

CITY OF OAKLAND
AGENDA REPORT

2010 APR -1 PM 6: 26

TO: Office of the City Administrator
ATTN: Dan Lindheim
FROM: Community & Economic Development Agency
DATE: April 13, 2010

RE: **Resolution Authorizing the City Administrator, or His Designee, to Accept and Appropriate Two Hundred Forty-Two Thousand Five Hundred Dollars (\$242,500.00) in Regional Measure 2 Safe Routes to Transit Funds for the MacArthur BART Bicycle Access Project – Phase II and Authorizing the Submittal of the Allocation Request to the Metropolitan Transportation Commission for the Funds Awarded under this Grant**

Resolution Authorizing the Installation of Class II Bicycle Lanes on West MacArthur Boulevard by Reducing Travel Lanes from Six (6) Through Lanes to Four (4) Through Lanes between Telegraph Avenue and Broadway

SUMMARY

Two resolutions have been prepared: The first authorizes the City Administrator, or his designee, to accept and appropriate up to \$242,500.00 in Regional Measure 2 Safe Routes to Transit Funds for the MacArthur BART Bicycle Access Improvement Project – Phase II. The project includes three components: (1) design of a bikeway in the 40th Street corridor between Adeline Street and Webster Street; (2) construction of a bikeway on 41st Street from Webster Street to Piedmont Avenue; and (3) construction of a bikeway on West MacArthur Boulevard from Telegraph Avenue to Broadway. See *Attachment A*.

The second resolution approves the removal of travel lanes and the installation of bicycle lanes on West MacArthur Boulevard between Telegraph Avenue and Broadway. The bikeway on West MacArthur Boulevard requires the conversion of travel lanes to bicycle lanes. Per Council policy, staff must seek City Council approval for bicycle projects that require the reduction in the number of travel lanes on a roadway. See *Attachment B*.

FISCAL IMPACT

Approval of these resolutions will authorize the City Administrator, or his designee, to accept and appropriate up to \$242,500.00 in Regional Measure 2 Safe Routes to Transit Funds. The funds will be deposited into Metropolitan Transportation Commission Program Grant Fund (2163), Capital Projects – Transportation Services Organization (92246), Street Construction Account (57411), and a new project number to be established.

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The grant has a local match of \$61,000.00 from the following sources:

- \$50,000.00 from Measure B Bicycle/Pedestrian Pass-Thru Fund (2212), Capital Improvement Program – Bicycle Facilities Design and Implementation Project FY 09-11 (C371610), Capital Projects – Transportation Services Organization (92246), Contract Contingencies Account (54011);
- \$11,000.00 from State Gas Tax Fund (2230), Bicycle Route Signage – Local Match Project (G226620), Traffic Maintenance Organization (30523), Miscellaneous Payroll Adjustment Account (51912).

The \$242,500.00 grant and the \$61,000.00 local match amount to a total project budget of \$303,500.00.

Design and construction for the bikeways on 41st Street and West MacArthur Boulevard is estimated at \$83,500.00. The Regional Measure 2 Safe Routes to Transit grant funds will cover \$62,500.00 with the balance of \$21,000.00 paid by the local match. Design of the 40th Street bikeway is estimated at \$220,000.00 with grant funds available for \$180,000.00 and the balance of \$40,000.00 to be paid by the local match.

BACKGROUND

Regional Measure 2 Safe Routes to Transit Funds are available from the Metropolitan Transportation Commission (MTC) for projects that improve bicyclist and/or pedestrian access to regional transit stations and stops. The program is funded by Regional Measure 2, a bridge toll increase on the seven State-owned bridges in the San Francisco Bay Area that was approved by voters in 2004. The grant program is currently in its third round of funding with two more rounds anticipated in 2011 and 2013.

The MacArthur BART Bicycle Access Project seeks to improve east-west bicycle access between MacArthur BART, the Piedmont Avenue neighborhood, Kaiser Hospital, and the City of Emeryville. From 2006 to 2008, the City completed Phase I of the project: a planning and feasibility study of possible bikeways that considered the needs of bicyclists, transit and shuttle operators, and vehicular circulation. The project was funded in part by Cycle 1 of the Safe Routes to Transit grant program.

Completed in June 2008, the study recommends a bikeway on 40th Street from Adeline Street to Webster Street, continuing on 41st Street from Webster Street to Piedmont Avenue. The two segments are connected by one block of Webster Street, part of the existing Webster/Shafter bike route from downtown Oakland to UC Berkeley. The study also recommends a bikeway on West MacArthur Boulevard from the BART Station Frontage Road to Broadway.

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Phase II of the project includes the design of the 40th Street bikeway from Adeline Street to Webster Street, construction of the 41st Street bikeway from Webster Street to Piedmont Avenue, and construction of the West MacArthur Boulevard bikeway from Telegraph Avenue to Broadway. The portion of the West MacArthur Boulevard bikeway from the BART Frontage Road to Telegraph Avenue will be constructed at a future date in coordination with the MacArthur Transit Village project.

These projects are included as priorities in the City of Oakland's Bicycle Master Plan as a means of implementing the Plan's Safe Routes to Transit policies:

- 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.
 - 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 Bicycle Master Plan identifies these projects – 40th Street, 41st Street, and West MacArthur Boulevard – as priority projects for implementing the Safe Routes to Transit policies. These projects also meet the prioritization criteria for Transit-priority Zones in the Alameda Countywide Bicycle Plan because they would connect a major transit station (MacArthur BART) to countywide bicycle corridors (Market Street and Telegraph Avenue).

The purpose of these policies is to promote bicycling as a viable means of transportation and reduce the number of private automobile trips to transit stations. Based on an analysis in the Bicycle Master Plan, over 96,000 Oakland residents live within two miles of MacArthur BART. This two-mile distance equates to a comfortable 12-minute bicycle ride. As of 2008, the MacArthur BART station had amongst the highest bicycle mode share of all BART stations in the San Francisco Bay Area. For home-based trips, 8.2% of patrons traveled to MacArthur BART by bicycle, the seventh highest bicycle mode share out of the 43 stations in the BART system. Similarly, MacArthur BART ranked fourth in the system for the absolute number of people accessing the station by bicycle. From 1998 to 2008, bicycle usage at MacArthur BART has doubled. But significant opportunities remain. At the time of the 2008 survey, there were no bikeways connecting to MacArthur BART. The proposed projects on 40th Street, 41st Street, and West MacArthur Boulevard are coordinated with the site improvements and access plan for the MacArthur Transit Village Project. Furthermore, the proposals build on the 40th Street streetscape improvements from Martin Luther King, Jr Way to Telegraph Avenue that were completed in 2009.

