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OAKLAND

2013 DEC -5 PM 1:33
CITY OF OAKLAND

AGENDA REPORT

TO: DEANNA J. SANTANA
CITY ADMINISTRATOR

FROM: Brooke A. Levin
Interim Director, PWA

SUBJECT: Acceptance of TFCA Bicycle Grants

DATE: October 30, 2013

City Administrator
Approval

Date

11/25/13

COUNCIL DISTRICT: 1, 3 and City-Wide

RECOMMENDATION

Staff recommends that the City Council 1) adopt a Resolution authorizing the City Administrator or Designee to accept and appropriate a Transportation Fund for Clean Air (TFCA) County Program Manager Fund award in the amount of fifty-one thousand dollars (\$51,000) for the Adeline Street Bikeway Gap Closure Project and eighty-eight thousand dollars (\$88,000) for the CityRacks Bicycle Parking Program; 2) adopt a Resolution authorizing the installation of Class II Bicycle Lanes on Adeline Street from 47th Street to 61st Street by reducing travel lanes from four through lanes to two through lanes; and 3) adopt a Resolution authorizing the City Administrator to waive the advertising and bidding requirements for award of a purchase order to eLock Technologies, LLC, in an amount not to exceed fifteen thousand dollars (\$15,000) for the purchase of four electronic bicycle lockers.

OUTCOME

Approval of these resolutions will allow the City to accept and appropriate grant funds to implement two bicycle projects.

1. The Adeline Street Bikeway Gap Closure project will reduce travel lanes from four through lanes to two through lanes and install new Class II bike lanes. It is funded with \$51,000 in TFCA grant funding.
2. The CityRacks Bicycle Parking Program is an on-going effort to provide bicycle parking city-wide. Phase ten of this program will be funded with \$88,000 in TFCA grant funds, and will allow installation of four new electronic bicycle lockers to serve the 12th Street BART Station and approximately five hundred (500) bicycle parking spaces citywide.

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BACKGROUND/LEGISLATIVE HISTORY

In 1996, the California State Legislature authorized the Bay Area Air Quality Management District to impose a \$4 surcharge on motor vehicles registered within the San Francisco Bay Area to fund projects that reduce motor vehicle emissions. The Air District has allocated a portion of these funds to its Transportation Fund for Clean Air (TFCA) County Program Manager Fund to fund eligible projects. The Alameda County Transportation Commission (ACTC) is the program manager for Alameda County.

In April, 2013, the City submitted an application for the 2013/2014 TFCA County Program Manager Fund to complete the Adeline Street Bikeway Gap Closure Project and fund the CityRacks Bicycle Parking Program.

ANALYSIS

Approval of these resolutions will allow the City to accept and appropriate grant funds to complete the Adeline Street Bikeway and Phase 10 of the CityRacks Bicycle Parking Program.

Adeline Street Bikeway

The Adeline Street Bikeway will complete a 0.7-mile link in the City's bikeway network on Adeline Street between 47th Street and 61st Street. The project is recommended by the City's Bicycle Master Plan and the Alameda Countywide Bicycle Plan. It will apply slurry seal to the roadway and restripe the street from two travel lanes in each direction to one travel lane plus one bike lane in each direction. A Resolution is included with this report to approve the removal of auto travel lanes to implement this project.

Completion of the Adeline Street Bikeway project includes conversion of the roadway from two travel lanes per direction to one travel lane and one bike lane per direction. Staff determined the Adeline Street Bikeway project to be feasible based on a traffic analysis completed as part of the 2011 Supplemental Environmental Impact Report for the Broadway/ MacArthur/San Pablo Redevelopment Plan.

CityRacks Bicycle Parking Program, Phase 10

This project will fund Phase 10 of Oakland's CityRacks Bicycle Parking Program. Over the two year grant period, the project will enable the purchase and installation of approximately 500 bike rack parking spaces, four electronic bicycle lockers to serve the 12th St BART Station, and staff support. Oakland's CityRacks Program has funded the installation of over 4,300 publicly-accessible bicycle parking spaces since the mid 1990s. These spaces, located predominantly in commercial districts, consist of bike racks and 16 electronic bike lockers ("eLockers"), eight each at 12th Street and 19th Street BART stations.

