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OFFICE OF THE CITY CLERK
OAKLAND

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
AGENDA REPORT

TO: HENRY L. GARDNER
INTERIM CITY ADMINISTRATOR

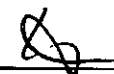
FROM: Brooke A. Levin

SUBJECT: Appropriation of Regional Measure 2
(RM-2) Safe Routes to Transit Funds

DATE: October 21, 2014

City Administrator
Approval 

Date:


11/17/14

COUNCIL DISTRICT: 1

RECOMMENDATION

Staff recommends that the City Council adopt a resolution authorizing the City Administrator, The Director of Public Works, or the Assistant Director, Bureau of Engineering and Construction, to execute agreements with Bay Area Rapid Transit (BART), Fourth Bore Coalition, and Metropolitan Transportation Commission (MTC) for the SR2T grant funds and to accept and appropriate: 1) Four Hundred Seventy-Two Thousand Dollars (\$472,000.00) in Regional Measure 2 (RM-2) Safe Routes to Transit (SR2T) Funds; 2) Eighteen Thousand Dollars (\$18,000.00) matching funds from BART; and 3) Fifty Thousand Dollars (\$50,000.00) matching funds from Fourth Bore Coalition; to fund pedestrian and bicycle access and safety improvement around Rockridge BART station, and at the intersections of College Avenue/Keith Avenue and College Avenue/Miles Avenue.

OUTCOME

Adoption of this resolution will allow the City to accept grants and funds for the design and construction of bicycle and pedestrian improvements at and around the Rockridge BART station.

BACKGROUND/LEGISLATIVE HISTORY

As part of a settlement agreement with Caltrans over the Fourth Bore of the Caldecott Tunnel, Oakland received \$8 million to improve conditions for cyclists and pedestrians in the Highway 24 corridor between the Tunnel and MacArthur BART, or otherwise encourage motorists to travel in the corridor by alternative means. In 2010, the City initiated a public process, which resulted in a prioritized list of 37 projects that satisfy the funding requirements. Current cost estimates for all improvements exceed \$8 million dollars, so that not all the projects could be implemented. Additional funding is needed to implement the top priority projects on the priority list. The SR2T grant provides for transit oriented projects from the priority list. Inclusion of SR2T grant is expected to allow sufficient funds to implement projects within the top 23 items in the priority list. Four of the projects are expected to begin construction by the Fall of 2015.

Item: _____
Public Works Committee
December 2, 2014

In March of 2014, the City was notified it had been awarded \$472,000 under the Safe Route to Transit for the following improvements for bicyclists and pedestrians to and from the Rockridge BART station (a site map is included as *Attachment A*).

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

The SR2T grant will provide additional funds for the following four projects on the Caldecott list:

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

The Safe Routes to Transit (SR2T) Program is a competitive grant program that provides funds to facilitate walking and bicycling to regional transit stations. The program is funded by RM-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 funds are available from the Metropolitan Transportation Commission (MTC). TransForm and the Bike East Bay oversee the SR2T program. The program is currently in its fifth round of funding.

In addition to SR2T funding, the Fourth Bore Coalition, a coalition of community-based groups, undertook a separate lawsuit with Caltrans and, as a result, has its own settlement with funding to spend in the corridor. After years of consideration, the coalition concluded that the public process undertaken by the City resulted in the best projects to improve bike and pedestrian travel and, therefore, is contributing a portion of their settlement in the amount of \$50,000.00 as a match for the SR2T grant to ensure these projects are constructed (see *Attachment B*).

BART is also in support of the grant application and has pledged \$18,000.00 to cover a portion of the costs to acquire and manage the installation of bicycle lockers and racks (see *Attachment C*). BART will also administer the acquisition and installation of bicycle lockers and racks at the BART station.

ANALYSIS

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

PUBLIC OUTREACH/INTEREST

The grant proposal was presented to the Bicycle and Pedestrian Advisory Committee in September 2013, shortly before submittal of the grant. Attendees gave positive feedback that were considered in the proposed project.

COORDINATION

The Budget Office and the City Attorney’s Office were consulted in the preparation of this report.

COST SUMMARY/IMPLICATIONS

1) COST OF PROJECT:

Total Project Costs \$690,000

2) SOURCE OF FUNDING:

- a) \$472,000 in Regional Measure 2 (RM-2) Safe Routes to Transit (SR2T) Funds will be appropriated to the Metropolitan Transportation Commission – Transportation Program grant Fund (2163), Transportation Services Division, Traffic Capital Project Organization (30264), in Project Number to be determined.
- b) \$18,000 matching funds from BART and \$50,000 matching funds from the Fourth Bore Coalition will be appropriated in the Miscellaneous Grants (2999), Transportation Services Division, Traffic Capital Project Organization (30264), in Project Number to be determined.
- c) \$150,000 additional matching funds will come from Transportation Services Division, Traffic Capital Project Organization (30264), Caldecott Tunnel Settlement Project (C369530), funds (2140).

FISCAL IMPACT:

Approval of this resolution will authorize the City to accept and appropriate \$472,000 in Regional Measure 2 (RM-2) Safe Routes to Transit (SR2T) Funds, \$18,000 in matching funds from BART, and \$50,000 in matching funds from Fourth Bore Coalition for the Rockridge BART Access Improvement Project.

SUSTAINABLE OPPORTUNITIES

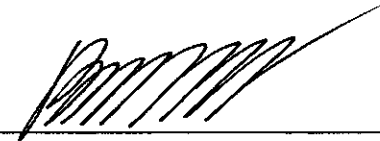
Economic: Bicycle and pedestrian facilities promote bicycling and walking, which are the most cost-effective forms of transportation. Bicycle trips tend to be local and thus are more likely to contribute to local economic activity. The project will improve access to the Rockridge BART station and the Rockridge commercial district.

Environmental: Bicycling and walking are the most energy efficient form of transportation and creates no emissions. The project will facilitate bicycle and pedestrian travel and thereby contribute to the City's efforts in reducing greenhouse gas emissions.

Social Equity: Bicycling and walking are 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.

For questions regarding this report, please contact Ade Oluwasogo, Supervising Transportation Engineer, at (510) 238-6103.

Respectfully submitted,



BROOKE A. LEVIN
Director, Oakland Public Works

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

Reviewed by:
Wladimir Wlassowsky, P.E.,
Transportation Services Division Manager

Prepared by:
Ade Oluwasogo, P.E.,
Supervising Transportation Engineer
Transportation Services Division

Attachments:

Attachment A – Project Location Map

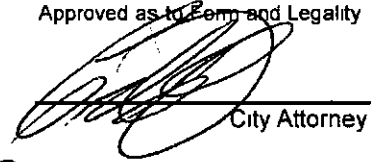
Attachment B – Fourth Bore Coalition support and financial match letter

Attachment C – BART support and financial match letter

OAKLAND CITY COUNCIL

2014 NOV 20 PM 12:20

RESOLUTION No. _____ C.M.S.


City Attorney

Introduced by Councilmember _____

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

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

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

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

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

WHEREAS, the grant will fund the following improvement:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

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

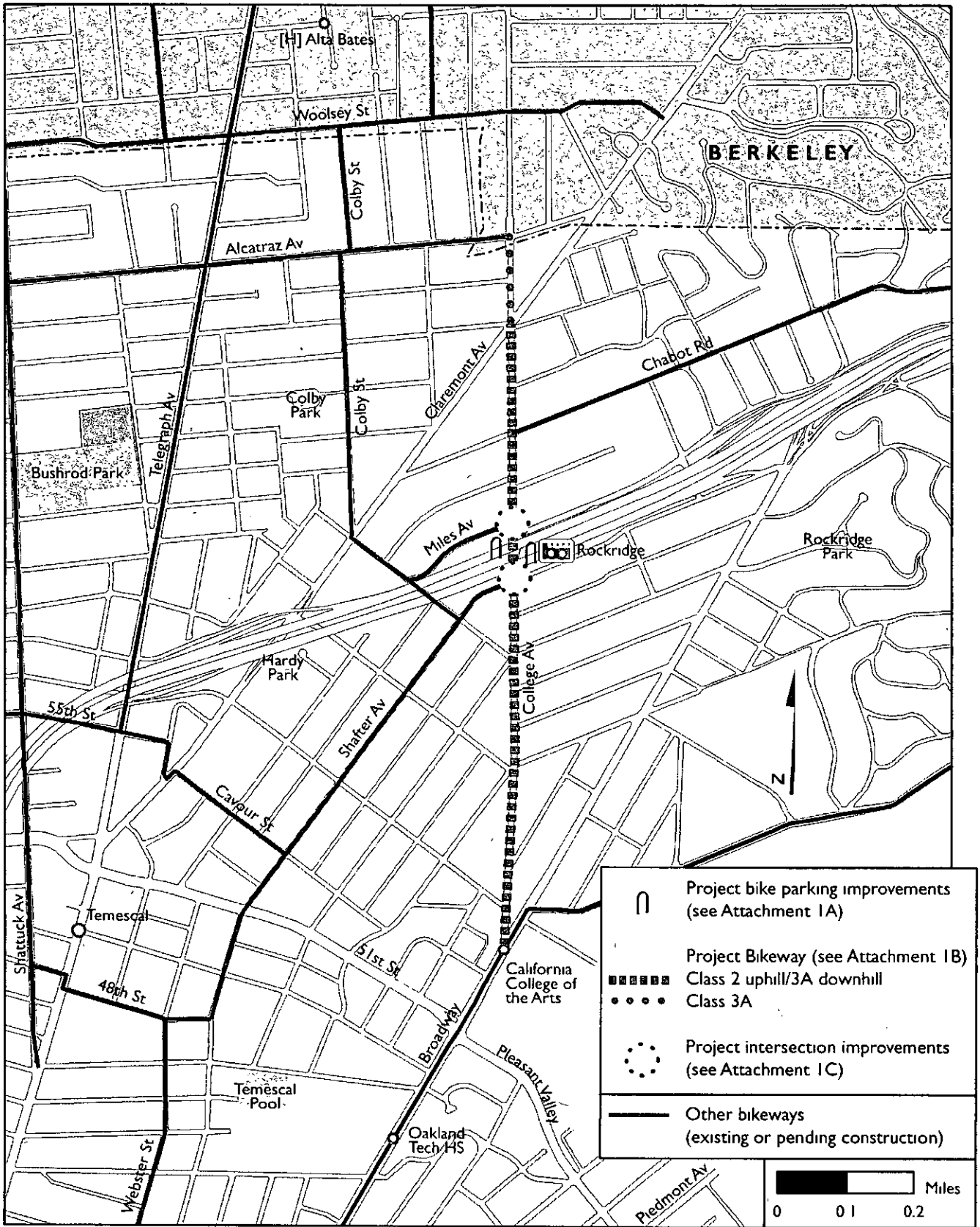
NOES -

ABSENT -

ABSTENTION -

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

ATTACHMENT A





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

ATTACHMENT B

2013

September 27, 2013

Tom Radulovich
PRESIDENT

Joel Keller
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

Clarrissa Cabansagan
Transportation Advocate
TransForm

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

Dear Ms. Cabansagan:

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Reburn
4TH DISTRICT

John McPartland
5TH DISTRICT

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

Zakhary Mallett
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

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

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

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

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

Thank you so much for your consideration.