In preparing for the Phase II project, City staff has completed extensive community outreach. In April 2009, staff sent an outreach mailer (*Attachment A*) to 666 addresses within one block of the project area along 40th Street and 41st Street. The mailer requested input on the installation of bikeway guide signage on these two streets plus bikeway striping on 41st Street. Eight percent (51) of recipients responded with 82% (42) in favor, 10% (5) opposed, and 8% (4) with no

opinion. For the West MacArthur Boulevard project, staff sent an outreach mailer (*Attachment B*) in December 2009 to 250 addresses within one block of the project area. Eight percent (19) of recipients responded with 95% (18) in favor and 5% (1) opposed. For the 40th Street project, staff conducted six outreach presentations with a total of 140 attendees. The participating groups were the Greater Mosswood Neighborhood Association, Longfellow neighbors, Piedmont Avenue Neighborhood Improvement League, Temescal neighbors, Temescal Neighborhood Crime Prevention Council Beat 12X, and the City's Bicycle and Pedestrian Advisory Committee (BPAC). The outcome of these presentations is described below under "Key Issues and Impacts."

KEY ISSUES AND IMPACTS

40th Street Bikeway

In September and October 2009, City staff made six community presentations to hear neighbors' ideas regarding the proposed 40th Street bikeway. In particular, the feasibility study completed in June 2008 recommends narrowing the median to accommodate the installation of bicycle lanes. This recommendation would affect landscaping that has been planted and maintained by neighbors in recent years. At the meetings, staff heard that residents were concerned about how the bikeway could adversely affect the median plantings. Staff also heard that people value improved bicycle access in North Oakland. Based on the community feedback, staff revised the scope of work to assess additional opportunities for adding greenery throughout the corridor and to further evaluate 41st Street an alternative to 40th Street between Telegraph Avenue and Webster Street. Staff will then conduct community outreach to solicit input on the preferred alternatives. On the east side of MacArthur BART, the staff will either design an alternative route via 41st Street or design the median modification on 40th Street with additional landscaping. On the west side of MacArthur BART, staff will proceed with the design of the median modification as part of the grant only if it is supported by the public based on the further public outreach and discussion noted above. These modifications to the original scope of work are approved by the funder.

West MacArthur Boulevard Bikeway

City policy requires Council approval of bicycle lane projects that convert motor vehicle travel lanes to bicycle lanes. The Transportation Services Division evaluated the potential traffic impacts of the West MacArthur Boulevard bikeway as part of the Phase I planning and feasibility study completed by the consulting firm of DMJM Harrison/AECOM. The feasibility study is available at www.oaklandpw.com/AssetFactory.aspx?did=3679. This analysis was undertaken and completed in cooperation with AC Transit and the Emery-Go-Round to ensure that the recommended projects would not adversely affect bus or shuttle operations. The analysis showed that the project would not result in a significant impact to traffic operations under existing conditions and the future-year scenario that included projected growth. AC Transit staff participated in the study following the protocol specified by the Bicycle Master Plan (2007) and

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the Transit Streets Cooperative Agreement (Oakland City Council Resolution No. 80566 C.M.S.).

For environmental clearance under the California Environmental Quality Act (CEQA), the City is relying on the previously certified and adopted Environmental Impact Report for the Bicycle Master Plan (2007). No further environmental review is required to be performed because there are no new impacts or an increase in the severity of impacts (*Attachment C*: Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan). Thus none of the criterion necessitating further environmental review under CEQA Guidelines Section 15162 is present. On a separate and independent basis, the project is categorically exempt pursuant to CEQA Guidelines Sections 15301(c) and/or 15404(h).

PROJECT DESCRIPTION

The project includes three components. First, the project will design a bikeway in the 40th Street corridor from Adeline Street to Webster Street, extending the existing bicycle lanes on 40th Street from Martin Luther King, Jr Way to Telegraph Avenue. Design options include (a) narrowing the median to accommodate bicycle lanes; (b) lengthening the median to replace and enhance the existing landscaping; and (c) rerouting the bikeway onto 41st Street to the east of Telegraph Avenue through the installation of a traffic signal at Telegraph Avenue and 41st Street.

Second, the project will construct a bikeway on 41st Street from Webster Street to Piedmont Avenue. The majority of the segment – from Webster Street to Montgomery Street – will include the shared lane pavement marking (“sharrow”). The remainder of the segment from Montgomery Street to Piedmont Avenue includes bicycle lanes. *Attachment A* shows the existing and proposed lane configurations as well as bikeways on connecting streets.

Third, the project will add bicycle lanes to West MacArthur Boulevard from Telegraph Avenue to Broadway by reducing the number of motor vehicle travel lanes from six (6) through lanes to four (4) through lanes. *Attachment B* shows the existing and proposed lane configurations as well as bikeways on connecting streets.

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 the Piedmont Avenue commercial district.

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 and thereby contribute to the City's efforts in reducing 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 at five crossings by reducing the number of travel lanes on West MacArthur Boulevard at Latimer Place, Ruby Street, Webster Street, Shafter Avenue, and Manila Avenue. The project may also have a traffic calming effect on West MacArthur Boulevard. These changes will provide an overall benefit for senior citizens and persons with disabilities.

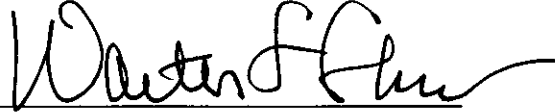
RECOMMENDATION(S) AND RATIONALE

Staff recommends that the City Council authorize the City Administrator, or his designee, to accept and appropriate \$242,500.00 in Regional Measure 2 Safe Routes to Transit Funds for the MacArthur BART Bicycle Access Improvement Project – Phase II. Staff also recommends that the City Council approve the installation of bicycle lanes on West MacArthur Boulevard from Telegraph Avenue to Broadway by reducing the number of motor vehicle travel lanes from six (6) through lanes to four (4) through lanes. These resolutions will allow the City to proceed with bicycle access improvements to the MacArthur BART Station as 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,



Walter S. Cohen, Director

Community and Economic Development Agency

Reviewed by:

Michael J. Neary, P.E.

Deputy Director

Wladimir Wlassowsky, P.E.

Transportation Services Division Manager

Prepared by:

Jason Patton, Bicycle and Pedestrian Program Manager

Transportation Services Division

APPROVED AND FORWARDED TO THE
PUBLIC WORKS COMMITTEE:


Office of the City Administrator

ATTACHMENTS

- A. Outreach Flyer, 40th/41st St Bikeway Project, Adeline St to Piedmont Ave
- B. Outreach Flyer, West MacArthur Blvd Bikeway Project, Telegraph Ave to Broadway
- C. Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan

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40th/41st Street Bikeway Project, Adeline St to Piedmont Ave



DESCRIPTION

The City of Oakland is seeking public input on a project to improve bicycle access to the MacArthur BART Station. The first phase would install bikeway guide signs along 40th/41st Sts, and is planned for completion in 2009, in partnership with BART. (For more information on the signage system, see <http://tinyurl.com/dmzbzy>.) The next phase of the project would install pavement markings on 41st St from Webster St to Piedmont Ave, and is planned for completion in 2010. (See proposed cross sections on the reverse.)

