked with pavement markings called "sharrows" (see box, below).

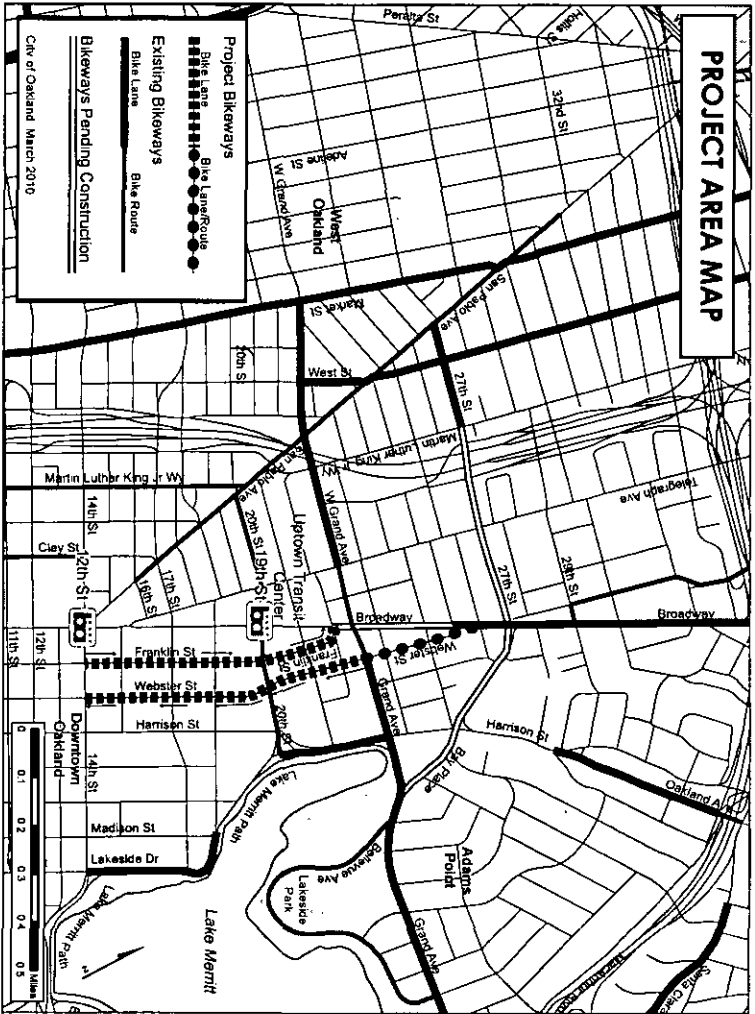
CONTEXT

The Webster/Franklin Bikeway Project would complete a 1.6 mile link in the City's bikeway network, improving access to downtown Oakland. To the north, the new bikeway will connect to the existing bike lanes on Broadway at 25th St. As part of the Broadway Bikeway, the Webster/Franklin project will facilitate bicycle commuting for Oakland residents and employees by connecting the North Oakland neighborhoods of Piedmont Ave, Temescal, and Rockridge via Broadway and the Webster/Shafter bikeway to downtown Oakland, 12th St BART, 19th St BART, and AC Transit's Uptown Transit Center. It will also serve the Lake Merritt neighborhoods via Grand Ave, Lakeshore Ave, and MacArthur Blvd. Via W Grand Ave, the project will connect to completed bikeways on West St and Market St in West Oakland.

SHARROW

The shared roadway bicycle marking (aka "sharrow," pictured right) encourages bicyclists to ride clear of the "door zone," and advises motorists to expect and share the road with bicyclists. Learn more at www.1inyurl.com/3656ms.