Sincerely,

Steve Beroldo, Manager of Access Programs

Cc: Bruce Williams, City of Oakland





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

September 26, 2013

Founding Organizations:

Claremont-Elmwood
Neighborhood Association

East Bay Bicycle Coalition

FROG Park

North Hills Community
Association

Parkwoods Community
Association

Rockridge Community Planning
Council

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

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

Dear Ms. Cabansagan:

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


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

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

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

Thank you very much for your consideration.

Sincerely,


Ann Smulka
Chairperson

cc: Bruce Williams, City of Oakland

Regional Measure 2 Initial Project Report (IPR)

Project Title: Rockridge BART Access Improvements

RM2 Project No. 20.55

Allocation History:

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

Total: \$

Current Allocation Request:

IPR Date	Amount Being Requested	Phase Requested
	\$472,000.00	PS&E, CON

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

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

Lead Sponsor: City of Oakland

Co-sponsor: BART

B. Project Purpose

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

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

Bike Parking:

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

Bike Lane:

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

Intersection Improvements:

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

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

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

D. Impediments to Project Completion

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

E. Operability

Regional Measure 2 – INITIAL PROJECT REPORT

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

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

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

G. Design –

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

H. Right-of-Way Activities / Acquisition –

The project is within public right-of-way.

I. Construction / Vehicle Acquisition -

No construction equipment or vehicle acquisition is expected.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

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

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

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

Regional Measure 2 – INITIAL PROJECT REPORT

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

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

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

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

IV: OVERALL PROJECT SCHEDULE

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

Regional Measure 2 – INITIAL PROJECT REPORT

V. ALLOCATION REQUEST INFORMATION

N. Detailed Description of Allocation Request

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

The funding will pay for

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

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

O. Status of Previous Allocations (if any)

P. Workplan

Workplan in Alternate Format Enclosed

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

Q. Impediments to Allocation Implementation

Regional Measure 2 – INITIAL PROJECT REPORT

Not expected.

VI. RM-2 FUNDING INFORMATION

R. RM-2 Funding Expenditures for funds being allocated

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

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

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

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

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

Information on Person Preparing IPR

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

Applicant Agency's Accounting Contact

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

RM-2 Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

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

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding.

Eligible Phases: ENV (or PA&ED) PS&E RW or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT, RAW, SUP or CT CON, SUP for Caltrans support, but not necessary (optional).

RM-2 Initial Project Report

DEFINED SEGMENT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title	Rockridge BART Access Improvements	Project ID	
Agency	City of Oakland	Plan Date	09/24/14

RM-2 DELIVERABLE SEGMENT: Fully Funded Phase or Segment of Total Project

Fund Source	Phase	Prior	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	TOTAL
SR2T	PS&E											41,350	41,350		82,700
City of Oakland	PS&E											45,438	45,438		90,875
SR2T	CON													389,300	389,300
Fourth Bere Coalition	CON													50,000	50,000
BART	CON													18,000	18,000
City of Oakland	CON													59,125	59,125
		Prior	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	TOTAL
RM-2 SEGMENT FUNDING TOTAL:												85,788	85,788	516,425	690,000

Comments

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

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED				
PS&E			\$ -	\$ 173,575 00
R/W				
CON / Operating			\$ -	\$ 516,425 00
Total to date (in thousands)				\$ 690,000 00

Comments

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

Project ID 0
 Date 9/24/2014

RM-2 Initial Project Report

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

(Amounts Escalated in Thousands)

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

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

Regional Measure 2 Program Estimated Budget Plan

Please complete this form based on the proposed allocation for your project. The scope should be consistent with the funding you are requesting from the MTC. 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 Rockridge BART Access Improvements	RM2 Legislation ID (and project subelements if any) <div style="text-align: right;">0</div>
NAME AND ADDRESS OF IMPLEMENTING AGENCY City of Oakland 250 Frank H. Ogawa Pl, #4344 Oakland, CA 94612	

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

Comments

Date 9/24/2014

APPLICATION COVER SHEET

Application Checklist:

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

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

Application Instructions:

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

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

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

List any additional attachments included in the application:

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

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

Signature: Bruce Williams

Name: Bruce Williams

Title: Funding Program Manager, Transportation Planning and Funding Div, PWA

Date: September 30, 2013

PART 1: BASIC PROPOSAL INFORMATION (ALL APPLICATIONS)

Proposal Name: Rockridge BART Access Improvements

Sponsoring Agencies: City of Oakland and Bay Area Rapid Transit District

Project or Plan Area: City of Oakland, College Avenue Corridor

Capital Project or Plan Project:

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

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

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

PART 2: GENERAL SPONSOR INFORMATION (ALL APPLICATIONS)

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

A. Primary Project Sponsor Agency:

Project role/responsibilities of agency

Primary contact	Wlad Wlassowsky	Title Div Mgr, Transport Services Div
Phone #	(510) 238-7229	Email: wwlassowsky@oaklandnet.com
Mailing Address	250 Frank Ogawa Plaza, Suite 4344 Oakland, CA 94612	

Secondary contact	Jason Patton	Title: Bicycle and Ped Program Manager
Phone #	(510) 238-7049	Email: jpatton@oaklandnet.com
Mailing Address	250 Frank Ogawa Plaza, Suite 4344 Oakland, CA 94612	

B. Second Project Sponsor Agency (if applicable):

Project role/responsibilities of agency: BART Station bike parking improvements

Primary contact	Steve Beroldo	Title: Manager Access Programs
Phone #	(510) 464-6158	Email: sberold@bart.gov
Mailing Address	PO Box 12688, Oakland CA 94604-2688	

FY. 2013/2014

PART 3: FUNDING REQUEST (ALL APPLICATIONS)

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

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

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

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

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

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

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

FY: 2013/2014

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

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

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

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

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

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

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

Bike Lane

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

FY: 2013/2014

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

Intersection Improvements

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

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

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

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

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

Context: College Ave and Rockridge BART

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

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

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

http://bart.gov/docs/StationProfileStudy/StationMaps_HomeOrigins_NConcord-WOakland.pdf

Collisions

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

A3. Project History

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

Bike Parking

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

Bicycle Plan

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

Caldecott Settlement

The City of Oakland settled a lawsuit with Caltrans over the Fourth Bore of the Caldecott Tunnel for \$8 million, to be spent on projects that improve conditions for cyclists and pedestrians in the SR24 corridor, between the Tunnel and MacArthur BART, or otherwise encourage motorists to travel in the corridor by alternative means. In 2010, the City initiated a public process, which resulted in a prioritized list of 37 projects that each satisfy the requirements to spend this funding. Current cost estimates for all improvements total over \$16 million dollars, so full funding is available for only the first nine or ten projects on the priority list. In other words, the Settlement funding will cover just half the total cost of the prioritized projects. The City's SR2T application for Rockridge BART Access Improvements includes partial funding for the following four projects on the Caldecott list, which are the most likely to attract outside funding because of the bike parking at transit component, safety enhancements to bike and ped access to transit aspects, and overall enhancement of bike and ped access to frequent transbay transit service:

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

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

A.4 Proposed Use of Grant Funds

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

B Project Completeness/Gaps:

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

FY 2013/2014

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

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

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

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

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

C. Traffic Calming/Traffic Awareness:

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

D. Personal Safety:

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

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

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

E. Maps/Drawings:

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

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

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

PART 5: PILOT PROJECT (ALL APPLICATIONS)

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

PART 6: PROJECT READINESS (CAPITAL PROJECT APPLICATIONS)

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

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

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

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

- Yes Please explain
- No

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

Categorical Exemption expected

FY: 2013/2014

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

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

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

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

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

None known or expected

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

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

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

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

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

- Yes Please explain
- No

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

BART bike parking Steve Beroldo, Access Manager BART District

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

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

FY 2013/2014

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

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

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

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

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

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

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

FY: 2013/2014

PART 7: LOCAL SCPF ORT (CAPITAL PROJECT APPLICATIONS)

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

- 1 Attachment 8-1 City of Oakland Bicycle Master Plan (2007, with 2012 update of priorities)
<http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024597>.
 College Ave is listed as a priority on page 102.

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

- 2 Attachment 8-2 BART Bike Parking Capital Program, April 2013
<http://www.bart.gov/bikes/BikeParkingPlan.pdf>

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

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

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

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

No Please explain why not.

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

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

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

No Please explain why not

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

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

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

FY: 2013/2014

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

Attachment 9-1 **BART (cosponsoring agency and financial match)**
Attachment 9-2 **Fourth Bore Coalition (community support and financial match)**
Attachment 9-3 **BPAC Endorsement Letter**

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

Fourth Board Coalition Anna Smulka, Chair (info@fourthbore.org)

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

PART 8: TRANSIT AND COMPLETE STREETS INFORMATION (CRITICAL PROJECT APPLICATIONS)