Construction of both phases would be funded by a combination of gas tax revenues and Oakland's share of Alameda County Transportation Improvement Authority funding solely dedicated to bicycle and pedestrian projects. Future phases are currently under development.

FEASIBILITY

In 2008, the City completed a study that reviewed the feasibility of a bikeway on 40th/41st Sts, from Piedmont Ave to the Emeryville border, as proposed in Oakland's Bicycle Master Plan. As shown below, the alignment resulting from the study is on 40th St from the Emeryville city border to Webster St, and, via a one-block jog on Webster St, on 41st St to Piedmont Ave. No parking or travel lanes would be removed to install this bikeway. For study details, see <http://tinyurl.com/6m84n3>.

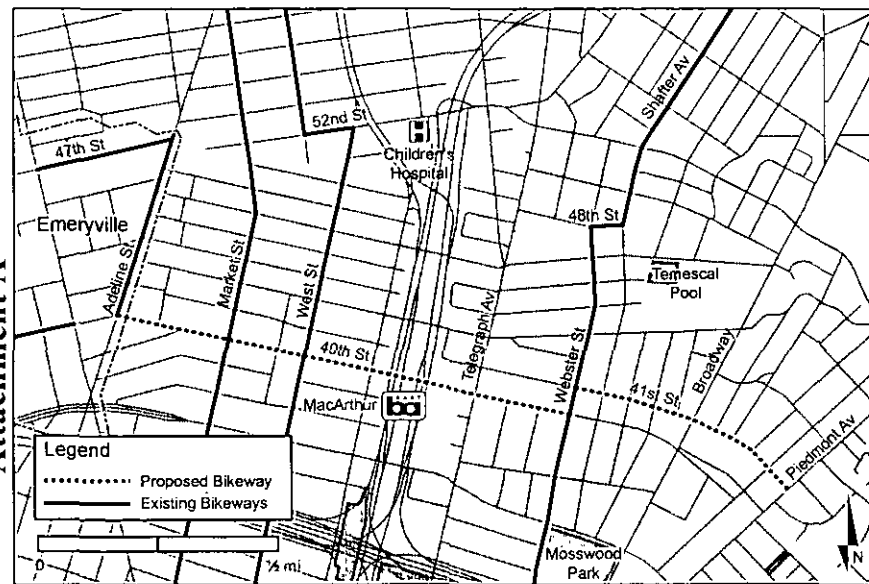
CONTEXT

This project would facilitate bicycling to the MacArthur BART on 40th/41st Sts, connecting the station to Piedmont Ave to the east and Emeryville to the west. Many patrons currently access the MacArthur station by bicycle, and a recent project installed bike lanes on 40th St directly adjacent to the station between Telegraph

Ave and Martin Luther King Jr Way. BART also recently installed 38 multi-user, electronic bicycle lockers to help accommodate demand.

Oakland's Bicycle Master Plan (BMP) calls for the installation of bikeways throughout Oakland to encourage bicycling as a healthy, non-polluting and affordable transportation option. Bikeways leading to BART stations are designated as high-priority projects in the BMP adopted by City Council in 2007.

PROJECT AREA MAP



Attachment A

SUBMIT COMMENTS

Please provide your input by **June 1, 2009**. To use this form, write your comments below and your return address on the reverse, cut along the dotted line, stamp and mail. Or, you may e-mail (bikeped@oaklandnet.com) or fax (238-6412) your comments. Make sure to include your name and street address and indicate you are commenting on the 40th/41st Street Bikeway Project, Adeline St to Piedmont Ave.

Please check one of the following three boxes, and then provide supporting comments.

- I support the bikeway proposal.
- I do not support the bikeway proposal.
- I have no opinion.

Signature: _____

(Please also write name and address on reverse before mailing.)

- Please add me to the bicycle program contact list so I can receive occasional updates on City of Oakland bike projects.

Email address: _____

REQUIRED INFORMATION

Name: _____

Address: _____

Oakland, CA _____
(Zip Code)

\$0.42
stamp
required
(\$0.44
after
May 11)

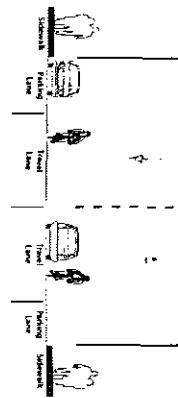
**City of Oakland, Transportation Services Division
Attn: Bicycle/Pedestrian Facilities Program
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612**

 City of Oakland, Transportation Services Division
Bicycle/Pedestrian Facilities Program
CITY OF 250 Frank Ogawa Plaza, Suite 4344
OAKLAND Oakland, CA 94612

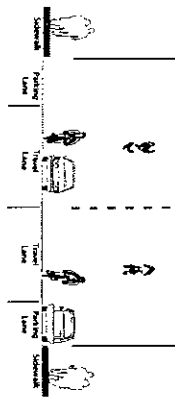
The City welcomes your input on the 40th/41st Street Bikeway Project, Adeline St to Piedmont Ave, by mail, e-mail or fax by Monday, June 1, 2009.

**40th/41st Sts Bikeway Project,
Adeline St to Piedmont Ave**
Typical Cross Sections

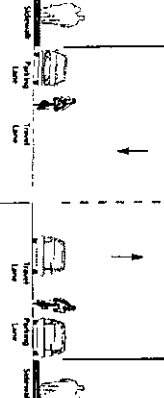
**41st St, Webster St-Montgomery St
Existing**



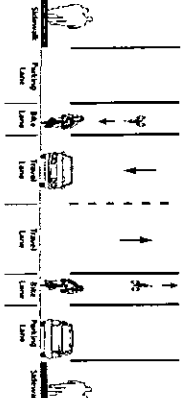
Proposed




**41st St, Montgomery St-Piedmont Ave
Existing**



Proposed



SHARROW
The shared roadway bicycle marking (aka "sharrow," pictured right) encourages bicyclists to ride clear of the "door zone," and advises motorists to expect bicyclists. Learn more at <http://tinyurl.com/3656ms>.