Oakland Municipal Code (“O.M.C.”) § 2.04.040.B.2 requires staff to conduct an informal advertising and competitive bid process for the purchase of products when the expenditure ranges from \$500 to \$50,000. However, O.M.C. § 2.04.050.1.5 permits the Council to waive such advertising and competitive bidding upon a finding that it is in the best interest of the City to do so.

Staff has determined it is in the City’s best interest to waive advertising and competitive bidding and authorize the City Administrator to approve a purchase order with eLock Technologies, LLC for four electronic bicycle lockers in the amount not to exceed \$15,000.00. For compatibility with electronic bicycle lockers already installed throughout Oakland, the City wishes to purchase eLockers from this firm, and forego advertising and a competitive bidding process that would require considering technologies and products incompatible with the system that is already deployed. eLockers are a proprietary product manufactured by eLock Technologies, LLC, a small business located in Berkeley, CA. The system uses electronic access cards to ensure the security of people’s bicycles. As of this writing, there are 216 eLockers in Oakland. Throughout the BART system, there are a total of 814 eLockers. BART also has self-serve bike cages that use the same technology at the Embarcadero, Ashby, and Downtown Berkeley BART stations, with another planned for MacArthur. By installing additional eLockers, the City ensures compatibility with these other locations and the many cardholders who currently use the system. BART’s original contract for approximately 800 electronic lockers was through a competitive selection process that resulted in the selection of eLock Technologies.

PUBLIC OUTREACH/INTEREST

The Adeline Street Bikeway project is part of the Bicycle Master Plan adopted by Council in 2007 and re-affirmed in 2012. The specific design was reviewed by the City’s Bicycle and Pedestrian Advisory Committee in May 2012. An outreach flyer was sent in October 2013 to the 531 addresses within 400 feet of the project area (*Attachment A*). Staff received 105 responses with 77% in support of the project, 21% not in support, and 2% with no opinion.

The CityRacks Bicycle Parking Program is a “by request” program that has proven popular with the public. In recent years, the City has installed approximately 300 bicycle parking spaces per year, most of which are in response to public requests. When installing new bike racks, the City notifies the adjoining tenant and the adjoining property owner to identify and resolve any issues prior to installation.

COORDINATION

The Public Works Agency is the responsible party for planning, designing, funding, implementing, and maintaining bicycle capital projects. Both projects have been reviewed with the Public Works Agency staff which will be responsible for their implementation and ongoing maintenance. CityRacks is a continuation of a previously funded program with well functioning procedures in place for implementation. The Adeline Street Bikeway is packaged for

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implementation with a citywide resurfacing contract. The City Attorney's Office reviewed the report and legislation while the Budget office reviewed the report for fiscal impacts. Staff from Public Works and Department of Planning and Building coordinated on the environmental review of the two projects.

COST SUMMARY/IMPLICATIONS

The TFCA grant for the Adeline Street Gap Closure project in the amount of fifty-one thousand dollars (\$51,000) will be deposited into the Bay Area Air Quality Management District Fund (2166), Capital Projects – Transportation Planning Organization (92260), Street Construction Account (57411), and a new project number to be established.

The TFCA grant for the CityRacks Bicycle Parking Program project in the amount of eighty-eight thousand dollars (\$88,000) will be deposited into the Bay Area Air Quality Management District Fund (2166), Capital Projects – Transportation Planning Organization (92260), Miscellaneous Supplies Account (52920), and a new project number to be established.

FISCAL/POLICY ALIGNMENT

The City's Bicycle Master Plan, part of the Land Use and Transportation Element of the Oakland General Plan, calls for a citywide bikeway network and secure, convenient bicycle parking. The Adeline Street Bikeway and the CityRacks Bicycle Parking Program help implement these policies.

SUSTAINABLE OPPORTUNITIES

Economic: Increasing safe and secure bicycling opportunities in the City of Oakland increases the economic vitality of the City by increasing multimodal access to destinations throughout the city.

Environmental: Improving bicycling infrastructure allows an increasing number of people to use non-motorized means to move around the City, incrementally reducing pollution and greenhouse gases.

Social Equity: Improving bicycling infrastructure ensures a transportation system in Oakland that works for all modes. Many residents of Oakland cannot or choose not to drive because of cost; creating streets that also accommodate bicycling affords residents an alternate means to reach their destinations safely.