REQUIRED INFORMATION

Name: _____

Address: _____

Oakland, CA _____
(Zip Code)

\$0.44
stamp
required

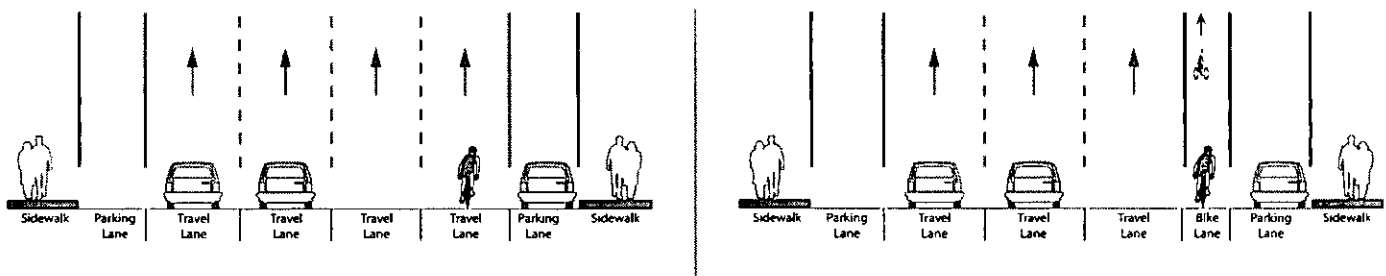
**City of Oakland, Transportation Services Division
Attn: Bicycle & Pedestrian Facilities Program
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612**



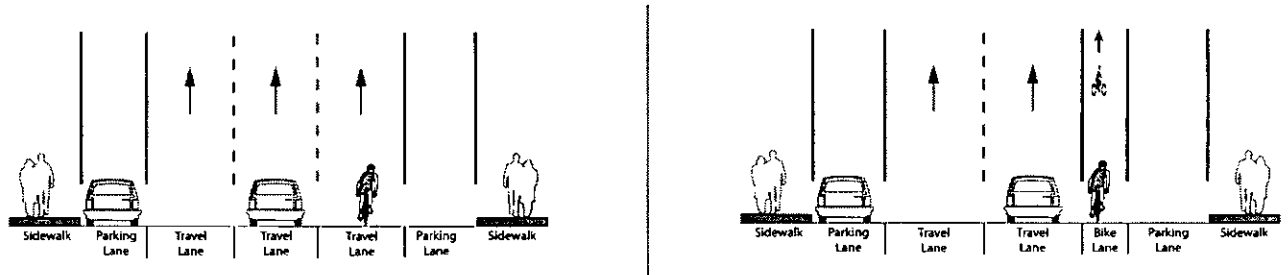
TYPICAL CROSS SECTIONS

EXISTING **PLUS PROJECT**

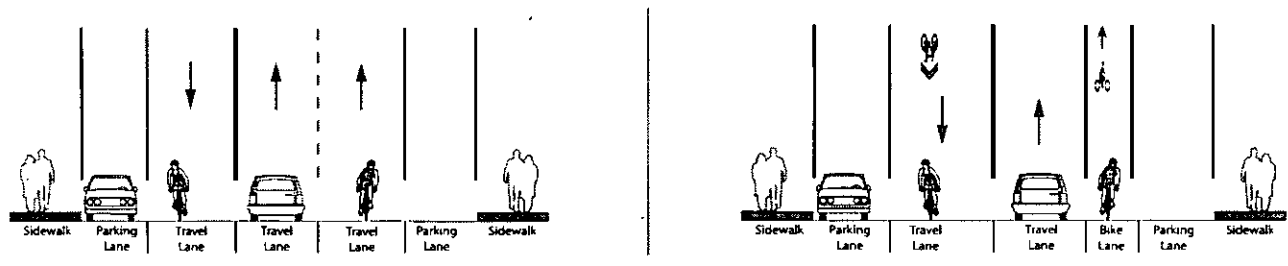
Franklin St, 14th St-20th St & Webster St, 14th St-19th St



Franklin St, 20th St-22nd St & Webster St, 19th St-Grand Ave

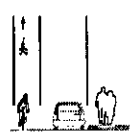


Webster St, Grand Ave-25th St



City of Oakland, Transportation Services Division
Bicycle & Pedestrian Facilities Program
(510) 238-3983 | bikeped@oaklandnet.com
www.oaklandbikes.info