West MacArthur Blvd Bikeway Project, Telegraph Ave to Broadway

DESCRIPTION

The City of Oakland is proposing to install a new bikeway on West MacArthur Blvd between Telegraph Ave and Broadway. The bikeway, recommended in the City's Bicycle Master Plan (BMP), would be installed in late 2010 or spring 2011 and would be funded by a "Safe Routes to Transit" grant from the Metropolitan Transportation Commission.

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 project would reduce the number of motor vehicle travel lanes from six (6) through lanes to four (4) through lanes, and add bicycle lanes in each direction. Reducing travel lanes would also improve pedestrian safety and diminish speeding. No parking spaces would be removed.

The City conducted a traffic feasibility study that demonstrated that the project could be designed to avoid significant impacts on motor vehicle traffic flow, now and 20 years in the future. At Telegraph Ave and at Broadway, the current three-lane configuration would be retained to facilitate turning movements. Approaching these intersections, the shared use

lane marking (aka "sharrow") would be installed to mark a continuous bikeway. See the reverse for roadway cross sections and more information on the sharrow.

The bikeway design would dovetail with an upcoming project to create an opening for pedestrians in the center median on West MacArthur Blvd at Shafter Ave. (The median was closed to prevent motor vehicle traffic from cutting through the neighborhood as part of the Kaiser Hospital Expansion project.) The proposed bikeway would provide a wider, better-protected median crossing for pedestrians and bicyclists.

CONTEXT

The West MacArthur Blvd Bikeway Project would complete a 0.4 mile link in the City's bikeway network and improve bicycle access to a major transit hub (BMP Policy 1C). Related projects and plans in the vicinity include: a new bikeway on 41st St (Piedmont Ave to Webster St); bicycle wayfinding signs on 40th St (Webster St to the Emeryville border); and extending the MacArthur Blvd bikeway west to connect to the MacArthur BART Transit Village frontage road. The extension of bike lanes on 40th St is also under study; learn more at <http://tinyurl.com/y9mv9tr>.

To serve the many commuters that bicycle to the MacArthur BART Station (and encourage others to bicycle), the City installed bike lanes on 40th St (Telegraph Ave to MLK Jr Way), and BART installed 40 electronic, multi-user, bicycle lockers (for a total of 124 bicycle parking spaces at the station). Both projects were completed in 2009.



SUBMIT COMMENTS

Please provide your input by **Friday, January 8, 2010**. To use this form, write your comments below and your return address on the reverse, cut along the dotted line, stamp and mail. Or, you may e-mail (bikeped@oaklandnet.com) or fax (238-6412) your comments. Make sure to include your name and street address and indicate you are commenting on the **West MacArthur Blvd Bikeway Project**.

Please check one of the following three boxes, and provide supporting comments if desired.

- I support the bikeway proposal.
- I do not support the bikeway proposal.
- I have no opinion.

Signature: _____

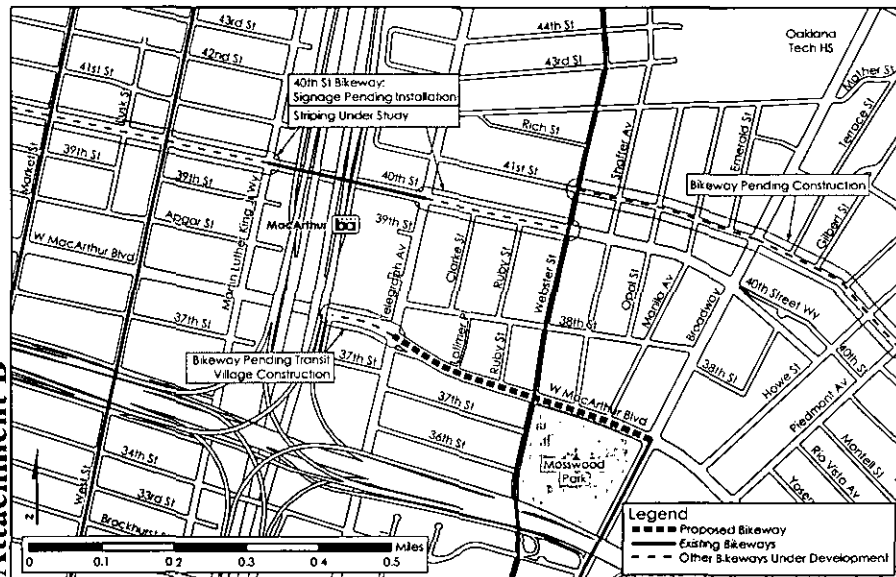
(Please also write name and address on reverse before mailing.)

BIKE OAKLAND

Please add my name to the bicycle program contact list so I can receive occasional updates on City of Oakland bikeway improvement projects.

Email address: _____

PROJECT AREA MAP



Attachment B

REQUIRED INFORMATION

Name: _____

Address: _____

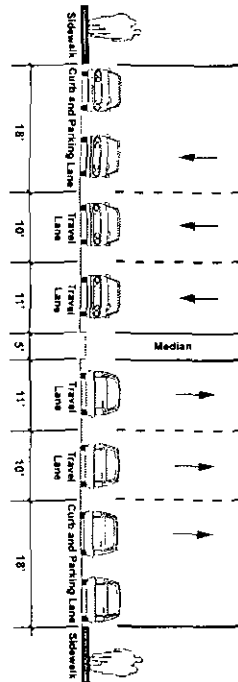
Oakland, CA _____
(Zip Code)

\$0.44
stamp
required

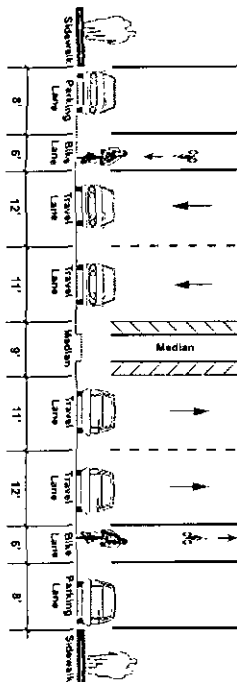
City of Oakland, Transportation Services Division
Attn: Bicycle & Pedestrian Facilities Program
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612

West MacArthur Blvd Bikeway Project: Cross Section

Existing



Proposed



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 <http://tinyurl.com/36s6ms>.

City of Oakland, Transportation Services Division
Bicycle & Pedestrian Facilities Program
(510) 236-3983 | bikeped@oaklandnet.com
www.oaklandbikes.info
December 2009

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

The City welcomes your input on the West MacArthur Bikeway Project by mail, e-mail or fax by Friday, January 8, 2010. Please feel free to share this flyer with others in your neighborhood.