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

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

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

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

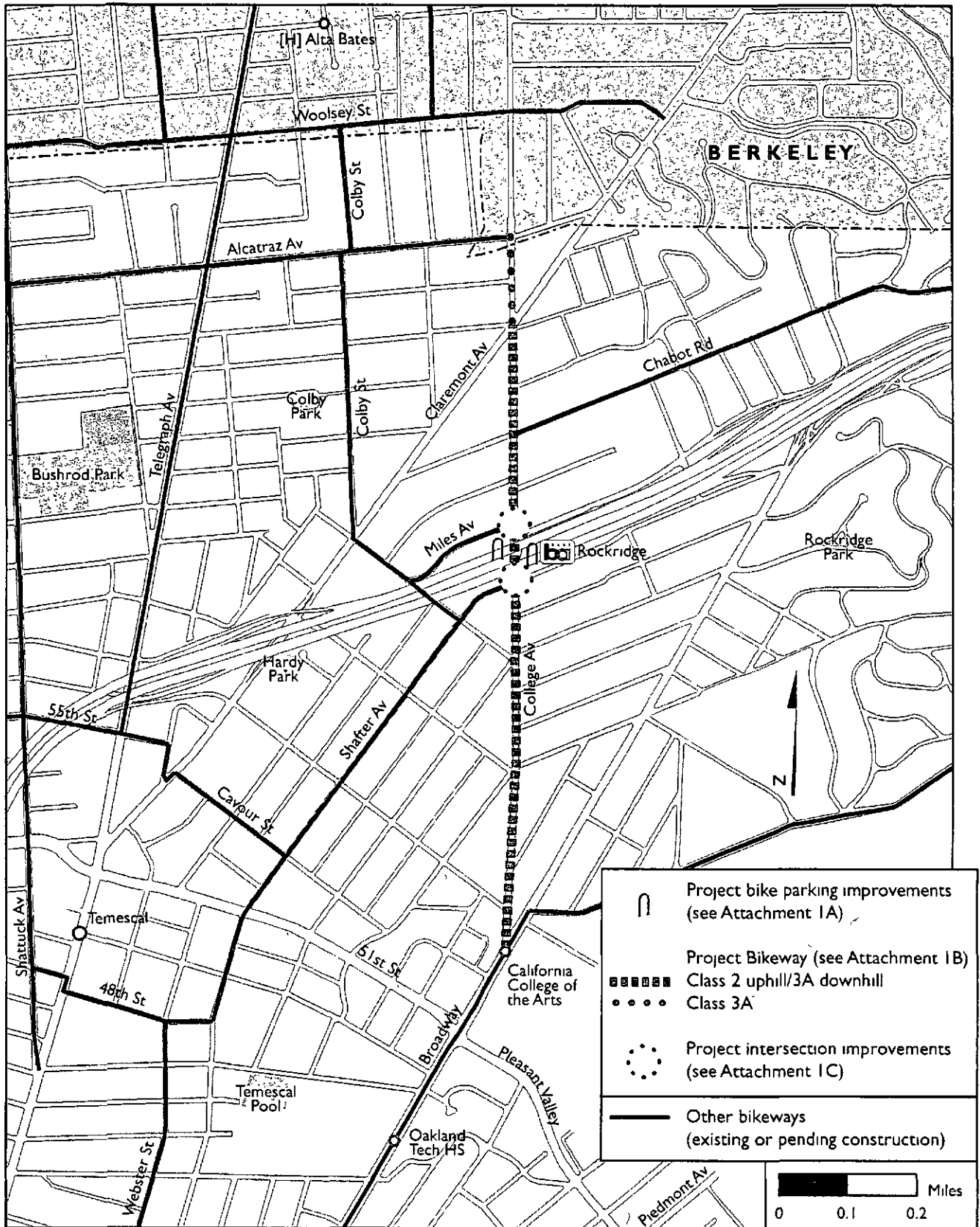
PART 9: LOW-INCOME COMMUNITY (ACL APPLICATIONS)

D. Low-Income, Minority Community:

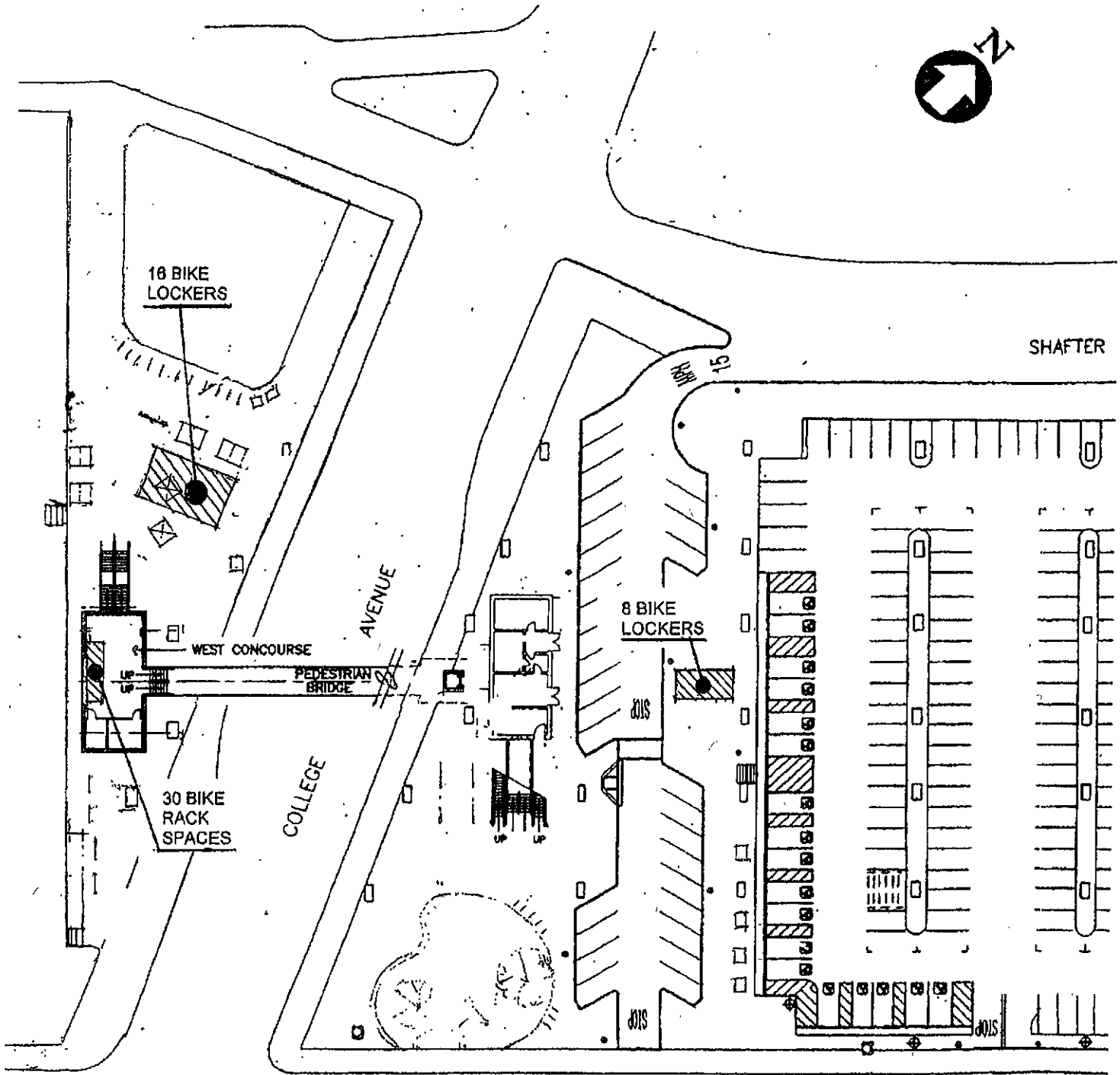
The immediate project area, defined as the four census tracts (4002, 4003, 4004, and 4043) within about ½ mile of the College Avenue corridor, comprise some of the wealthiest areas in the hills, but also lower middle class areas in the "flats". Overall, people of color comprise 29% of this district.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

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

Attachment I – Project Map



Attachment 1A - Bicycle Parking



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

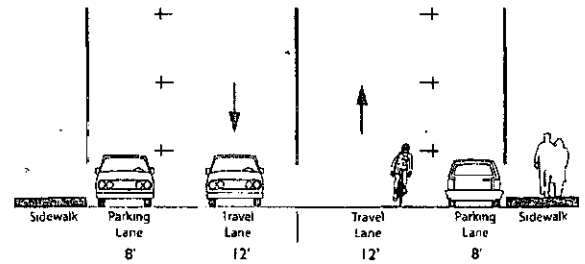
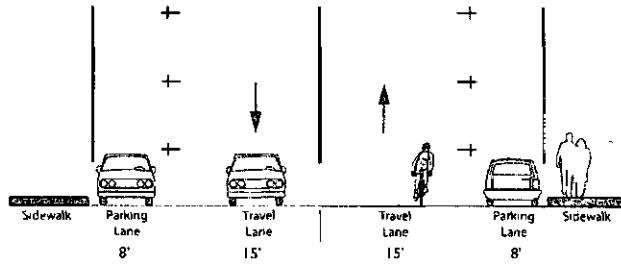
5660 COLLEGE AVENUE OAKLAND, CA. 94618
CAD01847 SHEET 003 OF 003 REV 02

Attachment IB – Cross Sections

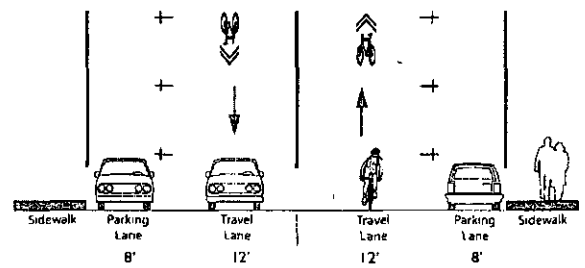
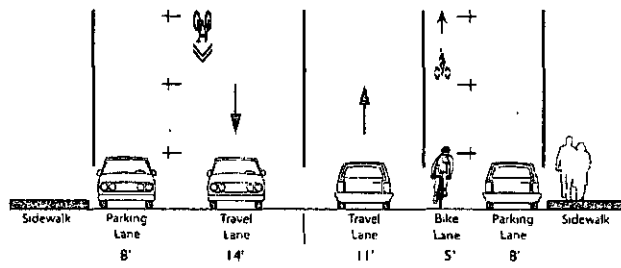
College Ave, Broadway to Claremont Ave
46 ft, curb to curb (0.9 miles)