CEQA

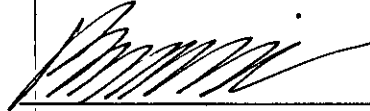
CEQA: Environmental Impact Report, Resolution No. 80959 C.M.S.

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 2007 Bicycle Master Plan. The analyses show that the Adeline Street Bikeway Project and the CityRacks Bicycle Parking Program, Phase 10 would not result in significant impacts. For the Adeline Street Bikeway, this evaluation is documented in *Attachment B*. The monitoring and reporting of CEQA mitigation measures will be conducted in accordance with the Mitigation Monitoring and Reporting Program shown in *Attachment C*. The adoption and implementation of this program constitutes fulfillment of the CEQA monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA.

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

For questions regarding this report, please contact Iris Starr, AICP, Division Manager, at (510) 238-6229.

Respectfully submitted,



BROOKE A. LEVIN
Interim Director, Public Work Agency

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

iris Starr, AICP, Division Manager
Transportation Planning and Funding

Prepared by:
Bruce Williams, Transportation Funding Manager
Transportation Planning and Funding

Attachments:

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

Adeline St Bikeway Project, 47th to 61st Streets

DESCRIPTION

The City of Oakland is proposing to install a new bikeway on Adeline St between 47th St and 61st St. The project would be funded by a grant from the Transportation Fund for Clean Air, a program of the Bay Area Air Quality Management District, matched by funds from Measure B, Alameda County Transportation Improvement Authority's half-cent sales tax. These fund sources are solely dedicated to bicycle and pedestrian projects. The project is planned for completion no later than fall 2013 as part of a multi-street resurfacing contract.

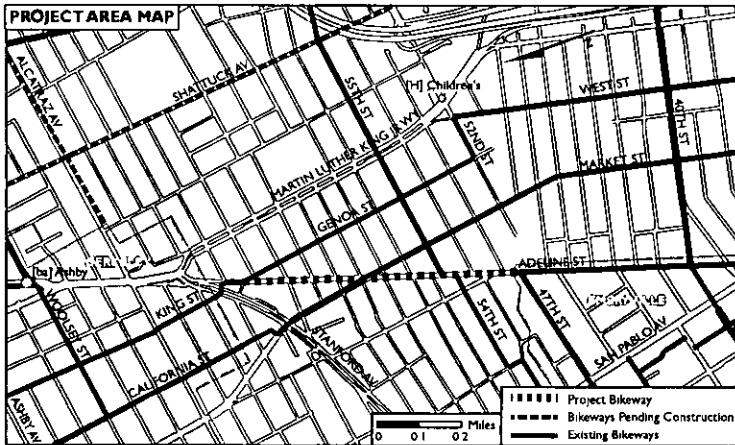
The bikeway project is recommended in the City's Bicycle Master Plan (BMP). The BMP calls for the installation of bikeways throughout Oakland to encourage bicycling as a healthy, non-polluting and affordable transportation option, helping Oakland to realize its sustainability and livability goals.

GEOGRAPHIC CONTEXT

The Adeline St Bikeway Project would complete a 0.7-mile segment of Oakland's bikeway network, connecting directly to bikeways in the neighboring cities of Emeryville and Berkeley. It would extend the existing 0.7 mile bike lane facility in Emeryville on Adeline St (36th St to 47th St) and connect to the Stanford Median Path at 61st St to provide a direct route to Berkeley's King St Bicycle Boulevard. The resulting continuous, inter-jurisdictional bikeway would total 2.1 miles in length. Via intersections with a number of other existing bikeways, the Project will help build out Oakland's Bikeway Network. See Project Area Map, below

FEASIBILITY & SAFETY

The Project will reduce the number of travel lanes from four to two and add bike lanes. The lane reduction traffic analysis (part of the Broadway/MacArthur/San Pablo Redevelopment Plan) showed no significant impacts on motor vehicle traffic flow, both today and in 2035.



The two-lane configuration will calm traffic through this largely residential area, improving pedestrian safety and comfort. The design features wide bike lanes, with a striped buffer adjacent to on-street parking spaces. See cross sections on the reverse. Bicycle wayfinding signs will also be installed.