Attachment C

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:	MacArthur BART Bicycle Access Project, Phase II
Project Location:	Location #1: 41 st St (Piedmont Ave-Webster St); Location #2: West MacArthur Blvd (Broadway-Telegraph Ave)
Project Description:	The project will add new bikeways at two locations. At Location #1, the project will add bike lanes on 41 st St (Piedmont Ave-Montgomery St), an arterial bike route on 41 st St (Montgomery St-Broadway), and a bike boulevard on 41 st St (Broadway-Webster St). At Location #2, the project will add bike lanes on West MacArthur Blvd (Broadway-Telegraph Ave) and reduce the number of motor vehicle travel lanes from three lanes to two lanes in each direction.
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	Yes	Yes
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	Yes
A.4a MTS Analysis: Redesign for acceptable V/C ratio	No
A.7a Transit Streets Analysis: Redesign for acceptable LOS	No

Attachment C

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 (1) intersection operations at three signalized intersections on West MacArthur Blvd; and (2) the segment volume-to-capacity ratio for MacArthur Blvd (Broadway to Telegraph Ave), part of the Metropolitan Transportation System (MTS).

The bikeway at Location #1 does not affect motor vehicle traffic patterns and thus the analyses consist of the documentation included in the Bicycle Master Plan plus the plans for the individual project. The bikeway at Location #2 reduces the number of travel lanes from three lanes to two lanes in each direction. To avoid significant impacts on motor vehicle delay, the bike lanes are dropped approaching the intersections of Broadway and Telegraph Ave. Retaining three lanes approaching these intersections fulfills Mitigation Measure A.3a of the Mitigation Monitoring and Reporting Program for the 2007 Bicycle Master Plan's Programmatic Environmental Impact Report. The project is not on an AC Transit bus line and thus will not affect AC Transit's operations.

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)
- 41st St (Piedmont Ave to Webster St) striping plan (July 2009)
- West MacArthur Blvd (Broadway to Telegraph Ave) striping plan (August 2009)
- MacArthur BART Station Safe Routes to Transit Bicycle Facility Feasibility Study (20-Jun-08)
- West MacArthur Blvd (Broadway to Telegraph Ave) MTS analysis (22-Jan-10)

Attachment C

Part V: Project Approval (all projects)

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

Location #1: 41st St (Piedmont Ave-Webster St)

- 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.

Location #2: West MacArthur Blvd (Broadway-Telegraph Ave)

- 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: 22-Jan-10

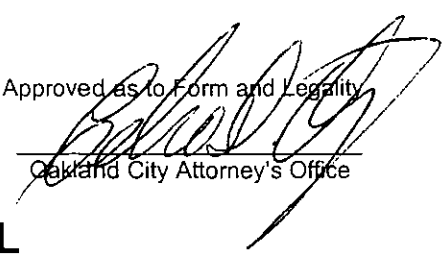
Date of Project Approval: [pending]

City Council Resolution (if applicable): _____

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2010 APR -1 PM 6:27

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 TWO HUNDRED FORTY-TWO THOUSAND FIVE HUNDRED DOLLARS (\$242,500.00) IN REGIONAL MEASURE 2 SAFE ROUTES TO TRANSIT FUNDS FOR THE MACARTHUR BART BICYCLE ACCESS PROJECT – PHASE II AND AUTHORIZING THE SUBMITTAL OF THE ALLOCATION REQUEST TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE FUNDS AWARDED UNDER THIS GRANT

WHEREAS, the City of Oakland submitted an application to the Metropolitan Transportation Commission's (MTC) Safe Routes to Transit Grant Program in August 2009 requesting grant funds for the MacArthur BART Bicycle Access Project – Phase II; and

WHEREAS, MTC administers the Safe Routes to Transit Grant Program from Regional Measure 2 funds; and

WHEREAS, in December 2009, MTC staff recommended programming \$242,500.00 of Regional Measure 2 grant funds for the MacArthur BART Bicycle Access Project – Phase II; and

WHEREAS, the grant will fund the following improvements:

- Construction of the 41st Street Bikeway from Webster Street to Piedmont Avenue;
- Construction of the West MacArthur Boulevard Bikeway from Telegraph Avenue to Broadway;
- Design of the 40th Street Bikeway from Adeline Street to Webster Street; 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 MacArthur BART Bicycle Access Improvement Project – Phase II 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; and

WHEREAS, the requirements of the California Environmental Quality Act of 1970 (“CEQA”), the CEQA Guidelines as prescribed by the Secretary of Resources, and the provisions of the Environmental Review Regulations of the City of Oakland have been satisfied; 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 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 (Exhibit A); and be it

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 (Exhibit A); 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 MacArthur BART Bicycle Access Project – Phase II in accordance with California Streets and Highways Code 30914(c); and be it

FURTHER RESOLVED: That the City of Oakland certifies that the projects and purposes for which Regional Measure 2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; and be it

FURTHER 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 because the criteria of CEQA Guidelines Section 15162 requiring additional environmental review have not been met, and that, specifically, and without limitation, the City Council finds and determines that 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; 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 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 Regional Measure 2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of Regional Measure 2 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) are collected, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements 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 Regional Measure 2 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 the 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: That the City of Oakland authorizes the City Administrator, or his designee, to execute and submit an allocation request for design and construction phases with MTC for Regional Measure 2 funds in the amount of \$242,500.00, for the project, purposes and amounts included in the Initial Project Report attached to this resolution (Exhibit A); and be it

FURTHER RESOLVED: That the City Administrator, or his designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the Initial Project Report as he 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's application referenced herein; and be it

FURTHER RESOLVED: That the City Council hereby appropriates the \$242,500.00 in grant funds into Metropolitan Transportation Commission Program Grant Fund (2163), 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 MacArthur BART Bicycle Access Project – Phase II 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

Regional Measure 2 – INITIAL PROJECT REPORT

Regional Measure 2 Initial Project Report (IPR)

Project Title:

MacArthur BART Station Bicycle Access Project—Phase II

RM2 Project No.

20.307

Allocation History:

	MTC Approval Date	Amount	Phase
#1:			
#2			
#3			

Total: \$

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
	\$180,000.00	PS&E
	\$62,500.00	Construction

Exhibit A

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

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

City of Oakland, Community & Economic Development Agency

B. Project Purpose

The **MacArthur BART Station Bicycle Access Project—Phase II** will implement the recommendations of the MacArthur BART Station Bicycle Access Project—Phase I, a plan completed in 2008 and funded by Cycle 1 of the Safe Routes to Transit program. As per the goals of the plan, the project will design and/or construct east-west bikeways on 40th St, 41st St, and W MacArthur Blvd. These bikeways connect MacArthur BART to Emeryville, the Piedmont Ave commercial district, and Kaiser Hospital, as well as to existing north-south bikeways on Adeline St, Market St, West St, Webster St, and Broadway.