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

Existing



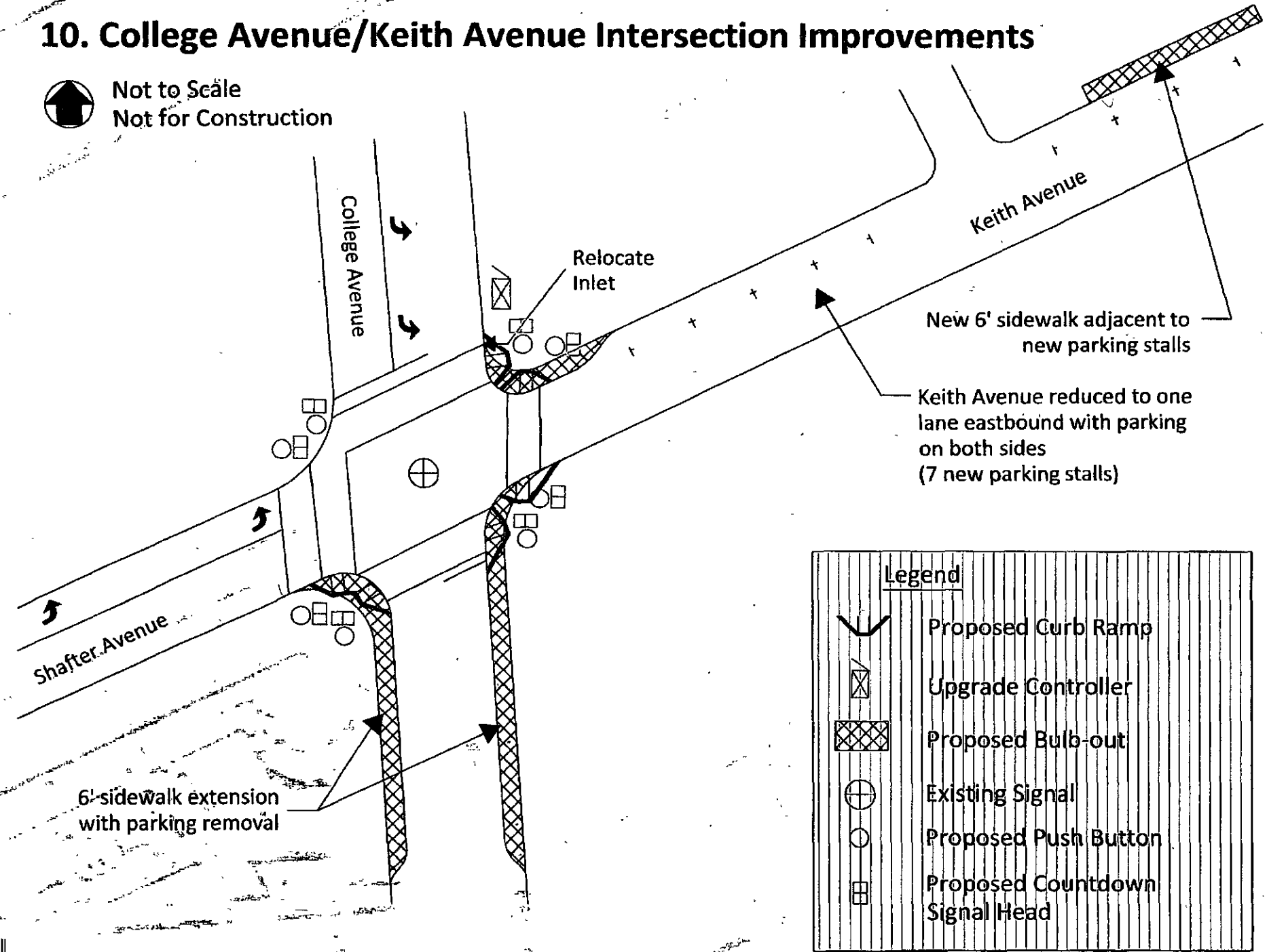
Project



10. College Avenue/Keith Avenue Intersection Improvements








Not to Scale
Not for Construction

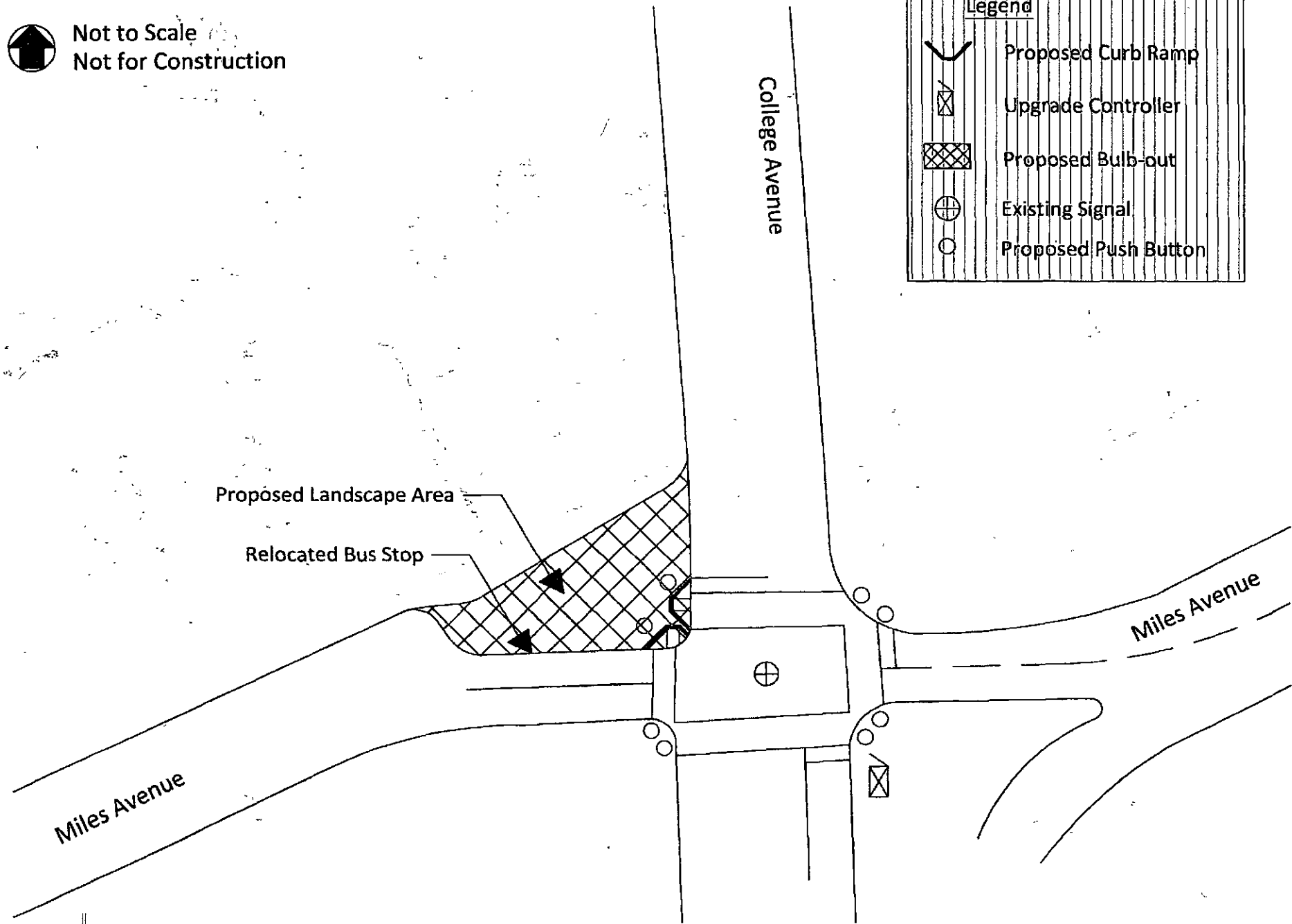


Legend	
	Proposed Curb Ramp
	Upgrade Controller
	Proposed Bulb-out
	Existing Signal
	Proposed Push Button
	Proposed Countdown Signal Head

20. College Avenue and Miles Avenue

 Not to Scale
Not for Construction

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



ATTACHMENT 2: BUDGET CHARTS

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

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

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

Amount Requested from Safe Routes to Transit		Amount Requested from Safe Routes to Transit	
Project Phase	Estimated Costs	Project Phase	Estimated Costs
1 Environmental Studies (ENV/PE/PAED) Agency Staff Time Overhead Costs Assoc. with Staff Time Other	part of PS&E 	1 Environmental Studies (ENV/PE/PAED) Agency Staff Time Overhead Costs Assoc. with Staff Time (can't exceed 50% of staff time costs) Other	part of PS&E
2 Final Design - PS&E Agency Staff Time Overhead Costs Assoc. with Staff Time Other	\$12,700 \$79,284 \$33,418 	2 Final Design - PS&E Agency Staff Time Overhead Costs Assoc. with Staff Time (can't exceed 50% of staff time costs) Other	\$82,700 \$58,179 \$24,521
3 Right of Way (Acquisition + Services) (RW) Agency Staff Time Overhead Costs Assoc. with Staff Time Other	none 	3 Right of Way (Acquisition + Services) (RW) Agency Staff Time Overhead Costs Assoc. with Staff Time (can't exceed 50% of staff time costs) Other	none
4 Construction (Capital + Services) (CON) Agency Staff Time Overhead Costs Associated with Staff Time Other (Hard costs)	\$577,300 \$80,199 \$33,801 \$463,300	4 Construction (Capital + Services) (CON) Agency Staff Time Overhead Costs Associated with Staff Time (can't exceed 50% of staff time costs) Other	\$389,300 \$43,617 \$18,383 \$327,300
5		5	
Total Estimated Costs	\$690,000	Total Funds Requested	\$472,000

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

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

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

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

Note: Also Complete "Project Funding" Worksheet

Project Funding

A. Secured Capital Project or Plan Funding (Currently Programmed) - List All Sources

	Source	Phase ¹	Type ²	Prior	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Totals
1	BART	CON	Other			18,000		0	18,000
2	Fourth Bore Coalition	CON	Other			50,000		0	50,000
3	Oakland	PS&E	Other			30,000			30,000
4	Oakland	CON	Other				120,000		120,000
5									0
6									0
Total Secured Funding:									\$218,000
% from Non-Bike/Ped Sources									100%

¹ Phase - For Capital projects, choose from: ENV, PSE, RW, or CON. For all other projects, use Line Items used in "Cost Estimate" table.

² Type - Indicate if source is primarily a "bike/ped" funding source or "other"

B. Potential Capital Project or Plan Funding - List All Sources

	Source	Phase ¹	Type ²	Prior	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Totals
1	SR21 Funding Requested	PSE	bike/ped			82,700			82,700
2	SR21 Funding Requested	CON	bike/ped				389,300		389,300
3									0
4									0
5									0
6									0
Total Potential Funding:									\$472,000