SUBMIT COMMENTS

Please provide your input by **Wednesday, October 30, 2013**. 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 (238-7415) your comments. Make sure to include your name and street address and indicate you are commenting on the **Adeline St Bikeway Project**. For answers to frequently asked questions, please go to www2.oaklandnet.com/OAK024652#answers.

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.)

OAKLAND

By writing my email address below, I am requesting to have my name added to the bicycle program contact list so I can receive occasional updates on City of Oakland bikeway improvement projects.

Email address: _____

REQUIRED INFORMATION

Name: _____
 Address: _____
 Oakland, CA _____
 (Zip Code)

\$0.46
stamp
required

City of Oakland, Public Works Agency
 Attn: Bicycle & Pedestrian Facilities Program
 250 Frank Ogawa Plaza, Suite 4344
 Oakland, CA 94612



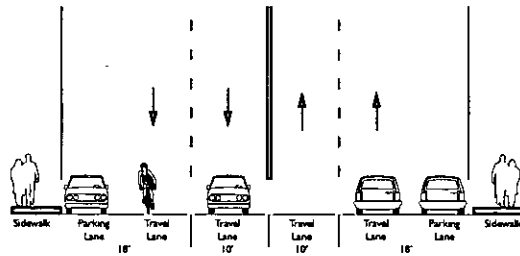
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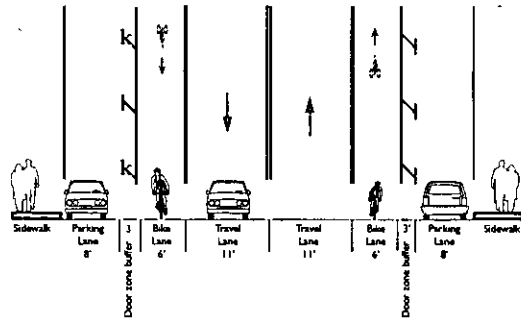
The City welcomes your input on the Adeline St Bikeway Project by mail, e-mail, or fax by Wednesday, October 30, 2013. Please feel free to share this flyer with others in your neighborhood. This flyer is available online at www2.oaklandnet.com/n/OAK043208.

Adeline St Bikeway Project Cross Sections

Existing cross-section



Project cross-section



OAKLAND (510) 238-3983
 City of Oakland, Public Works Agency | biapped@oaklandnet.com
www.oaklandbikes.info

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:	Adeline Street Bikeway		
Project Location:	Adeline Street (47 th Street to 61 st Street)		
Project Description:	The project installs bike lanes by reconfiguring the roadway from two travel lanes in each direction to one travel lane and one bike lane in each direction.		
Project Manager:	Jason Patton, Transportation Planning & Funding Division (PWA)		
Project Planner:	Christina Ferracane, Strategic Planning Division		
Project Type:	<input checked="" type="checkbox"/> Bikeway	<input type="checkbox"/> Parking	<input type="checkbox"/> Education <input type="checkbox"/> Policy

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

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

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

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

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

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

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

Part IV: Project Evaluation (all projects)

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

Discussion:

The Department of Engineering and Construction evaluated the potential impacts of this project by completing the study requirements established by the Bicycle Master Plan (2007), "Requirements for Bikeway Feasibility Studies" (Appendix G of the Plan). The applicable tasks are identified in Part II (above). The relevant documents are identified under references below.

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)
- Supplemental Environmental Impact Report (August 2011) for the Broadway / MacArthur / San Pablo Redevelopment Plan (www2.oaklandnet.com/oakca1/groups/ceda/documents/report/oak030469.pdf)
- Striping plan for Adeline Street (47th Street to 61st Street) (September 2013)

Part V: Project Approval (all projects)

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

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

Prepared by: Jason Patton
Date Prepared: 30-Oct-2013
Date of Project Approval: [pendlhg]
City Council Resolution (If applicable): _____

MMRP

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

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

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

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

MMRP

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

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

**OAKLAND BICYCLE MASTER PLAN
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.7: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could affect transit service	Mitigation Measure A.7a: Implement Mitigation Measure A.3a (Redesign to maintain acceptable levels of service)		Less Than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	Prior to project completion
	Mitigation Measure A.7b: Implement Mitigation Measure A.4a (Redesign to maintain acceptable volume-to-capacity ratios)		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division, Alameda Congestion Management Agency	Prior to project completion
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		
	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 • The construction contractor shall not block roadways or sidewalks so that adjacent residents or occupants would be adversely affected from getting to and from their respective property. Notify adjacent property owners and public safety personnel regarding when major (temporary) detours and/or lane closures will occur due to construction activities		Less than Significant		