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

The project has two phases:

1. CON: construct two new bikeways (a 0.5-mile bikeway on 41st St, Webster St to Piedmont Ave and a 0.4-mile bikeway on W MacArthur Blvd, Telegraph Ave to Broadway); and
2. PS&E: evaluate and design approximately ½-mile of new bikeway on 40th and/or 41st Sts (Adeline St to Webster St). The evaluation will focus on ways to maximize landscaping on 40th St including:
 - a) installation of a new traffic signal at 41st St and Telegraph Ave;
 - b) removal of left turn pockets on 40th St at four intersections;
 - c) reducing the length of turn pockets on 40th St at five intersections; and
 - d) finding locations for new sidewalk street trees where the sidewalks are sufficiently wide and free of conflicts.

The final design will depend on the results of the evaluation and subsequent community outreach and will include one or more of the following components: traffic signal design; modifications to the center median on 40th St to create roadway width for bike lanes; and landscape design plans for the center median and sidewalks along 40th St (funded by a local match).

Please see the following documents: Attachment 1A (Project Area Map) for bikeway facility types by roadway segment. See Attachments 1B (Bikeway Plans) and 1C (Bikeway Cross-sections) for additional details (provided electronically at www.oaklandbikes.info/AssetFactory.aspx?did=3681).

D. Impediments to Project Completion

None anticipated.

E. Operability

Regional Measure 2 – INITIAL PROJECT REPORT

The bikeways to be constructed will be maintained through the City’s ongoing streets maintenance programs.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

A CEQA Notice of Determination based on the Environmental Impact Report for the Bicycle Master Plan (2007) will be filed in April 2010 (following City Council action to accept the grant).

G. Design –

Complete for the bikeways to be installed; incomplete for the bikeway to be designed using this grant.

H. Right-of-Way Activities / Acquisition –

n/a

I. Construction / Vehicle Acquisition -

Construction is anticipated to be complete before August 2011, and may be completed sooner, as part of a multi-street resurfacing contract.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	0
Design - Plans, Specifications and Estimates (PS&E)	180
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	62.5
Total Project Budget (in thousands)	242.5

K. Project Budget (De-escalated to current year). *Not relevant to this project.*

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

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document	April 2010	April 2010
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	n/a (completed)	n/a (completed)
Final Design - Plans, Specs. & Estimates (PS&E)	July 2009	December 2011
Right-of-Way Activities /Acquisition (R/W)	n/a	n/a
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	November 2011	November 2011

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

Amount being requested (in escalated dollars)	\$242,500
Project Phase being requested	PS&E, CON
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	April 20, 2010
Month/year being requested for MTC Commission approval of allocation	June 2010

M. Status of Previous Allocations (if any)

n/a

Regional Measure 2 – INITIAL PROJECT REPORT

N. Workplan

Workplan in Alternate Format

TASK NO	Description	Deliverables	Completion Date
1	Complete CEQA documentation (grant match)	NOD filed	April 2010
2	Complete designs for bikeways to be constructed (grant match)	Completed designs	June 2010
3	Execute exhibit to on-call contract for landscape consultant	Agreement to on-call contract executed	September 2010
4	Complete evaluation of bikeway alternatives	Evaluation completed	December 2010
5	Configure traffic signals to detect bicycles in project area	Traffic signals configured	June 2011
6	Construct bikeways on 41 st St and W MacArthur Blvd	Installed bikeways	November 2011
7	Complete design for 40 th St bikeway	Completed design	December 2011

O. Impediments to Allocation Implementation

None foreseen.

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

Next Anticipated RM-2 Funding Allocation Request

n/a

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

April 27, 2010

Regional Measure 2 – INITIAL PROJECT REPORT

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Jason Patton

Phone: (510) 238-7049

Title: Bicycle & Pedestrian Program Manager

E-mail: jpatton@oaklandnet.com

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

Information on Person Preparing IPR

Name: *(same as above)*

Phone:

Title:

E-mail:

Address:

Applicant Agency's Accounting Contact

Name: Elma Flores

Phone: (510) 238-6385

Title: Budget & Grants Administrator

E-mail: eflores@oaklandnet.com

Address: 250 Frank Ogawa Plaza, Suite 4314, Oakland, CA 94612

Revised IPR 120905.doc

Exhibit A

RM-2 Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: MacArthur BART Station Bicycle Access Project—Phase II													Project ID: 20.307		
Agency: City of Oakland, Community and Economic Development Agency													Date: 3/24/2010		
TOTAL PROJECT COMMITTED, UNCOMMITTED, TO BE DETERMINED															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING)															
RM2-SR2T	PS&E							20,000	160,000						180,000
RM2-SR2T	CON								62,500						62,500
Measure B Bike/Ped	PS&E							10,000	40,000						50,000
City Gas Tax Fund	CON							11,000							11,000
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
TOTAL PROJECT COMMITTED, UNCOMMITTED, TBD FUNDING TOTAL															
								41,000	262,500						303,500

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).

Exhibit A

RM-2 Initial Project Report

DEFINED SEGMENT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: MacArthur BART Station Bicycle Access Project—Phase II														Project ID: 20.307	
Agency: City of Oakland, Community and Economic Development Agency														Plan Date: 03/24/10	
RM-2 DELIVERABLE SEGMENT (Fully Funded) (Phase or Segment of Total Project)															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
RM2-SR2T	Loc 1: CON								62,500						62,500
City Gas Tax Fund	Loc 1: CON							11,000							11,000
Measure B Bike/Ped	Loc 1: PS&E							10,000							10,000
RM2-SR2T	Loc 2: PS&E							20,000	160,000						180,000
Measure B Bike/Ped	Loc 2: PS&E								40,000						40,000
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
RM-2 SEGMENT FUNDING TOTAL															
								41,000	262,500						303,500

Comments:

Loc 1 refers to two bikeways: 41st St (Webster St-to Piedmont Ave) and W MacArthur Blvd (Telegraph Ave to Broadway). Loc 2 refers to one bikeway: 40th St (Yerba Buena-Martin Luther King Jr Way & Telegraph Ave to Webster St).

(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 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 (optional).

Exhibit A

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				
R/W				
CON / Operating				
Total to date (in thousands)				

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: 20.307
 Date: 3/24/2010

Exhibit A

RM-2 Initial Project Report

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

(Amounts Escalated in Thousands)

Project Title: MacArthur BART Station Bicycle Access Project—Phase II	Project ID: 20.307
Agency: City of Oakland, Community and Economic Development Agency	Plan Date: 03/24/10

RM-2 CASH FLOW PLAN

RM-2 Expenditures	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
ENV/PA&ED													
PS&E						20,000	160,000						180,000
RW													
CON							62,500						62,500

	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
RM-2 CASH FLOW PLAN TOTAL							20,000	222,500						242,500

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 (optional).