April 2010



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

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

Part I: Project Information *(all projects)*

Project Name:	Webster/Franklin Streets Bikeway Project
Project Location:	Webster Street (14 th St to 25 th St), Franklin St (14 th St to 22 nd St)
Project Description:	The project includes two components: (1) installation of bikeway striping on Webster Street, 14th Street to 25th Street, and on Franklin Street, 14th Street to 22nd Street; and (2) installation of bicycle wayfinding signage along the Webster/Franklin Streets bikeways and along the existing Broadway bikeway extending north to MacArthur Blvd.
Project Manager:	Jason Patton, Transportation Services Division (CEDA)
Project Planner:	Christina Ferracane, Planning & Zoning Division (CEDA)
Project Type:	<input checked="" type="checkbox"/> Bikeway <input type="checkbox"/> Parking <input type="checkbox"/> Education <input type="checkbox"/> Policy

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

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

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

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

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

Mitigation Measures or Standard Conditions	Applicable?
A.3a Travel Lane Removal: Redesign for acceptable LOS	No
A.4a MTS Analysis: Redesign for acceptable V/C ratio	No
A.7a Transit Streets Analysis: Redesign for acceptable LOS	No
A.7b Transit Streets Analysis: Redesign for acceptable V/C ratio	No
A.12a Coordination with other roadway projects	Yes
Standard Conditions	Yes

Part IV: Project Evaluation (all projects)

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

Discussion:

The Transportation Services Division evaluated the potential impacts of this project by completing the study requirements established by the Bicycle Master Plan (2007), "Requirements for Bikeway Feasibility Studies" (Appendix G of Plan). The applicable tasks are identified in Part II (above). The relevant documents are identified under "References" below. The studies included the analysis of intersection operations at twelve signalized intersections on Webster Street, Franklin Street, and Broadway between 14th Street and 25th Street.

The bikeway will reduce the number of motor vehicle travel lanes from four (4) through lanes to three (3) through lanes on Franklin Street between 14th Street and 20th Street, and on Webster Street between 14th Street and 19th Street; and from three (3) through lanes to two (2) through lanes on Franklin Street between 20th Street and 22nd Street, and on Webster Street between 19th Street and 25th Street. As per the analysis of intersection operations, the project does not cause significant impacts and thus the project does not include transportation-related mitigation measures. The project is not on an AC Transit bus line and thus will not affect AC Transit's operations. The project is not on the Metropolitan Transportation System.

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

References

- Bicycle Master Plan (4-Dec-07)
- Bicycle Master Plan Programmatic EIR (4-Dec-07)
- Webster St (14th St to 25th St) striping plan (November 2009)
- Franklin St (14th St to 22nd St) striping plan (November 2009)
- Broadway Corridor Bikeway Feasibility Study (4-Dec-07)

Part V: Project Approval (*all projects*)

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

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

Prepared by: Jason Patton

Date Prepared: 3-Sep-2010

Date of Project Approval: _____

City Council Resolution (if applicable): _____

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

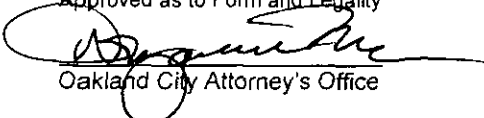
**OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM**

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

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2010 OCT 14 PM 2:11

Approved as to Form and Legality


Oakland City Attorney's Office

OAKLAND CITY COUNCIL

Resolution No. _____ C.M.S.

Introduced by Councilmember _____

**RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR, OR HIS
DESIGNEE, TO ACCEPT AND APPROPRIATE NINETY THOUSAND
DOLLARS (\$90,000.00) IN TRANSPORTATION FOR CLEAN AIR
FUNDS FOR THE WEBSTER/FRANKLIN STREETS BIKEWAY
PROJECT**

WHEREAS, AB 434 (Sher, Statutes of 1991) and AB 414 (Sher, Statutes of 1995) permit the Bay Area Air Quality Management District to collect a fee of up to \$4.00 per vehicle per year for the Transportation Fund for Clean Air (TFCA) and related programs to reduce emissions from motor vehicles; and

WHEREAS, the Alameda County Congestion Management Agency (CMA) has been designated by the Bay Area Air Quality Management District as program manager in Alameda County for the annual allocation of TFCA program funds; and