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

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

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

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval No.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
Oakland					
A.12 Implementing the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could cause cumulative impacts	Mitigation Measure A.12a: The City shall integrate proposed bikeway projects into overlapping and concurrent roadway projects such that the construction staging occurs as a single project. Where the integration of such projects is not feasible, the City shall schedule the implementation of the projects to avoid any cumulative impacts to transportation that would be caused by the simultaneous staging of multiple projects.		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	During construction phase of project
	Standard Condition A.12b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions)		Less than Significant		
B Air Quality					
B.1. Construction activities associated with the implementation of the Bicycle Master Plan could generate short-term emissions of criteria pollutants	<p>Standard Condition B.1: Dust Control Measures – During all construction activities, applicable dust control measures shall be instituted and maintained during construction to minimize air quality impacts. The measures are consistent with, but are not limited to, the BAAQMD Basic and Enhanced dust control measures recommended for sites larger than 4 acres and include:</p> <ul style="list-style-type: none"> • Watering all active construction areas at least twice daily to control dust, • Covering stockpiles of debris, soils, or other material if blown by the wind, 		Less than Significant	City of Oakland Building Services Division	During construction phase of project

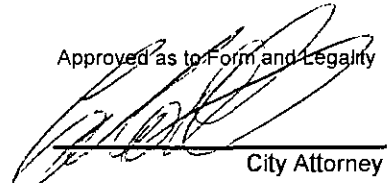
MMRP

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

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance ¹	Monitoring Responsibility ²	Monitoring Timeframe
	<ul style="list-style-type: none">• Sweeping adjacent public rights of way and streets daily if visible soil material or debris is earned onto these areas,• Sweeping daily all paved access roads, parking areas, and staging areas at the construction site,• Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard,• Hydraseed 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/drveways to 15 miles per hour,• Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the construction site,• Install wind breaks at the windward sides of the construction areas, and• Suspend excavation and grading				

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

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



City Attorney

OAKLAND CITY COUNCIL

FILED
OFFICE OF THE CITY CLERK
OAKLAND

RESOLUTION NO. _____ C.M.S.

2013 DEC -5 PM 1:33

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR OR DEISGNEE TO ACCEPT AND APPROPRIATE ONE HUNDRED AND THIRTY-NINE THOUSAND DOLLARS (\$139,000.00) IN TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER FUNDS TO CONSTRUCT THE ADELINE STREET BIKEWAY GAP CLOSURE PROJECT AND TO IMPLEMENT THE CITYRACKS BICYCLE PARKING PROGRAM

WHEREAS, the California State Legislature authorized the Bay Area Air Quality Management District to impose a \$4 surcharge on motor vehicles registered within the San Francisco Bay Area to fund projects that reduce on-road motor vehicle emissions; and

WHEREAS, the Bay Area Air Quality Management District has allocated a portion of these funds to its Transportation Fund for Clean Air (TFCA) County Program Manager Funds to fund eligible projects; and

WHEREAS, the Alameda County Transportation Commission (Alameda CTC) has been designated as the program manager for Alameda County; and

WHEREAS, the City of Oakland applied for said funding and received two awards by the Alameda CTC totaling \$139,000.00, for the Adeline Street Bikeway Gap Closure Project (\$51,000.00) and the CityRacks Bicycle Parking Program (\$88,000.00); and

WHEREAS, said funding will be used to install Class II Bike lanes on a 0.7 mile segment of Adeline Street between 47th and 61st Streets for the Adeline Street Bikeway Gap Closure Project, and install 500 bicycle parking spaces and four electronic bike lockers as part of the CityRacks Bike Parking Program; and

WHEREAS, the Public Works Agency has requested a waiver of the 1.5% public art fee for this project because TFCA guidelines restrict funding uses to transportation projects and prohibit the use of grant funds for public art; now, therefore be it