Exhibit A

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.

TITLE OF PROJECT MacArthur BART Station Bicycle Access Project—Phase II	RM2 Legislation ID (and project subelements if any) 20.307
NAME AND ADDRESS OF IMPLEMENTING AGENCY City of Oakland, Community & Economic Development Agency 250 Frank Ogawa Plaza, Suite 4344 Oakland, CA 94612	
PS&E PHASE ONLY	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1 DIRECT LABOR of Implementing Agency (Specify by task)			
Grant and project administration	100.00	46.49	4,649
Outreach meetings	35.00	41.00	1,435
Outreach materials development and review	53.00	34.00	1,802
Civil design & review	980.00	51.00	49,980
Striping design & review	180.00	44.50	8,010
Landscape design review	270.00	51.00	13,770
TOTAL DIRECT LABOR			79,646
2 DIRECT BENEFITS (Specify)			
	Benefit Rate	TX/BASE	
	62%	79,646	
TOTAL BENEFIT			49,381
3 DIRECT CAPITAL COSTS (include construction right-of-way or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
TOTAL DIRECT CAPITAL COSTS			0
4 CONSULTANTS (Identify purpose and/or consultant)			
Landscape design (grant match)	400	100	40,000
TOTAL CONSULTANTS			40,000
5 OTHER DIRECT COSTS (Specify, explain costs, if any)			
64% overheads on above labor			50,973
TOTAL OTHER DIRECT COSTS			50,973
6 TOTAL ESTIMATED COST			220,000

Comments:

Rates/hour by task are averages based on the personnel currently anticipated to work on this project. Specific rates/hour and personnel are subject to change. Amount charged will not exceed the amount available. Does not include labor estimate for bikeway design on 41st St and W MacArthur Blvd, a grant match (\$10k).

Date: 3/24/2010

Exhibit A

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.

TITLE OF PROJECT MacArthur BART Station Bicycle Access Project--Phase II	RM2 Legislation ID (and project subelements if any) 20.307
NAME AND ADDRESS OF IMPLEMENTING AGENCY City of Oakland, Community & Economic Development Agency 250 Frank Ogawa Plaza, Suite 4344 Oakland, CA 94612	
CON PHASE ONLY	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1 DIRECT LABOR (Implementing Agency) (Specify by task)			
Striping design, review, and inspection	105	46.26	4,857
Outreach	40	35.00	1,400
Bicyclist traffic signal detection	8	47.50	380
			0
			0
			0
			0
TOTAL DIRECT LABOR			6,637
2 DIRECT BENEFITS (Specify)			
	62%	6,637	
TOTAL BENEFIT			4,115
3 DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition)			
Construction (bikeway striping)	1	47,500	47,500
TOTAL DIRECT CAPITAL COSTS			47,500
4 CONSULTANTS (Identify purpose and/or consultant)			
			0
TOTAL CONSULTANTS			0
5 OTHER DIRECT COSTS (Specify, explain costs, if any)			
64% overheads on above labor			4,248
TOTAL OTHER DIRECT COSTS			4,248
6 TOTAL ESTIMATED COST			62,500

Comments:

Rates/hour by task are averages based on the personnel currently anticipated to work on this project. Specific rates/hour and personnel are subject to change. Amount charged will not exceed the amount available. Does not include labor estimate for wayfinding signage installation, a grant match (\$11k).

Date: 3/24/2010

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2010 APR -1 PM 6:27

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 WEST MACARTHUR BOULEVARD BY REDUCING TRAVEL LANES FROM SIX (6) THROUGH LANES TO FOUR (4) THROUGH LANES BETWEEN TELEGRAPH AVENUE AND BROADWAY

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 West MacArthur Boulevard between Telegraph Avenue and Broadway as a priority project for the installation of bicycle lanes ("Project"); and

WHEREAS, the installation of bicycle lanes on West MacArthur Boulevard between Telegraph Avenue and Broadway will require the reduction of travel lanes from six (6) through lanes to four (4) 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 because the criteria of CEQA Guidelines Section 15162 requiring additional environmental review have not been met, and that, specifically, and without limitation, the City Council finds and determines that 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; and be it

FURTHER RESOLVED: That the City Council adopts the Mitigation Monitoring and Reporting Program (MMRP), as set forth in Exhibit A, attached hereto and incorporated herein by reference, and that the monitoring and reporting of CEQA mitigation measures in connection with the project shall be conducted in accordance with the MMRP, and that adoption of this program shall constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA, and that all proposed mitigation measures are capable of being fully implemented, and shall be implemented, by the efforts of the City of Oakland or other identified public agencies or entities of responsibility as set forth in the conditions of approval and the MMRP; and be it

FURTHER RESOLVED: That the City Council authorizes the installation of bicycle lanes on West MacArthur Boulevard between Telegraph Avenue and Broadway by reducing the number of travel lanes from six (6) through lanes to four (4) 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

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.1: 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 considerations.		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.

**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
	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		
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	Mitigation Measure A.7a: Implement Mitigation Measure A.3a (Redesign to maintain acceptable levels of service).		Less Than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	Prior to project completion

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Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
service.	Mitigation Measure A.7b: Implement Mitigation Measure A.4a (Redesign to maintain acceptable volume-to-capacity ratios).		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division, Alameda Congestion Management Agency	Prior to project completion
A.8: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, would cause construction impacts.	Standard Condition A.7c: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
A.8: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, would cause construction impacts.	Standard Condition A.8: Prior to commencing any construction or alterations related to the project, the construction contractor shall meet with the Transportation Services Division and other appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion that may result during construction of this project and other nearby projects that could be simultaneously under construction. Specifically: <ul style="list-style-type: none"> • The construction contractor shall not block roadways or sidewalks so that adjacent residents or occupants would be adversely affected from getting to and from their respective property. Notify adjacent property owners and public safety personnel regarding when major (temporary) detours and or lane closures will occur due to construction activities. Notification shall occur not less than 48 hours before commencing such activities. • The construction contractor shall locate construction staging areas 		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>for materials, equipment, and vehicles in areas as to not impede safe pedestrian and vehicular traffic.</p> <ul style="list-style-type: none"> • 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 Oakland.	None required.		Beneficial		
A.12: Implementing the Proposed Bikeway Network, as proposed in the	Mitigation Measure A.12a: The City shall integrate proposed bikeway projects into overlapping and		Less than Significant	City of Oakland Transportation Services Division and Planning	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
Bicycle Master Plan, could cause cumulative impacts.	<p>concurrent roadway projects such that the construction staging occurs as a single project. Where the integration of such projects is not feasible, the City shall schedule the implementation of the projects to avoid any cumulative impacts to transportation that would be caused by the simultaneous staging of multiple projects.</p> <p>Standard Condition A.12b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).</p>		Less than Significant	and Zoning Division	
<p>B. Air Quality</p> <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; • 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 		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
	<p>roads, parking areas, and staging areas at the construction site;</p> <ul style="list-style-type: none"> • 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 activities when wind (as instantaneous gusts) exceed 25 miles per hour. • Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50 				