¹ Phase - For Capital projects, choose from: ENV, PSE, RW, CON, or OPS. For all

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

Total Project Funding (Secured + Potential):	\$690,000
---	------------------

Total Estimated Costs (from "Cost Estimate" charts):	\$690,000
--	-----------

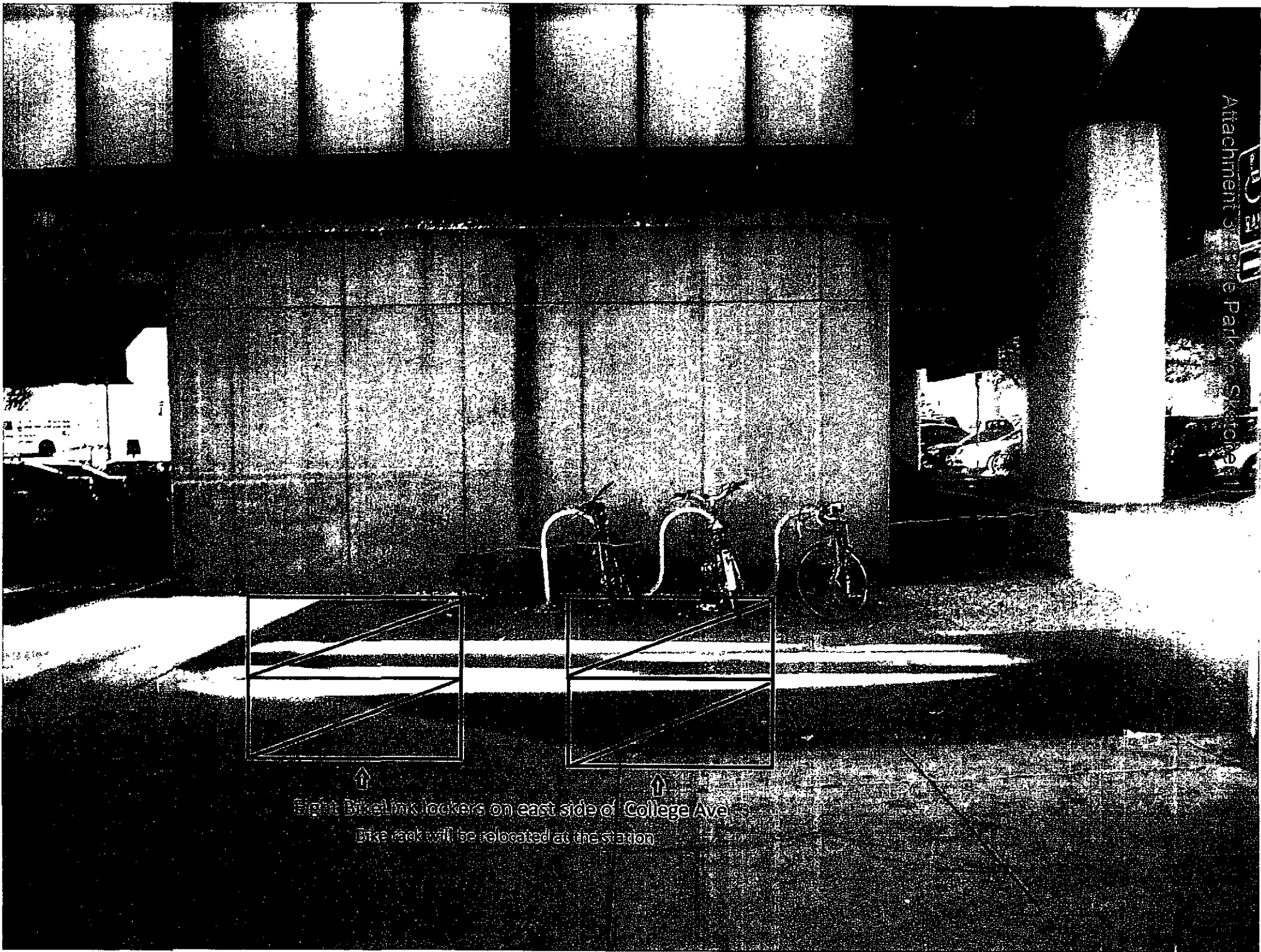
Budget Explanation:

Note Use Alt-Enter for hard returns

Costs by Project Component:
BART Bicycle Parking: \$80,000
College Bike Lanes & Signage \$70,000
College/Miles Intersection: \$215,000
College/Keith Intersection: \$315,000

Bike Racks assume an installation/management cost of 20%.
Bike Lanes Assume an PS&E cost of PS&E cost of 15%
Bike Signage is a component of Bike Lanes @ \$9,800
Intersection improvements assume PS&E @ 20% of project cost

Should budgetted sources be insufficient to complete the work as scoped, sources include
Measure B Local Street and Road Funds
Design of intersections may be done in-house or by on-call consultants; construction to be
completed by contractors



Attachment of the Park Station



Eight Bikelink lockers on east side of College Ave



Bike rack will be relocated at the station

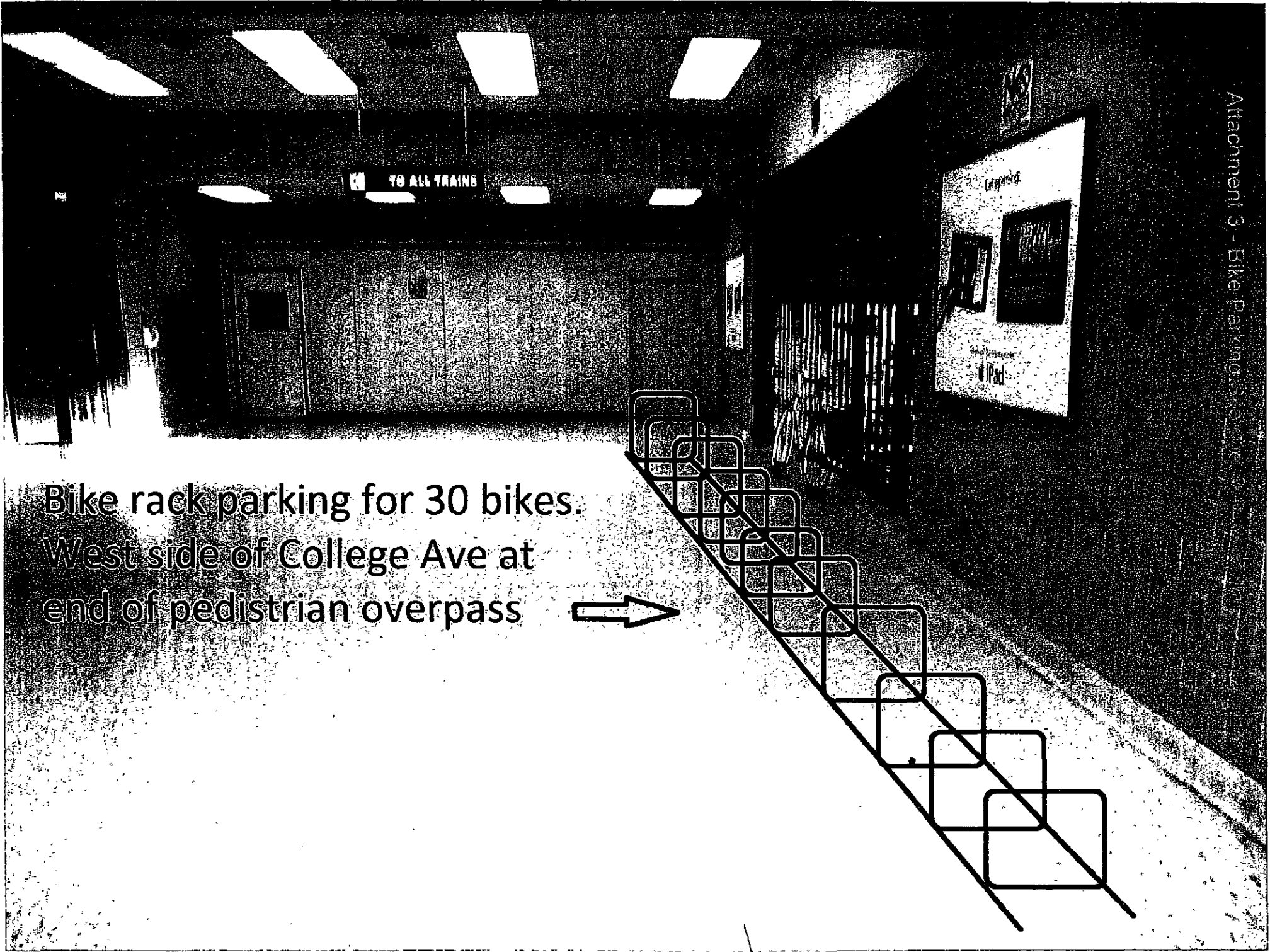


to be relocated.



the Edkelink locker spaces located here on west

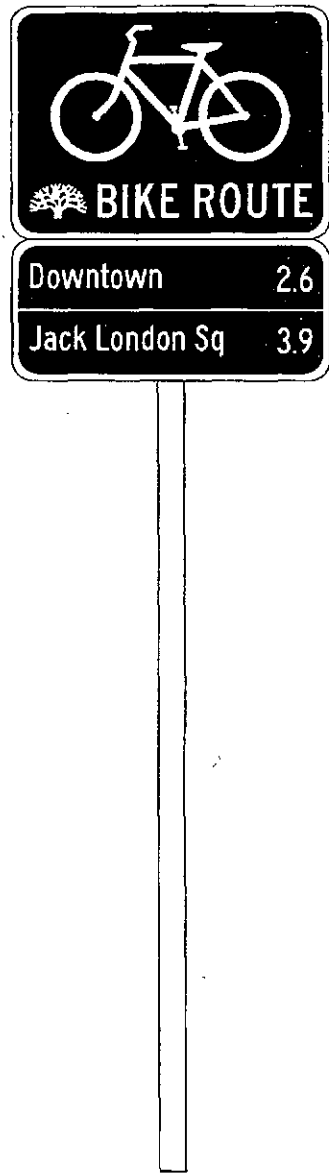
side of College Ave



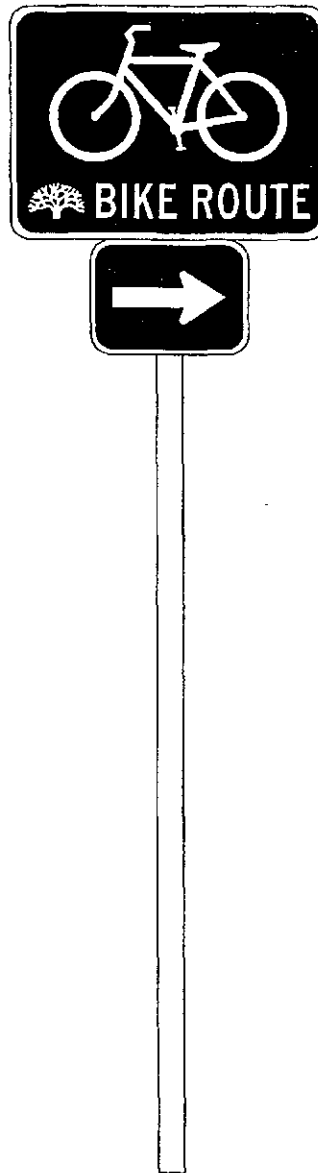
Bike rack parking for 30 bikes.
West side of College Ave at
end of pedestrian overpass