RESOLVED, that the City Council hereby authorizes acceptance and appropriation of the 2013/14 TFCA funds in the amount of \$139,000.00 to be deposited and appropriated as follows: \$51,000 for the Adeline Street Bikeway into the Bay Area Air Quality Management District Fund (2166), Capital Projects – Transportation Planning Organization (92260), Street Construction Account (57411), and a new project number to be established; and (2) \$88,000 for the CityRacks Bicycle Parking Program into the Bay Area Air Quality Management District Fund (2166), Capital Projects – Transportation Planning Organization (92260), Miscellaneous Supplies Account (52920), and a new project number to be established; and be it

FURTHER RESOLVED, that for these projects the 1.5% public art fee is waived; and be it

FURTHER RESOLVED, that the City Administrator, or her designee, is authorized, on behalf of the City of Oakland, to execute and submit all documents, payment requests, and related actions, as well as to appropriate any additional grant funds received for the completion of these projects.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

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

NOES -

ABSENT -

ABSTENTION -

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

2013 DEC -5 PM 1:33

OAKLAND CITY COUNCIL

Approved as to Form and Legality

City Attorney

RESOLUTION No. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE INSTALLATION OF CLASS II BICYCLE LANES ON ADELINE STREET FROM 47TH STREET TO 61ST STREET BY REDUCING TRAVEL LANES FROM FOUR (4) THROUGH LANES TO TWO (2) THROUGH LANES

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 was adopted by City Council on December 7, 2007 as part of the Land Use and Transportation Element of the City's General Plan and reaffirmed by City Council on December 4, 2012; and

WHEREAS, the Bicycle Master Plan identifies Adeline Street from 47th Street to 61st Street as a proposed project for the installation of bicycle lanes ("Project"); and

WHEREAS, the installation of bicycle lanes on Adeline Street from 47th Street to 61st Street will reduce the number of travel lanes from four (4) through lanes to two (2) through lanes; and

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

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

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

RESOLVED, that the City Council, as the CEQA Lead Agency, has independently reviewed, analyzed, and considered the 2007 Bicycle Master Plan Environmental Impact Report 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 Environmental Impact Report can be applied to this set of proposed actions, and that the City Council adopts the Mitigation Monitoring and Reporting Program, as set forth in Attachment C to the Agenda Report, and

incorporated herein by reference; and be it

FURTHER RESOLVED, that the City Council authorizes the installation of bicycle lanes on Adeline Street from 47th Street to 61st Street by reducing the number of travel lanes from four (4) through lanes to two (2) through lanes.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

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

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____

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

FILED
OFFICE OF THE CITY CLERK
OAKLAND

OAKLAND CITY COUNCIL

Approved as to Form and Legality


City Attorney

2013 DEC -5 PM 1:33 **RESOLUTION No. _____ C.M.S.**

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO WAIVE THE ADVERTISING AND BIDDING REQUIREMENTS FOR AWARD OF A PURCHASE ORDER TO ELOCK TECHNOLOGIES, LLC, IN AN AMOUNT NOT-TO-EXCEED FIFTEEN THOUSAND DOLLARS (\$15,000) FOR THE PURCHASE OF FOUR ELECTRONIC BICYCLE LOCKERS

WHEREAS, O.M.C. § 2.04.040.B.2 requires staff to conduct an informal advertising and competitive bid process for the purchase of products when the expenditure ranges from \$500 to \$50,000; and

WHEREAS, O.M.C. § 2.04.050.1.5 permits the Council to waive such advertising and competitive bidding upon a finding that it is in the best interest of the City to do so; and

WHEREAS, staff recommends that the Council waive advertising and competitive bidding in this instance because only eLock Technologies, LLC, can supply the requested product; now, therefore be it

RESOLVED, That the City Council finds and determines that, pursuant to O.M.C. § 2.04.050.1.5 and for the reasons stated above and in the accompanying report, it is in the best interests of the City to waive advertising and the competitive bidding requirements of the O.M.C. for the purchase of bicycle eLockers, and so waives the requirements; and be it

FURTHER RESOLVED, That the City Administrator or her designee is hereby authorized to approve a purchase order for four bicycle eLockers from eLock Technologies, LLC, in an amount not-to-exceed fifteen thousand dollars (\$15,000).

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

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

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____

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