WHEREAS, the City of Oakland submitted an application to the Alameda County Congestion Management Agency (CMA) in March 2010 requesting Transportation Fund for Clean Air (TFCA) grant funds for the Webster/Franklin Streets Bikeway Project; and

WHEREAS, CMA staff recommends programming \$90,000.00 of TFCA grant funds for the Webster/Franklin Streets Bikeway Project; and

WHEREAS, the grant will fund:

- Construction of bikeways on Webster Street, 14th Street to 25th St, and on Franklin Street, 14th Street to 22nd Street; and
- Installation of bicycle wayfinding signage along the Webster/Franklin Streets Bikeway and along Broadway, extending north to MacArthur Blvd; and

WHEREAS, no local match is required for TFCA Program Manager funds; and

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

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

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

FURTHER RESOLVED: That the City Council hereby authorizes acceptance and appropriation of \$90,000.00 in TFCA grant funds for the Webster/Franklin Streets Bikeway Project; and be it

FURTHER RESOLVED: That the City Council hereby appropriates the \$90,000.00 in grant funds into Transportation Fund for Clean Air Fund (2166), Capital Projects – Transportation Services Organization (92246), Street Construction Account (57411), and a new project number to be established; and be it

FURTHER RESOLVED: That the City Administrator, or his designee, is authorized to execute and submit all documents, payment requests, and related actions, and to appropriate any additional funds received for the completion of the Webster/Franklin Streets Bikeway Project for the purposes described above.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, QUAN, REID, AND
PRESIDENT BRUNNER

NOES –

ABSENT –

ABSTENTION –

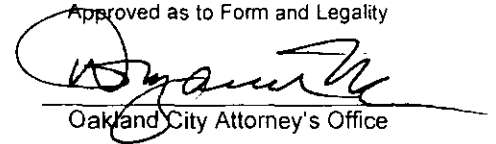
ATTEST:

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

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2010 OCT 14 PM 2:11

Approved as to Form and Legality



Oakland City Attorney's Office

OAKLAND CITY COUNCIL

Resolution No. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE INSTALLATION OF CLASS II BICYCLE LANES ON WEBSTER AND FRANKLIN STREETS BY REDUCING TRAVEL LANES FROM FOUR (4) THROUGH LANES TO THREE (3) THROUGH LANES ON FRANKLIN STREET BETWEEN 14TH STREET AND 20TH STREET, AND ON WEBSTER STREET BETWEEN 14TH STREET AND 19TH STREET; AND FROM THREE (3) THROUGH LANES TO TWO (2) THROUGH LANES ON FRANKLIN STREET BETWEEN 20TH STREET AND 22ND STREET, AND ON WEBSTER STREET BETWEEN 19TH STREET AND 25TH STREET

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

WHEREAS, the Bicycle Master Plan identifies Webster and Franklin Streets as priority projects for the installation of bicycle lanes ("Project"); and

WHEREAS, the installation of bicycle lanes on Franklin Street between 14th Street and 19th Street and Webster Street between 14th Street and 20th Streets will require the reduction of travel lanes from four (4) through lanes to three (3) through lanes, and the installation of bicycle lanes on Franklin Street between 20th Street and 22nd St and Webster Street between 20th Street and 25th Street will require the reduction of travel lanes from three (3) through lanes to two (2) through lanes; and

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

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

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

RESOLVED: That the City Council, as the CEQA Lead Agency, has independently reviewed, analyzed, and considered the 2007 Bicycle Master Plan EIR and the Feasibility Study undertaken

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

FURTHER RESOLVED: That the City Council authorizes the installation of bicycle lanes on Franklin Street between 14th Street and 20th Street and Webster Street between 14th Street and 20th Street by reducing the number of travel lanes from four (4) through lanes to three (3) through lanes, and the installation of bicycle lanes on Franklin Street between 20th Street and 22nd Street and Webster Street between 20th Street and 25th Street by reducing the number of travel lanes from three (3) through lanes to two (2) through lanes.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, QUAN, REID, AND
PRESIDENT BRUNNER

NOES -

ABSENT -

ABSTENTION -

ATTEST:

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