**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
	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		

STANDARD CONDITIONS OF APPROVAL (UNIFORMLY APPLIED DEVELOPMENT STANDARDS UNDER CEQA GUIDELINES SECTION 15183)

AIR QUALITY

Dust Control

Prior to issuance of a demolition, grading or building permit

During construction, the project applicant shall require the construction contractor to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic and enhanced dust control procedures required for construction sites. These include:

BASIC (Applies to ALL construction sites)

- a) Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- c) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- d) Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites.
- e) Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads.

ENHANCED (Applies to construction sites greater than 4 acres)

- a) All "Basic" controls listed above, plus
- b) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).
- c) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).
- d) Limit traffic speeds on unpaved roads to 15 miles per hour.
- e) Install sandbags or other erosion control measures to prevent silt runoff to public roadways
- f) Replant vegetation in disturbed areas as quickly as feasible.

ADDITIONAL AS DETERMINED BY CITY STAFF

- a) Limit the amount of the disturbed area at any one time, where feasible.
- b) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- c) Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.

- d) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the BAAQMD prior to the start of construction as well as posted on-site over the duration of construction.
- e) Clean off the tires or tracks of all trucks and equipment leaving any unpaved construction areas.
- f) Install appropriate wind breaks at the construction site to minimize wind blown dust.

Construction Emissions

Prior to issuance of a demolition, grading or building permit

To minimize construction equipment emissions during construction, the project applicant shall require the construction contractor to:

- a) Demonstrate compliance with Bay Area Air Quality Management District (BAAQMD) Regulation 2, Rule 1 (General Requirements) for all portable construction equipment subject to that rule. BAAQMD Regulation 2, Rule 1, requires an authority to construct and permit to operate certain types of portable equipment used for construction purposes (e.g., gasoline or diesel-powered engines used in conjunction with power generation, pumps, compressors, and cranes) unless such equipment complies with all applicable requirements of the "CAPCOA" Portable Equipment Registration Rule" or with all applicable requirements of the Statewide Portable Equipment Registration Program. This exemption is provided in BAAQMD Rule 2-1-105.
- b) 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.

HAZARDS AND HAZARDOUS MATERIALS

Handling Misuse

Prior to commencement of demolition, grading, or construction

The project applicant and construction contractor shall ensure that construction best management practices are implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following:

- a) Follow manufacture's recommendations on use, storage, and disposal of chemical products used in construction;
- b) Avoid overtopping construction equipment fuel gas tanks;
- c) During routine maintenance of construction equipment, properly contain and remove grease and oils;
- d) Properly dispose of discarded containers of fuels and other chemicals.

Fire Safety

Prior to and ongoing throughout demolition, grading, and/or construction

The project applicant and construction contractor will ensure that during project construction, all construction vehicles and equipment will be fitted with spark arrestors to minimize accidental ignition of dry construction debris and surrounding dry vegetation.

HYDROLOGY

Erosion and Sedimentation Control [when no grading permit required]

Ongoing throughout demolition grading, and/or construction activities

Pursuant to Chapter 13.16 of the Oakland Municipal Code, the project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. At a minimum, the project applicant shall provide filter materials at nearby catch basins to prevent any debris and dirt from flowing into the city's storm drain system.

NOISE

Days/Hours of Construction Operation

Ongoing throughout demolition, grading, and/or construction

The project applicant shall require construction contractors to limit standard construction activities as required by the City Building Department.

- a) Such activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, with pile driving and/or other extreme noise generating activities greater than 90 dBA limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday.
- b) Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 pm Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division.
- c) Construction activity shall not occur on Saturdays, with the following possible exceptions:
 - I. Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division. No extreme noise generating activities shall be allowed on Saturdays, with no exceptions.
 - II. After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division, and only then within the interior of the building with the doors and windows closed.
- d) No extreme noise generating activities shall be allowed on Saturdays, with no exceptions.
- e) No construction activity shall take place on Sundays or Federal holidays.
- f) For clarification, construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.

Noise Control

Ongoing throughout demolition, grading, and/or construction

To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to city review and approval, which includes the following measures:

- a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).
- b) Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.
- c) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.
- d) If feasible, the noisiest phases of construction (such as pile driving) shall be limited to less than 10 days at a time.

Noise Complaint Procedures

Ongoing throughout demolition, grading, and/or construction

Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the City Building Department a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:

- a) A procedure and phone numbers for notifying the City Building Services Division staff and Oakland Police Department; (during regular construction hours and off-hours);
- b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);
- c) The designation of an on-site construction complaint and enforcement manager for the project;
- d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of pile-driving activities about the estimated duration of the activity; and
- e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise mitigation and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

TRAFFIC / TRANSPORTATION

Construction Traffic and Parking

Prior to the issuance of a demolition, grading or building permit

The project applicant and construction contractor shall meet with the Transportation Services Division of the Public Works Agency and other appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. The project applicant shall develop a construction management plan for review and approval by the City Transportation Services Division. The plan shall include at least the following items and requirements:

- a) A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.
- b) Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.
- c) Location of construction staging areas for materials, equipment, and vehicles (must be located on the project site).
- d) A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Planning and Zoning Division shall be informed who the Manager is prior to the issuance of the first permit issued by Building Services.
- e) Provision for accommodation of pedestrian flow.
- f) Provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces.
- g) Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety; and provision for monitoring surface streets used for truck haul routes so that any damage and debris or loss of expected life to the public street attributable to the haul trucks can be identified and corrected by the project applicant.

UTILITIES AND SERVICES SYSTEMS

Waste Reduction and Recycling

Prior to issuance of demolition, grading, or building permit

The project applicant will submit a demolition/construction waste diversion plan and operational waste reduction plan for review and approval by the Public Works Agency. The plan will specify the methods by which the development will make a good faith effort to divert 50% of the demolition/construction waste generated by the proposed project from landfill disposal. After approval of the plan, the project applicant will implement the plan. The operational diversion plan will specify the methods by which the development will make a good faith effort to divert 50% of the solid waste generated by operation of the proposed project from landfill disposal. After approval of the plan, the project applicant will implement the plan. Contact the City of Oakland Environmental Services Division of Public Works at (510) 238-7283 for information.