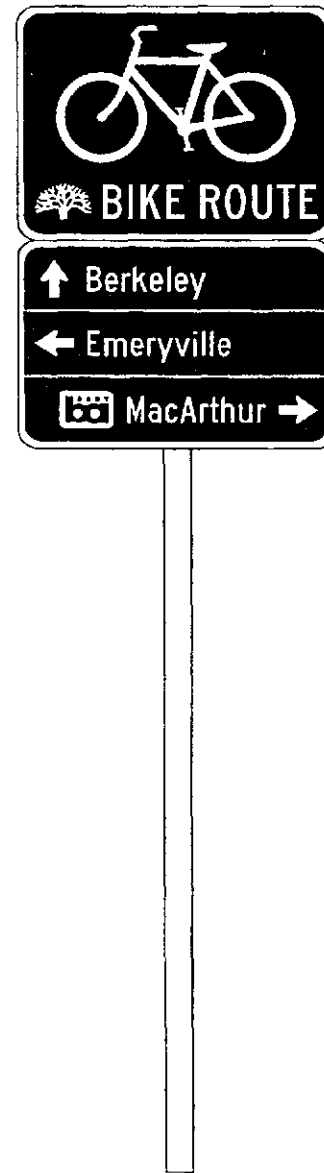
Figure 3: Sign Types



Confirmation Sign



Turn Sign



Decision Sign

Attachment 5 - 1 - College & Keith Existing Conditions

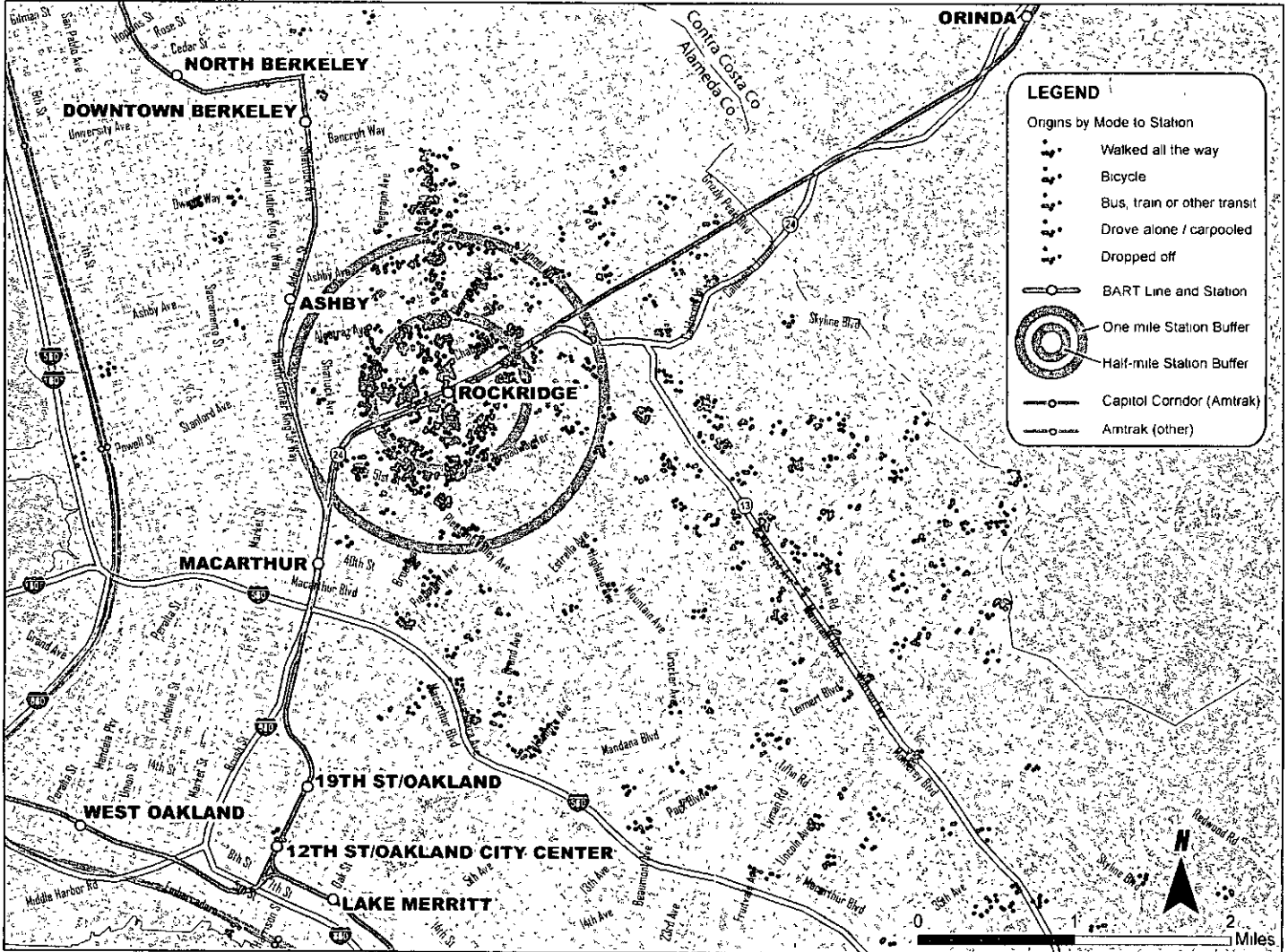


Attachment 5 - 2 - College & Miles Existing Conditions

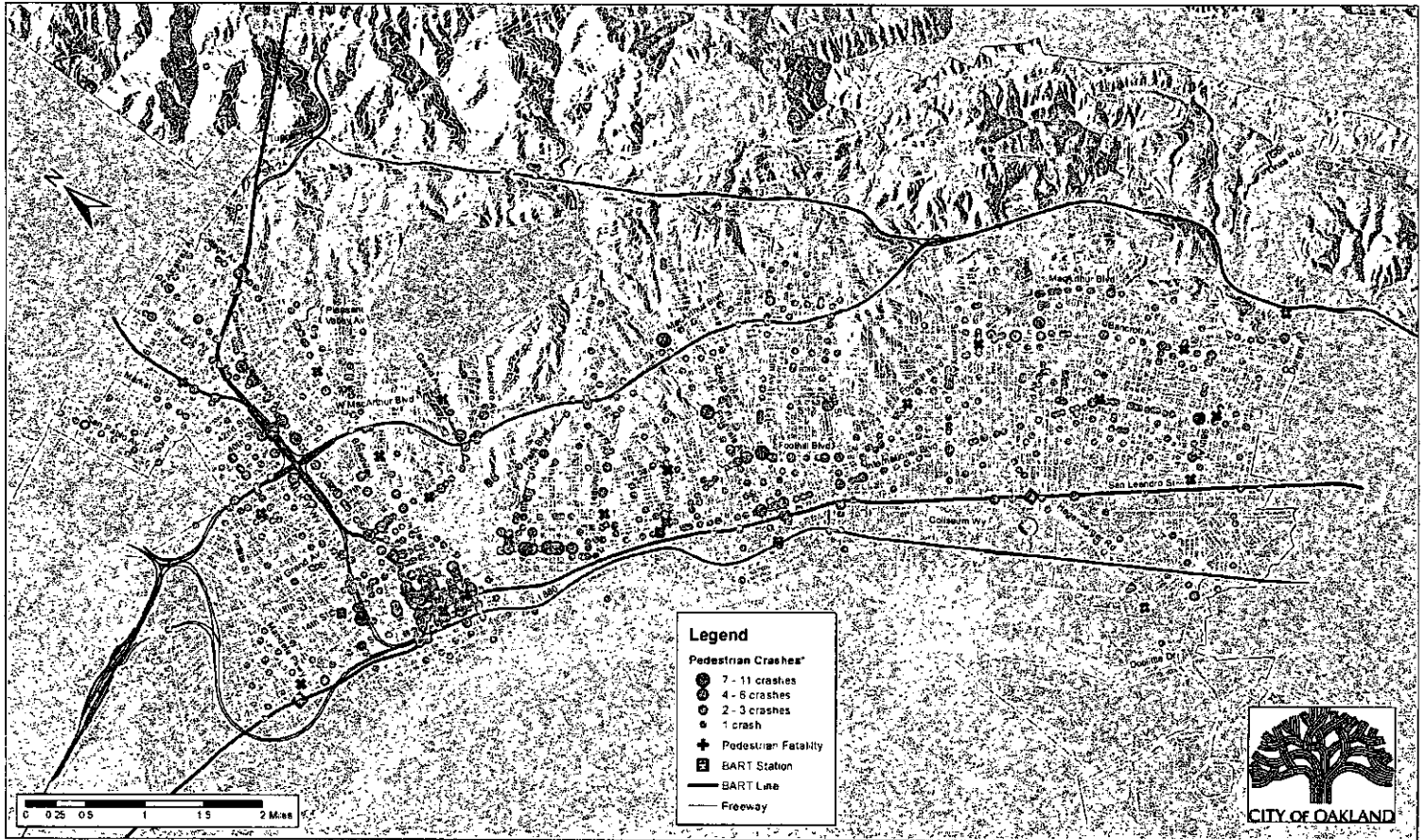


Attachment 6

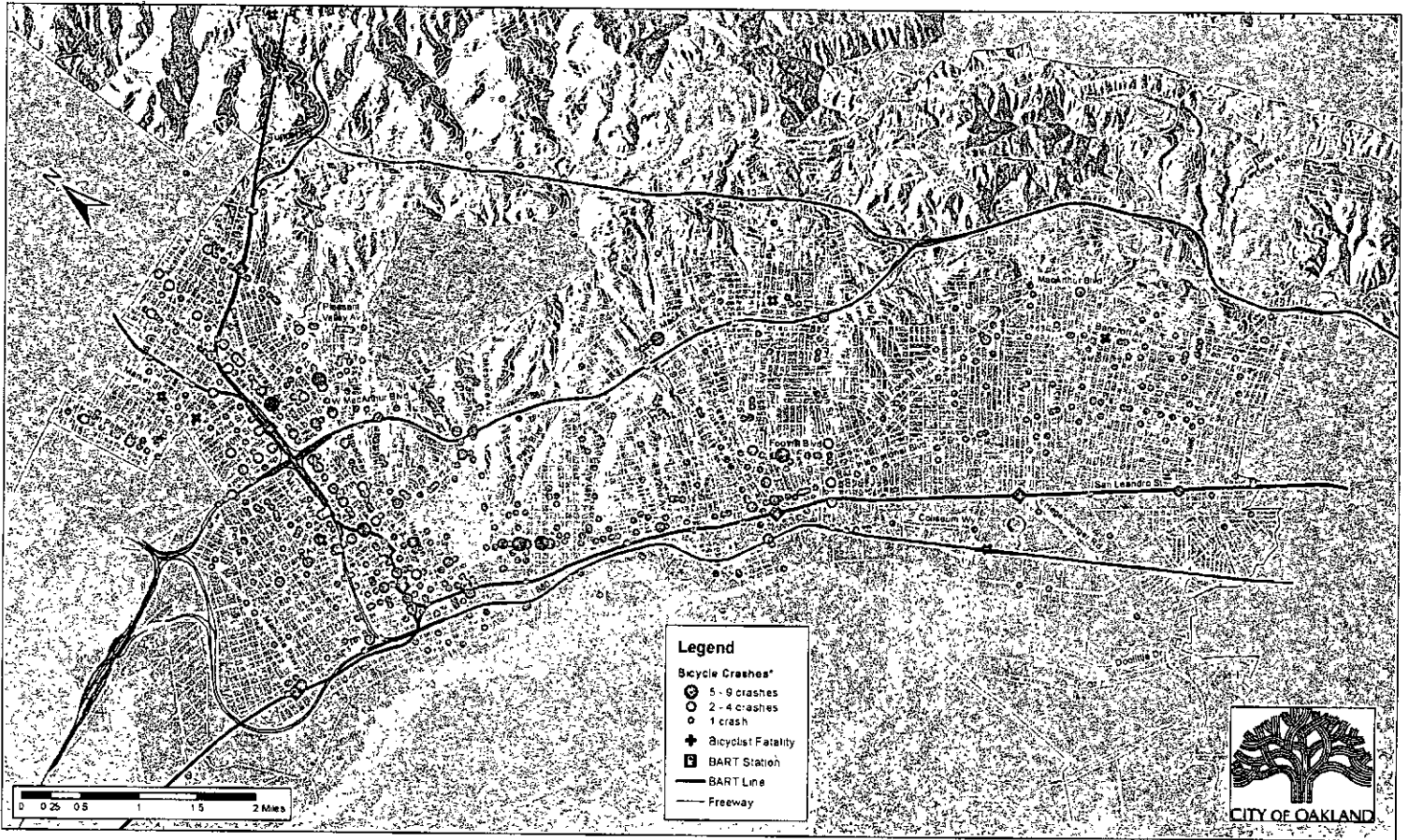
Rockridge Station: Home Locations of BART Riders by Mode



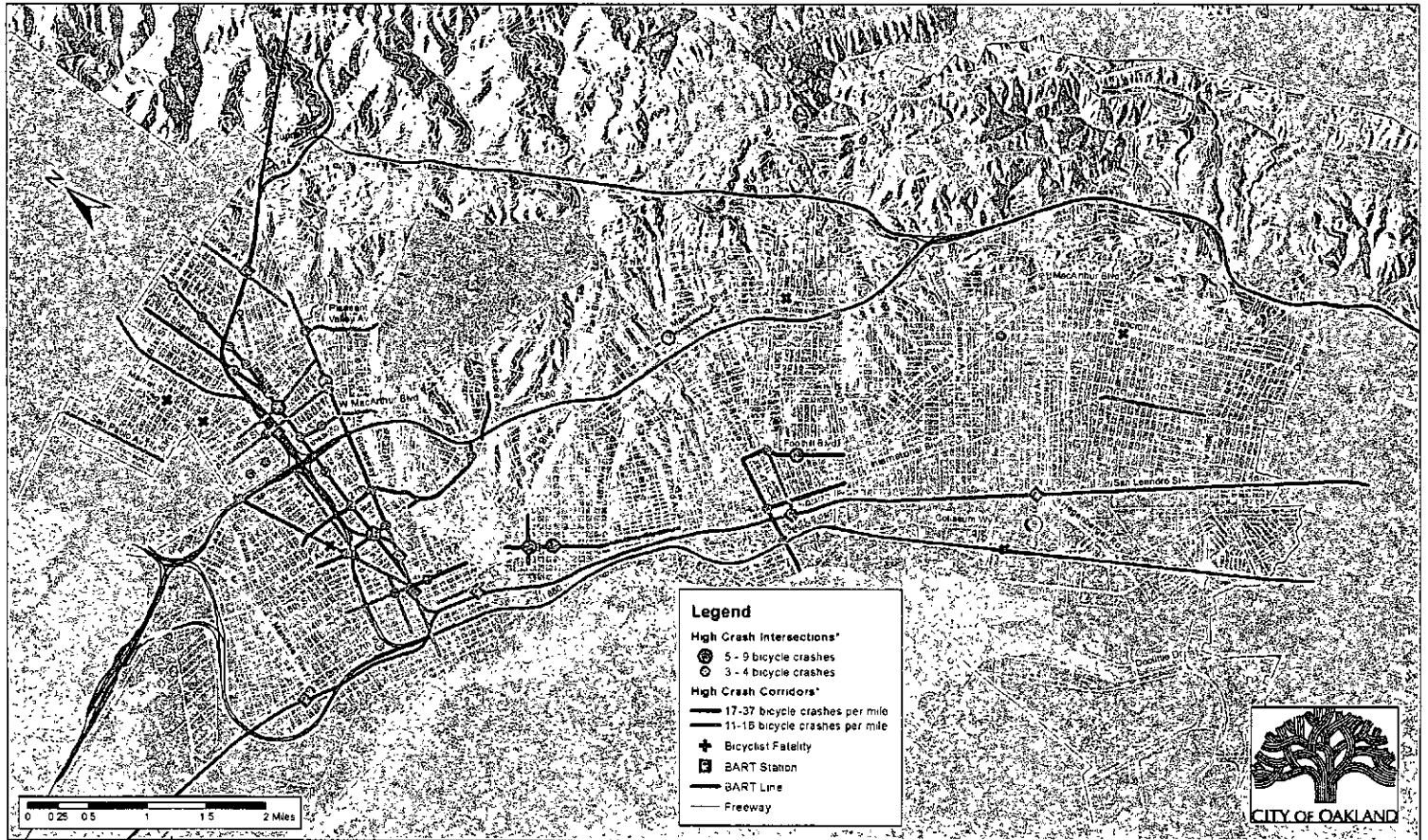
Data Sources ESRI, 2008 BART Station Profile Study (weekday only, data are weighted from survey sample to represent average weekday ridership)



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



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



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

City of Oakland Bicycle Master Plan



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



Attachment 8-1 (2 of 3)

CITY OF OAKLAND BICYCLE MASTER PLAN (2007)

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

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

Attachment 8-1 (3 of 3)

City of Oakland Bicycle Master Plan (2007)

Bikeway Prioritization: Updated 22-Mar-2012

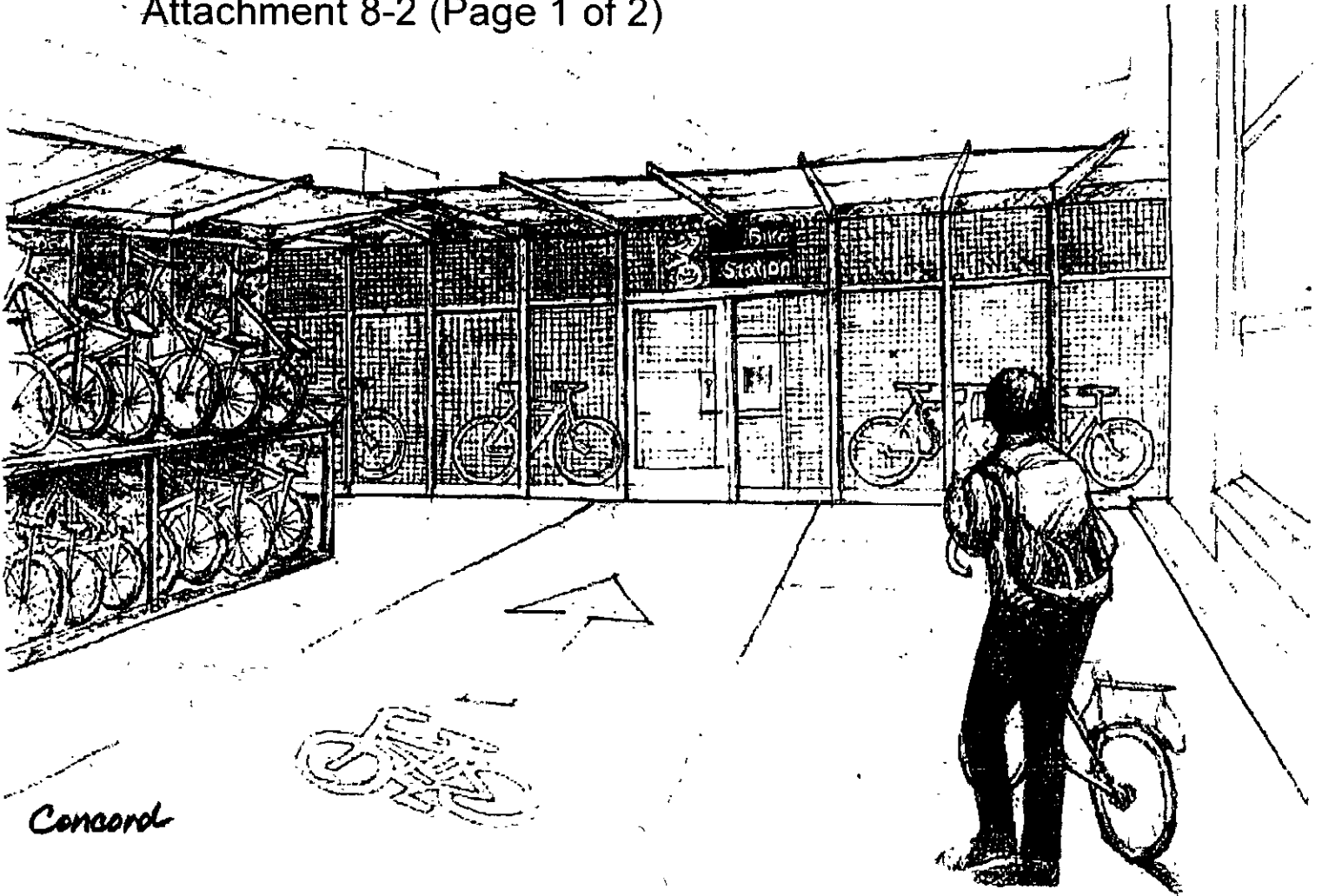
Priority Projects:

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

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

pending implementation
 priority project

Project	#	From	To	Bikeway Segments	Primary Bikeway	Gap Closure	SR2T	Land Use	Feasibility	Project Type	Score
Cavour / Vicente / 55th	134	Shafter Ave	Telegraph Ave	694,690,624	2	2	2	2	4	SS	9
Telegraph Ave	122	20th St	Broadway	282,283,597	2	4	2	2	2	SS	9
20th St	8	Broadway	Harrison St	427,426,344	0	2	2	2	2	SS	8
54th St/Gaskill St/53rd St	49	Adeline St	Emeryville	800,799,798	2	4	2	2	4	SS	8
Feothill Blvd	64	23rd Ave	Fremont Ww	237,244,242,657	2	2	0	2	2	SS	8
Genoa St	66	Stanford Ave	West St	746,146,147	0	2	2	2	2	SS	8
MacArthur Blvd	86	35th Ave	High St	269	2	2	0	2	2	SS	8
San Pablo/32nd St/Hollis	118	Emeryville border	16th St	404,104,674,2,3,676,6 50,660	0	2	2	2	2	SS	8
Webster/Shafter/Forest/Colby	129	Berkeley border	20th St	202,203,204,205,206,2 07,385,755	0	2	2	2	2	SS	8
14th St	5	Brush St	Lakeside Dr	617,618	2	0	2	2	1	SS	7
44th St	6	Mandela Pkwy	Brush St	424,425	2	4	0	2	2	SS	7
69th Ave	22	International Blvd	San Leandro St	874	2	0	2	2	4	SS	7
Ardley / 23rd / E 30th / 21st / 16th	7	MacArthur Blvd	Embarcadero	379,728,743,742,740,6 77,695	2	2	0	2	4	SS	7
College Ave	49	Alcalraz Ave	Broadway	374,51,612,692,52	2	0	2	2	1	SS	7
E 18th St	137	Lakeshere Ave	Park Blvd	72	2	2	0	2	4	SS	7
Link St/104th Ave/105th Ave	4	Bancroft Ave	Edes Ave	404,105,107,639	2	4	0	2	2	SS	7
San Leandro St	116	66th Ave	75th Ave	164	2	0	2	1	2	SS	7
10th St	2	Madison St	5th Ave	152,492,153,757	0	0	2	2	2	SS	6
4th Ave	17	E 18th St	E 10th St	336	2	0	0	2	2	SS	6
Broadway/Caldecott Ln/Tunnel Rd	42	Tunnel Rd	Keith Ave	55,54,53,230,469,58,5 98	2	1	0	1	2	SS	6
E 24th St / Mitchell St	9	44th Ave	Feothill Blvd	410,411,696	0	2	0	2	2	SS	6
Edes / Jones / Cairo / Hegenberger Loop / Edgewater	58	105th Ave	Bay Trail	198,412,721,723,724,7 25,44,413,42	2	2	0	1	1	SS	6
Grand Ave	133	Lake Park Ave	El Embarcadero	517,518	0	2	0	2	2	SS	6
Hegenberger/Snell/75th/Hamilton	72	International Blvd	San Leandro St	117,764,765,766	0	1	2	1	2	SS	6
Lakeshere Ave	84	Mandana Blvd	MacArthur Blvd	366	0	2	0	2	2	SS	6
Mountain Blvd	103	Lake Temescal Path	Park Blvd	299,302,747,748,641,3 08	2	2	0	1	1	SS	6
Shattuck Ave	120	Berkeley border	Telegraph Ave	355,356,359	0	2	0	2	2	SS	6
7th St	25	Wood St	Mandela Pkwy	449,450	0	1	2	1	1	SS	5
85th Ave	27	Bancroft Ave	Edes Ave	682,681,685	2	1	0	1	1	SS	5



BART Bike Parking Capital Program

Increasing bike access while reducing bikes onboard

April 2013



EISEN | LETUNIC

TRANSPORTATION, ENVIRONMENTAL AND URBAN PLANNING

Rockridge Station

Secure bicycle parking recommendations

Station Characteristics



Site of recommended self-serve bike station

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

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

Summary of station characteristics

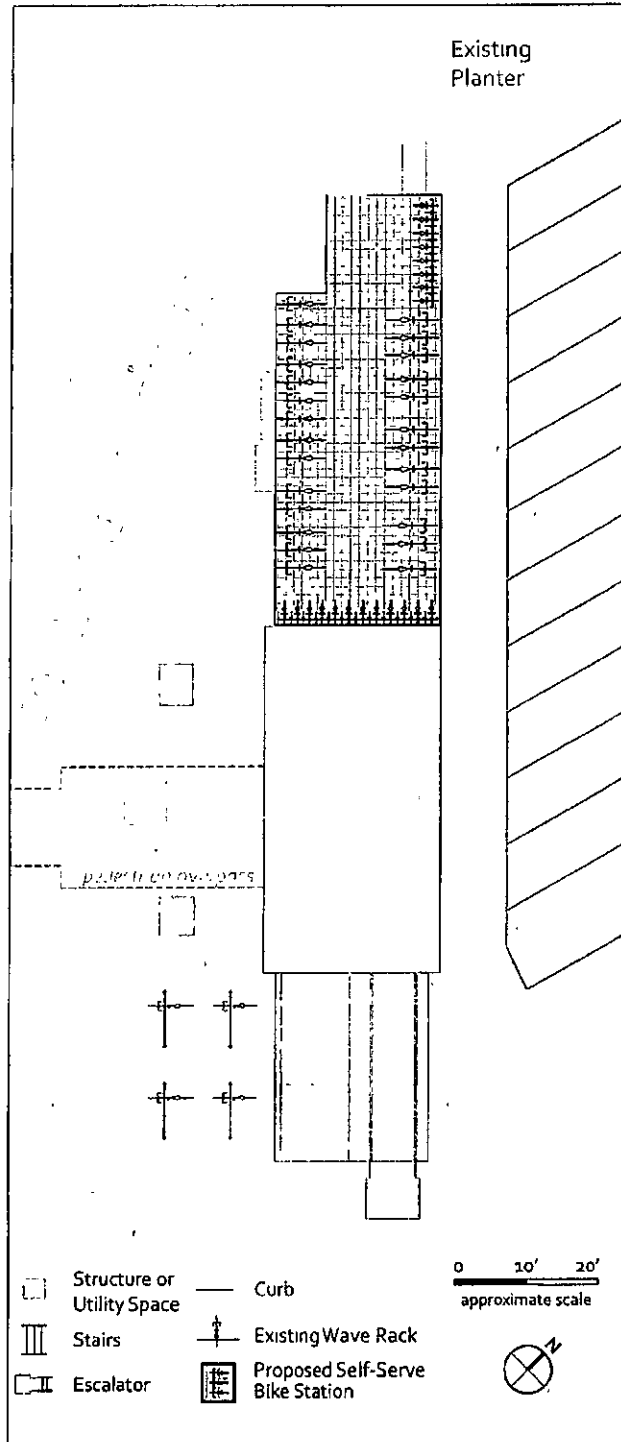
- Average weekday passengers (2013): 5,937
- Projected weekday passengers (2023): 5,782
- Bike access rate (2008): 4.8% | Goal (2023): 8%
- Existing bike parking (2013): 166; 40 secure, 126 other

Bicycle Parking Recommendation

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

Summary of bike parking recommendations

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



Plan view



Caldecott Tunnel Settlement Agreement | Final Project List

No. Name

1	Tunnel Road/SR 13/Hiller Drive Intersection Improvements	
2	Pedestrian Facilities on Caldecott Lane/Tunnel Road	
3	Bicycle Facilities on Caldecott Lane/Tunnel Road	
2&3	<i>Pedestrian & Bicycle Facilities on Caldecott Lane/Tunnel Road</i>	
4	Caldecott Lane/Kay overcrossing Intersection Improvements	
5	Bike facilities on Broadway from Brookside Avenue to Kay OC	
6	Jogging/walking path on Broadway from Golden Gate to Lake Temescal	
4-6	<i>Pathway & Bicycle facilities on upper Broadway¹</i>	
7	Soundwall study: Eastbound between Vicente Way and Broadway ²	
8	Soundwall study: Westbound between Ross Street and Telegraph Avenue ²	
9	Broadway/Keith Intersection Improvements	
9&14	<i>Broadway bike & ped improvements, Keith Avenue to Brookside Lane</i>	
10	College/Keith Intersection Improvements	
11	Bike Route Signage at Rockridge BART	\$8 million funding line

12	Broadway/Lawton Intersection Improvements	
13	Broadway/Ocean View intersection improvements	
14	Broadway/Brookside/SR 24 On-ramp Intersection Improvements	
15	Rockridge BART Bicycle Parking	
16	On-street Bicycle Parking in Commercial Areas	
17	52nd/51st/SR 24 ramps/Shattuck Intersection Improvements	
18	Soundwall study: Westbound between Patton Street and Ross Street³	
19	Alternatives' Analysis of Lake Temescal - Tunnel Rd Bike/ped connections	
20	College/Miles Intersection Improvements	
21	Claremont/Hudson/SR 24 On-ramp Intersection Improvements	
22	College/Manila intersection improvements	
23	Pedestrian Scale Lighting on Telegraph from 42nd Street to Berkeley border	
24	Soundwall study: Eastbound between 40th and 52nd Streets	
25	Soundwall study: Westbound between Telegraph Ave. and M.L.K. Jr Way	
26	Telegraph/56th/Eastbound SR 24 On-ramp Intersection Improvements	
27	Soundwall study: Eastbound between Broadway and Golden Gate Avenue	
28	College/Claremont Intersection Improvements	
29	Broadway/Manila Intersection Improvements	
30	Telegraph/Aileen/SR 24 Off-ramp Intersection Improvements	
31	Soundwall study: Eastbound between 52nd Street and Claremont Avenue	
32	Soundwall study: Eastbound between Golden Gate Ave. and Lake Temescal	
33	Soundwall study: Westbound between M.L.K. Jr. Way on-ramp and 40th St	
34	Soundwall study: Westbound between Golden Gate Avenue and Patton St	
35	AC Transit Route 51 Service Improvement	
36	Telegraph/Claremont/52nd Intersection Improvements	
37	Bicycle and Pedestrian Park Rest Stop	



Caldecott Tunnel Settlement Agreement | Project List Notes

Notes

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

Attachment 9-1



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

2013

September 27, 2013

Tom Radulovich
PRESIDENT

Joel Keller
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

Clarrissa Cabansagan
Transportation Advocate
TransForm

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

Dear Ms. Cabansagan:

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn
4TH DISTRICT

John McPartland
5TH DISTRICT

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

Zakhary Mallett
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

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

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

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

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

Thank you so much for your consideration.

Sincerely,

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

Steve Beroldo, Manager of Access Programs

Cc: Bruce Williams, City of Oakland



Attachment 9-2



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

Founding Organizations:

Claremont-Elmwood
Neighborhood Association

East Bay Bicycle Coalition

FROG Park

North Hills Community
Association

Parkwoods Community
Association

Rockridge Community Planning
Council

September 26, 2013

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

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

Dear Ms. Cabansagan:

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

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

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

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

Thank you very much for your consideration.

Sincerely,


Ann Smulka
Chairperson

cc: Bruce Williams, City of Oakland

Attachment 9-3 BPAC Letter of Support

September 27, 2013

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

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

Dear Ms. Cabansagan:

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

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

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

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

Please contact me with any questions or clarification. I can be reached at chris_hwang@yahoo.com.

Sincerely,



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